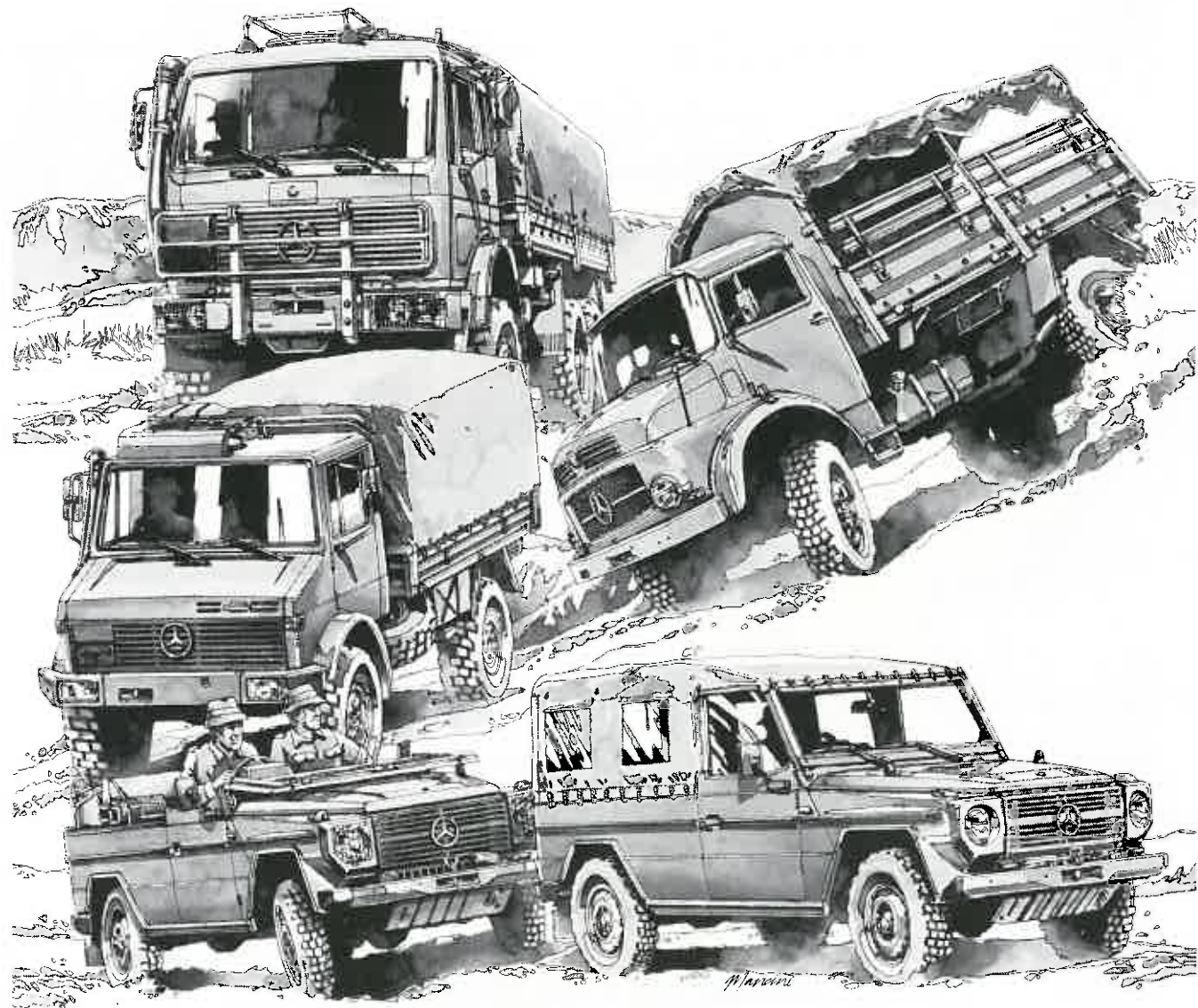


PUB-DAYBBI

THE JOURNAL OF
THE ROYAL AUSTRALIAN CORPS OF TRANSPORT
No. 7. APRIL 1983



The case for Mercedes-Benz military vehicles is backed by no less than 64 convincing arguments.

64 armies around the world, including NATO, have chosen Mercedes-Benz military vehicles to ensure fast, reliable tactical mobility regardless of conditions they must operate in.

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Weight: Approx. 500 grs (18ozs)
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Capacity Approx. 570ml (1 pt)

A MAGNIFICENT TRIBUTE IN SILVER-POLISHED PEWTER TO ONE OF THE WORLD'S FINEST ARMIES

The Australian Army Tankard is designed as a permanent tribute to the fighting men of Australia.

Its centrepiece, the famous "Rising Sun" insignia, here sculpted for the first time as a high relief medallion - under a special warrant from the Army - the Tankard inscribed with the names of each theatre of war in which the Australian Army fought.

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France - where the names Passchendaele, Pozieres, Bullecourt and Villers-Bretonneux speak of mud, shells, gas and thousands of neat crosses - cared for to this day by old comrades - but mostly they speak of courage and dedication.

On to a new conflict which came to threaten the very existence of Australia: of Tobruk and its famous "Rats"; The Kokoda Trail where the myth of Japanese invincibility was shattered; Milne Bay, Buna and Bougainville, where the famous fighting reputation of the Australian Army, forged at Anzac Cove some 30 years before, was here reinforced and expanded - to the ultimate salvation of Australia.

Again in Korea where names such as Kapyong and The Hook enter the honour role of places where Australians have sacrificed their lives for their country: Vietnam of still fresh memory,

where names such as Phuoc Tuy Province and Long Tan are branded into the collective memory of all those who honour valour and love freedom.

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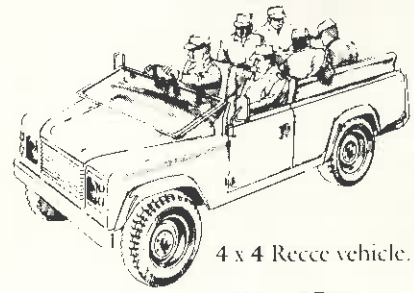


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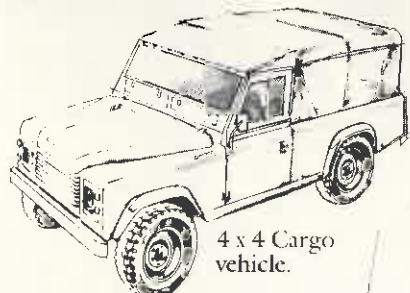
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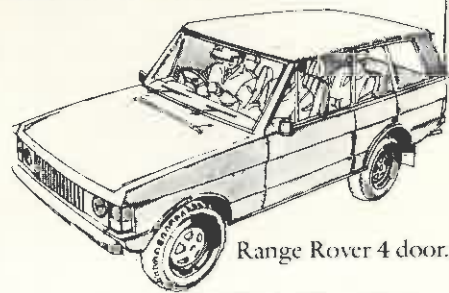
THE NEW LAND ROVER MILITARY RANGE.



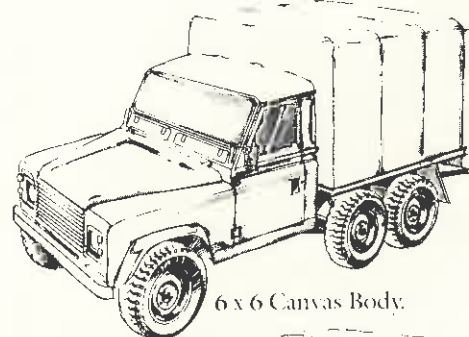
4 x 4 Recce vehicle.



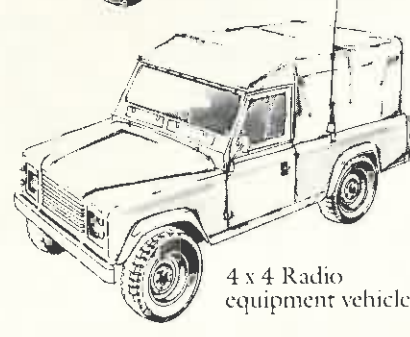
4 x 4 Cargo vehicle.



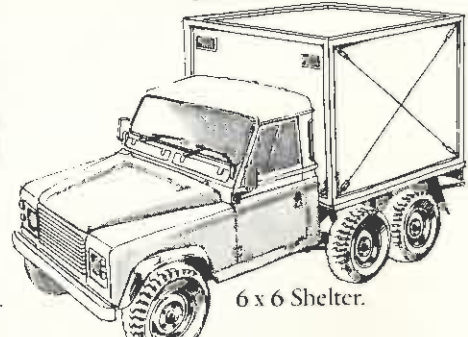
Range Rover 4 door.



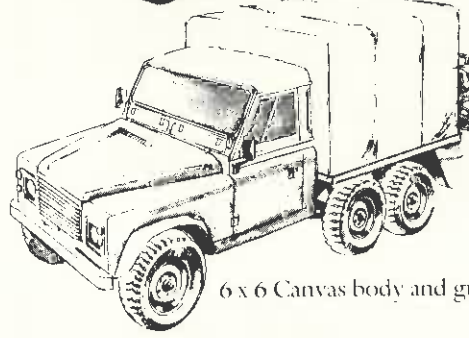
6 x 6 Canvas Body.



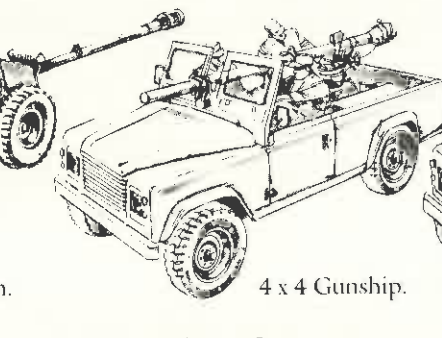
4 x 4 Radio equipment vehicle.



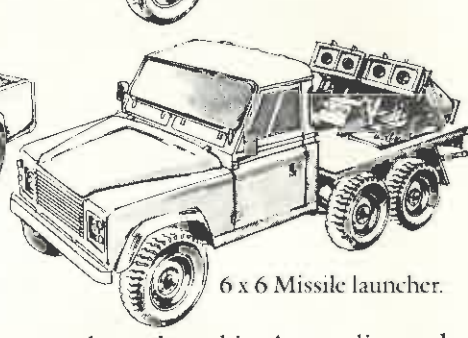
6 x 6 Shelter.



6 x 6 Canvas body and gun.



4 x 4 Gunship.



6 x 6 Missile launcher.

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Our cover this edition shows the RACT Pipes and Drums. An article on this dedicated group appears on page 16.

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

EDITORIAL



Lieutenant Colonel J.T.G. Bonnett, psc.

In the last edition of 'Par Oneri' I asked for contributions from a broader rank range of the Corps. You will see that this has produced most satisfactory results with articles from Cpl to Maj. The precedent has now been set and I sincerely hope that the trend will continue.

1983 will be an auspicious one for our Corps containing as it does our tenth birthday. The major celebration will be our Banner Parade at Puckapunyal, but as usual, celebrations will occur all over the country. How will you/did you celebrate the Corps' tenth birthday? Please let me know - with black and white photographs (prints), by mid July 83 so that they can be published in the next PAR ONERI.

I commend to you the article on road safety - a subject which has become of increasing importance to the RACT since the Corps became responsible for road safety in the Army. For those who are unaware of our (your) responsibilities, I would refer you to the RACT Corps Policy Statement No 20 of 1 Apr 82. When it comes to peace-time death and injury we, as major road users, are in the front line.

Unfortunately, lack of space has forced the exclusion of a number of articles which will be held over until the next edition.

Finally, will all those responsible for distributing this magazine please make sure that every soldier wearing the RACT badge and every soldier in every RACT unit (not all of whom wear RACT badges of course, but who are nevertheless members of our family) receive a copy. There should be few, if any, left over. If there are copies left over they should be returned to DIPT. If copies are short, let DIPT know.

I hope all readers have a happy and interesting 1983. Let us hear about it.

MESSAGE FROM THE DIRECTOR



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

This year we are ten years old. That's not a long history in terms of other Corps in the Australian Army but long enough for RACT to have established itself as a professional and respected member of the service family. In the short time I have been in this appointment I have been impressed with the sense of purpose that is evident in all areas of the Corps. In this year of our first decade we should look back on how far we've come with some pride but we must also look to the way ahead. How well we cope with the challenges that lie in

the future depends on the competence and enthusiasm of the now junior members of the Corps.

As the Editor has mentioned, the major activity of the Corps this year is the presentation of Princess Alice's Banner on 4th June at Puckapunyal. This is an historic event and I hope as many of you as possible will be able to attend. We are honoured to have His Excellency the Governor General represent our Colonel-in-Chief on this occasion. There will be other activities involved with the 10th Birthday including the dedication of the RACT Memorial at Puckapunyal on Anzac Day and the naming of the Peter Douglas Centre. A monthly newsletter will be produced to keep all units informed of these functions.

Road safety is a matter of concern to us all and this year the Directorate intends to put more emphasis on this aspect. Two young RACT soldiers have been killed in road accidents already this year and we cannot afford the tragedy and waste of such young lives. So please be careful.

Elsewhere in this journal is the Obituary for Colonel S.R. Birch. Colonel Birch was an officer of the RAASC who had a tremendous influence on many of us who passed through the old RAASC School in the late 1950s and early 60s. Regrettably this passing severs one more link with our past.

Enjoy 1983 and all the activities it will bring. It's another "K" year so we can look forward to a busy year both in our support and regimental roles.

CARGO JOINS THE ARMY.



The tough new recruits are Cargo 0913s. Right now Ford is busy delivering the last 100 of a big 576 unit order valued at \$11 million to the Australian Army.

Outside they're all khaki warpaint with special bodies built to Army specifications. But look inside and you're in for a surprise.

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ANTARCTIC ADVENTURE

Sergeant I.R. Power

Since 1947 the Army has provided personnel and amphibious craft in support of ANARE (Australian National Antarctic Research Expedition). Each year the Antarctic Division charts three ships to carry out scientific and resupply operations in the sub-Antarctic and Antarctic Continent. This is carried out during the Antarctic summer, so that resupply of Australian bases can be completed each year. The NANOK "S" was one of these ships, and this is my story of our journey.



LARC V at work.

Late afternoon on 18 December 1981 a small group of soldiers from the ANARE Detachment, consisting of CAPT G.P.R. Friend, SGT I.R. Power, CPL D.T. Breckenridge and LCPL R.J. Morgan, began an adventure not normally experienced by most soldiers. Our ties with land had been cast off as the ice-strengthened ship NANOK "S" sailed from Hobart.

It was good to be on our way after months of training and preparation, knowing the two LARC V (Lighter Amphibious Resupply Cargo V) and associated stores were secured on board. The four of us shared the same small cabin. As one would expect, military discipline was relaxed slightly as no RSM would be in sight for four months and beards began to appear. I found having a beard advantageous whilst working in the Antarctic.

Quick adjustment to our new life style was necessary as we spent considerable time travelling at sea. As most of the ship was out of bounds to non-crew members, limited space was available for the expeditioners and Army personnel, so leisure activities were of a restricted nature. Venturing outside on deck gave some relief to our confinement but the cold usually forced us back inside to air-conditioned comfort.

After eleven days at sea we arrived at Casey, our first Antarctic base. We readied the two LARC V and the ship's crew placed them in the water. It was good to get to work after the monotony of the voyage. Our job was to get ashore



NANOK "S" in ice with LARC V on foredeck and Ron seal in foreground.

personnel and materials to enable the base to be maintained through the long Antarctic year. This involved long hours every day whilst the ship was being unloaded. The actual logistics of the unloading and back loading were similar to those practised in the Army. Because of the available natural light and limited resupply season most of our working days were 16-18 hours long.

Conditions are not those of an Australian summer; temperatures ranged from plus 2°C to minus 17°C during our stay in the Antarctic, which seemed to make our working day never ending.

Other duties were:

- Towing a fifteen tonne capacity barge from ship to shore when required.
- Removal of small ice floes that would hinder unloading.
- Fuel line connection and towing from ship to shore installation.
- Biologist and medical diving teams used the LARC V as a tender and diving platform.
- Personnel transport.
- Running out mooring lines from the ship, to shore bollards.

The most unusual aspect for all of us was that we were working in an extremely cold part of the world. We learnt quickly about exposure and wind effect against our humble persons and the influence ice, snow and wind could have on our craft. Strong winds would appear as if from nowhere whipping up the sea. Spray and water would drench our craft, making our work more difficult and unpleasant in the cold.

At times the seawater washing across the deck would freeze, making it hazardous to work on deck. Mooring lines were difficult to work with and windscreen wipers would freeze up as the spray hit them. Servicing the LARC V required willpower at times, especially when gloves had to be removed to carry out intricate work. Lying on cold metal trying to reach that illusive grease nipple with molybond

grease reluctantly oozing out of the grease gun, due to the cold, could be quite frustrating. Because we normally live in a temperate climate we are not really prepared for the cold but fortunately we adjusted quickly and adapted to the climate and working conditions.



Icebergs.



Dressed for an Antarctic summers day. From left to right Sgt Power, Capt Friend, Cpl Breckenridge and LCpl Morgan.

We worked at Casey, Davis and Mawson twice in the 81/82 summer season involving five unloading and backloading operations. Whilst the NANOK "S" returned to Australia for more stores, we spent seven weeks summering at Mawson which was beaut — seasickness is not a problem on land.

The detachment was lucky to have the opportunity to summer at Mawson as this is not always possible for Army personnel. Whilst we were there it gave us a chance to exper-



Mawson station with ice plateau in the background and Sgt Power on the right.

ience Antarctic base life, as opposed to our logistical tasks. Our daily routine was new and interesting, meeting expeditioners and learning about their year of work. As the days progressed we became a part of this and helped with many and varied tasks such as building construction, scientific research (as assistants), culling of seals for dog food and general duties. Also, the LARCs were required for transport to outlying islands around Mawson where seals for culling could be found. (Mawson is the only Australian base with Huskies). During this time the LARCs were not neglected as



Welch Island five miles from Mawson, left is Sgt Power, and LCpl Morgan is on the right. Note LARC Vs in left hand corner and icebergs in the background.

routine servicing and maintenance was carried out.

Blizzards were a new experience for me and seemed quite exciting but my opinion soon changed when CAPT Friend, LCPL Morgan and myself became marooned in a small hut 15 kilometres from Mawson at the base of Mount Henderson. The day began with excitement as we prepared for an overnight stay at "Hendo" hut. The three of us were well prepared, or so we thought. As I stood next to "Hendo" hut watching the helicopter fade into the distance, I admired the awe-inspiring beauty of our surrounds. The day was spent exploring and climbing Mount Henderson and with weariness we returned to "Hendo" hut for the night, knowing that the helicopter would return to pick us up by the following morning. During the night the wind began to increase and by morning we knew there was no chance of a pickup, as the blizzard, howling furiously, lashed at our small shelter. The three nights and four days spent in "Hendo" hut will never be forgotten, nor shall I play poker again. Once the blizzard abated we walked two kilometres to an expeditioners camp involved on a field filming activity. We were picked up by a tracked vehicle and given a lift back to Mawson. During our summer stay we experienced four blizzards.

One might ask "Why volunteer for such an isolated, cold job?" I found the detachment gave me the opportunity to experience adventure and work in a very interesting area of the world. The most striking and beautiful thing about the Antarctic is not the plentiful amount of icebergs nor the breathtaking scenery of the continent, but the abounding wildlife in uncountable numbers which you can observe at close range — sea birds, penguins, seals and whales, which leave a lasting impression of the wild Antarctic. At times we took biologists and others to outlying islands at Casey and Mawson and this gave us a chance to see penguins and seals at close range.

As with all operations this one too came to an end. We had spent 39 days travelling at sea, 22 days working at the three bases and seven weeks summering at Mawson. It was



Mount Henderson in background with Huskie the day the blizzard abated. (The Antarctic antithesis of a hot-dog!)



Sgt Power with Weddell seal.



Adelie penguin rookery with parent feeding chick.

with pride and satisfaction we marched off the NANOK "S" on 19 March 1982 at Hobart, knowing we helped the Australian Antarctic Research programme begin another year of research and building in the Antarctic.

Yes, the beards came off well in advance of our return to Australia!

SGT I.R. Power enlisted on 20 Sep 72 and was allocated to RAE (Tn). On completion of basic seaman training he was posted to 1 Tml Gp for duty with the AV 'JOHN MONASH'. With the formation of the RACT in 1973, SGT Power was re-allocated to that Corps and continued his service with 35 Water Transport Squadron. In 1981 he was selected for service with the ANARE Detachment.

Promotional Editorial

THE AUSTRALIAN ARMY TANKARD

The Australian Army Tankard is the latest in an impressive series of historical tankards that have captured the imagination of collectors everywhere.

The International Historical Foundation, through its parent organization The Library of Imperial History Pty. Ltd., conceived the original idea of printing the history of famous events onto a pewter tankard, and investing this with a high-relief insignia appropriate for the occasion to be commemorated.

Thus the **Battle of Britain Tankard** has the impressive eagle insignia of the RAF as its centrepiece, and the names of the famous aerodromes from which the "Few" scrambled to do battle; the **Battle of Trafalgar Tankard** has as its centrepiece a medallion taken from the original medal which was issued to every survivor of the battle and is inscribed with the name of every British ship that took part; the **Churchill Tankard** records the historical sequence of events that lead Sir Winston to No 10 Downing Street, and has as its high-relief centrepiece the sculpted head of Churchill used on the famous limited edition Churchill Crown in 1966; the **RAAF Diamond Jubilee Tankard** has inscribed the names of the 36 major aircraft flown during its 60 year history and has, as its centrepiece, the historic RAAF Crest, sculpted here for the first time as a high relief medallion.

The **Australian Army Tankard** is another in this proud line, celebrating some 82 years of outstanding service to our Nation. Founded in 1901 during the South African war (shortly after Federation), few fighting services have so quickly won world acclaim and renown.

This Tankard is inscribed with the 20 theatres of war in which our Army has fought — from South Africa to Vietnam — and bears as its centrepiece the famous "Rising Sun" General Service Badge. Reproduced here for the first time as a sculpted medallion in high relief, it has been carefully prepared under the supervision and with the permission of the Army.

The Australian Army Tankard is made in Australia to the exacting standards laid down by the International Historical Foundation and each tankard is meticulously inspected to ensure that it conforms to this standard.

The ancient craft of pewtersmithing has been recreated in this country to an exceptionally high quality. This has enabled us to commission the production of the Australian Army Tankard in Australia, as is most appropriate considering the service that it honours. The Tankard itself is outstanding, however, only by holding one and examining it first-hand, does this appreciation of quality become apparent.

Weighing 18ozs — more than twice the weight of tankards normally available in shops — each is an original in its own right. Classical in design, with a Georgian handle, glass bottom and silver-polished to a high gleam, these tankards bear all the features long associated with the very best of collectors' tankards.

Designed to be the perfect commemorative for the occasion they celebrate the tankards are robust and practical — either as a display piece, or as a superb drinking vessel. Given normal use and care they will not deteriorate in quality or value and, in years to come, are likely to be sought after as the definitive memento of the great events and people.

Each Tankard is inscribed on its base with its edition number and the touchmarks that certify it as genuine pewter. It is Nationally advertised at \$95 for members of the public, however we are making it available to all serving and former serving members of the Australian Army at the reduced price of \$85 inclusive of all charges.

On placing an order for the Australian Army Tankard, your name will be listed as a registered owner and your order will be processed within four to six weeks of our receiving it. Your order will qualify you to receive other Tankards in our Historical Series (should you so wish) at a discounted rate, and details of this offer will be sent to you with your Australian Army Tankard by certified mail.

You can order your Australian Army Tankard by clipping out the coupon from our advertisement and sending it off, or by telephoning us. Our address is International Historical Foundation, 2 Collins St, Melbourne 3000. Telephone (03) 654 1900. If you live outside the Melbourne area code of (03) you can dial 008-33-1005 from anywhere in Australia for just the cost of your local call — the balance is charged to us.

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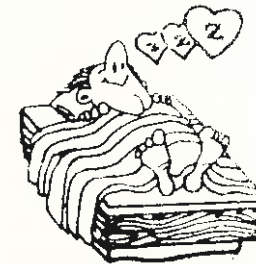
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ANTIPODEAN TOURS

by Major D.G. Pepperell RCT

I had this nightmare. I was in a prison hulk surrounded by darkness and noise and the collapsed forms of many other unhappy prisoners. It seemed so real until I realised that I was awake and secure in the innards of a C130. The 'prisoners' were in fact students on the RAAF Staff College Tour for 1982, called EX NORWARD 82.

The C130 is a reliable workhorse, but not necessarily the best aircraft for seeing Australia. I spent many hours on a stretcher with my neck craned trying to see through the distortions and cracks in the window, down to the GAFA below, flying east of Mount Isa. Someone told me that this acronym refers to the Great Australian Featureless Area, and I can understand why!

Flying over the GAFA is an exotic experience for a British Army Officer and as we flew I reflected on the circumstances that had led to my being there. As the British exchange officer working in the Directorate of Transport I had been sponsored for the tour after several unsuccessful attempts to secure a seat on one of the Army Staff College tours. Two weeks previously we had left RAAF Fairbairn and arrived three hours later at RAAF Edinburgh. Our first visit had been to the Defence Research Centre, Salisbury, near Adelaide where I nearly burnt my inadequate brains out trying to grasp the scientific information being pumped into me. I grasped enough to appreciate their major contribution to weaponry systems in Australia and the western world.

The next day we were given detailed briefs on the develop-

ment of resources in South Australia, including a lively analysis of the oil and gas discoveries in the Cooper Basin. The way in which the firm SANTOS has grown with that development made interesting listening.

On the following day we were free and the two British exchange officers on the tour spent the day sampling the local brew from the Barossa. We compared notes and became less lucid as the day progressed.

The next stop was Perth where we received another full briefing on resource development, this time, of course, as it applied to Western Australia. We were all very impressed with an afternoon at the home of the giant Woodside Corporation which is developing the oil and gas deposits in the North West Shelf. The plush offices, sophisticated audio-visual displays and glamorous staff, together with talks of oilfields and cartels was reminiscent of an episode of 'Dallas'. We also had a visit to the SAS where we were treated to a demonstration of macho skills. This visit also included a brief on RAN operations at HMAS Stirling.

I particularly enjoyed the visit to Perth because I have a number of relatives in the area, all with farms larger than some English counties! I hadn't met any of them before, but I was given a big reception and looked after very well.

When we left Perth, I was invited onto the flight deck of our C130 and saw the West coast all the way to Learmouth. We visited the RAAF airfield facilities there before driving up to the Harold Holt Communication Centre at Exmouth for a brief on the joint US/AS base.

We then visited the civilian port facilities further north at Port Hedland and had a tour of the railyard that received the trains of 144 wagons carrying immense tonnages of iron ore for shipping out to the smelters.

We flew on to Darwin and our visit there included tours of the local RAN and RAAF facilities. I was particularly intrigued with the new patrol boat base with the ability to lift craft out of the water into protected hangars for either maintenance reasons or weather protection. Apart from a tour of RAAF Darwin, we also flew down to Tindall to look at the RAAF amenities there. This visit included a quick tour by bus to the local metropolis of Katherine, where so many people were sleeping in the adjacent bush that some wag suggested they were under chloroform trees.

We received a defence brief by the three Service chiefs. Army's contribution was most interesting to me because it was my introduction to NORFORCE. It seems to me that the development of 'eyes and ears' for the northern coastline by training Aboriginals is an innovative and practical aid to the defence of Australia.

The two 'Brits' ventured out on our day off to the Kakadu National Park where these intrepid explorers sailed up the South Alligator River and were rewarded by sightseeing of Jabiru, Water Buffalo and Salty Crocodiles. We particularly enjoyed our all Australian BBQ on the river bank, barramundi entree, buffalo fillets for main course, washed down with wine and completed with true billy tea (they will never believe this in England!).

The next day we flew on to Weipa, on the Cape York Peninsula, which is a company-appointed mining town run by COMALCO. Two things amazed me there. The first was the ease of operation. Large tracts of land of which the top six or seven metres are almost pure bauxite just waiting to be scooped up and shipped out. The other amazing thing was the trucks used to haul the raw bauxite from the mine face to the clearing plant — they were 150 tonnes. Each truck additionally carries 100 tonnes of ore and as an illustration of their size — each tyre is over three metres high!

The next day we flew down to Mount Isa. We had another interesting brief and a tour around the mine area. The huge stockpiles of copper, lead and zinc waiting to be processed

were impressive. I took away some small souvenirs of over-spill and I'm still trying to extract the silver from the lead.

We were also treated to a visit to the Civic Centre where unfortunately it was a rest day for the current entertainment which was 'Mud Dollies', and we had to accept second best which was the town clerk briefing us on the relationship between the town and the mining company. Mount Isa is run as independently as possible from the huge mining concern that dominates the skyline.

With a jolt the C130 landed on the runway at RAAF Townsville and another leg was completed. This turned out to be purely a defence visit and we had tours and briefs from representatives of the three Services on their tasks and resources for the defence of N.E. Australia, and included my first brief on the ODF.

The next flight was interesting for me because we were in sight of the Great Barrier Reef and the Whitsundays. All very impressive even when distorted by little scratched C130 windows. Who would have thought three years ago that I would be viewing such world-renowned scenery. I remembered back to that grey September day in 1979 when I first heard of my posting.

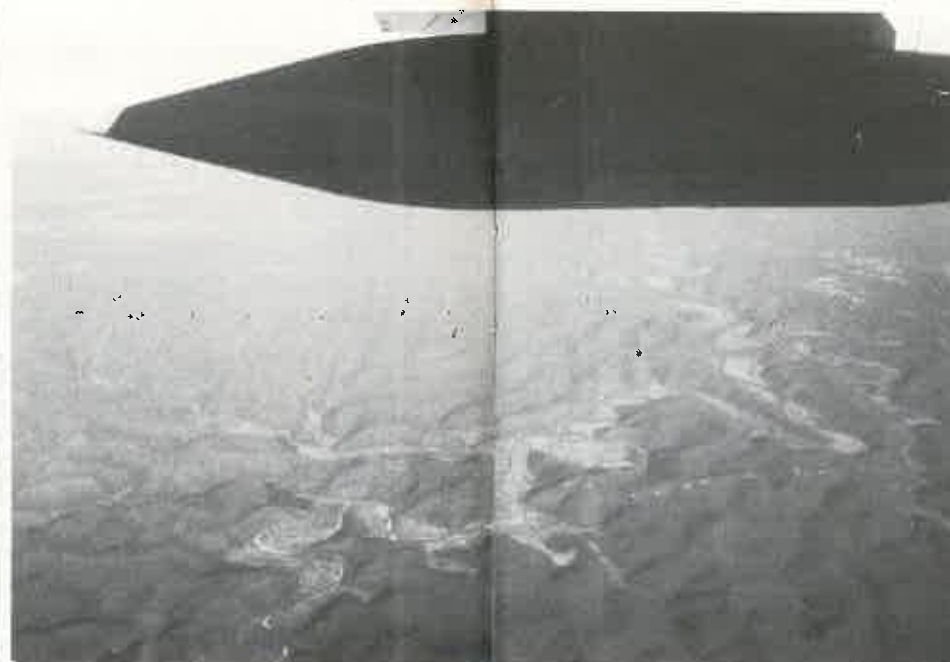
I had had an early start from home in Aldershot to go across the Salisbury Plain to Headquarters United Kingdom Land Forces (HQ UKLF) for yet another staff conference. The drizzle had closed in around the draughty Land Rover closing my own thoughts in. I was still brooding over the one way discussions with my posting authorities when I had tried to avoid a warning order for posting to Glasgow, Scotland. I tried to work out what I had done wrong to be dispatched to that far flung corner of the United Kingdom. Later that morning during the conference I was called to the phone. From my office at Aldershot an excited clerk told me he had just received a posting order for me — to Canberra, Australia. Hells teeth, I thought, now they're transporting me!

The initial excitement was soon replaced by a nervous uncertainty amongst the whole family, that the posting was bound to be changed. We sat on the edge of our seats for nearly ten months before actually receiving the air tickets. My son was happily settled into boarding school, so it was only my wife, daughter and I who eventually came to set up

Fellow 'prisoners' passing the time.



The G.A.F.A. below . . .



Port Hedland. Iron ore centre.





New patrol boat facility at Darwin.



A not-so-friendly Australian.



Bauxite carrier at Weipa.

home in the national capital.

Once again the present broke into my thoughts as my home for the previous two weeks landed at Gladstone airport. Gladstone is where the bauxite, shipped from Weipa, is converted firstly into alumina, which is a relatively simple process and then into aluminium by a sophisticated electrical process drawn from the large Gladstone power station. My compatriot, who is an infantryman, was particularly excited partly because he began to understand the technical extraction processes involved for the first time on the tour, and partly because of the shapely guide who showed greater interest in *our* brown uniforms than *their* blue ones.

Next stop was RAAF Amberley where we were to receive our Queensland governmental and industrial briefing. It was held there because it was the opening day of the Commonwealth Games in Brisbane and everyone was very busy, also accommodation and transport were at a premium. Nevertheless, in true Queensland fashion, it was an exciting briefing which was both informative and entertaining. I must admit that it needed to be as we were all feeling a little

saddle-sore after so many hours in plastic seats being briefed, interspersed with hours in C130 web seats.

After two years of driving a desk at Army Office, perhaps I ought to be able to sit for long periods. But at least the ability to stand up and walk around was there in Campbell Park Offices, if only to gain inspiration by looking through the windows.

Although the RAAF tour will remain the highpoint of my exchange, at that point it was over to all intents and purposes and everyone just wanted to get home to see their families and relate their news. By the time the final leg home was over and I had had a few beers, my tour anecdotes began to put Bourke and Wills expeditions in the shade.

I have been more than happy to work in Canberra despite the bureaucratic environment because the alternative may well have been a posting to the Ministry of Defence in Whitehall. I could not have gained the same inspiration from red brick, grey skies and city pollution as I do from gums, kangaroos and bright sunshine through the office window.

At the end of the working day and week, my family and I

have been able to enjoy the wonderful environment of Canberra. We have sailed the lake, pony-trekged the forests, and dug holes at the golf courses. We have visited all the visitable places in and around the City and become quality Canberra bores to unwary tourists.

The vicinity of the Snowy Mountains and the south coast of NSW have also encouraged us to spend weekends at both areas. I took the plunge and became a student on a 'Fishing for Beginners' hobby course so that I have been thrashing the waters and frightening a wide variety of both fresh and salt water fish. We have climbed Mount Kosciusko and surfed and swum along the South Coast.

We have also endeavoured to make the most of our six weeks annual leave (I had to include this because it always makes the Australians jealous). This advantage has allowed us to travel in two and a half years on holidays in Adelaide, Queenscliffe, Tasmania, Sydney, Terrigal, Coffs Harbour, Coolangatta and Magnetic Island. Each of our holidays here has permitted a greater insight into Australia and the Australians, and each yielded a rich crop of enjoyable experiences.

Our poor old Kingswood wagon has clocked up many thousands of kilometres and has served us well.

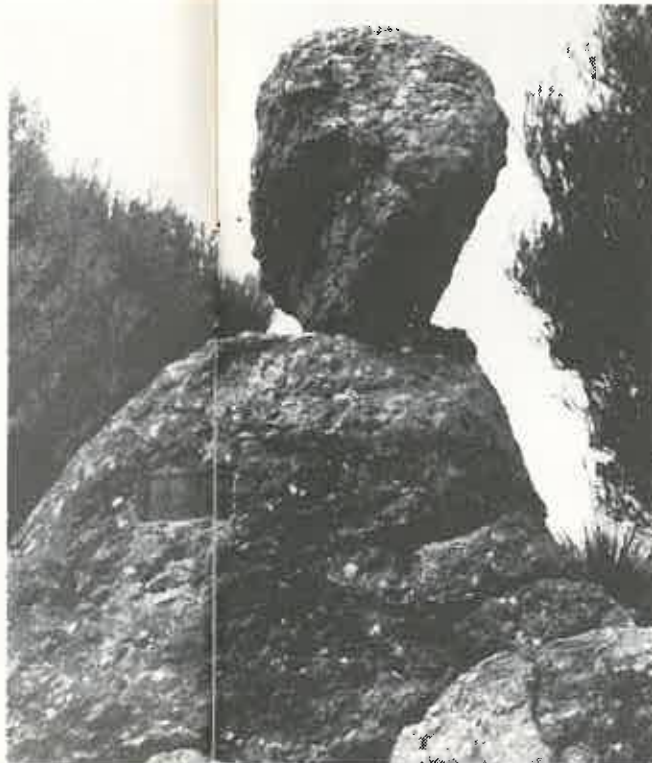
My exchange tour is nearly over, but I cannot admit to being glad to be going home. It has been a most fascinating and rewarding period in my military service. I have enjoyed working with the Australian Army very much and will be carrying many happy memories back to England. I have certainly learnt a great deal and we have made many lasting friendships. We have enjoyed our travels but it is your sunny lifestyle I will miss most. In particular I will miss that great Australian institution the 'barbie', the gathering of the sacrificial burning of joined-up meat whilst slaking the thirst with beer and sharing the whole experience with those friendly Australians - the bush flies.

Major Pepperell, his wife and daughter, left Canberra to return to England, on 11th February 1983. His replacement goes to HQ FF Comd (Movement and Transport) as SO2 (Ops). The era of having a British Exchange Officer in the Directorate has thus, sadly, ended.

Ore stockpiled at Mt. Isa Mines.



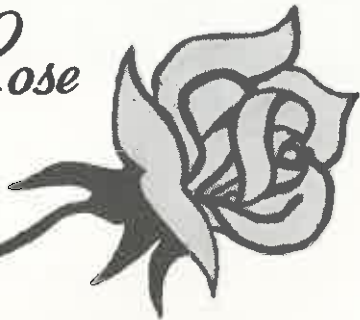
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A HISTORY OF THE ROYAL AUSTRALIAN CORPS OF TRANSPORT PIPES AND DRUMS

Compiled by Captain M. Kleeberg

The RACT Pipes and Drums is one of only eight Army Reserve Pipes and Drums in existence, and it is unique in that it is the only one which belongs to a corps of the Army.

Pre 1952

In 1948, A Sqn, 15th Northern Rivers Lancers and 1st Tracked Amphibious Sqn RAASC were formed in Newcastle and in 1952, both these units combined to form 15th Northern Rivers Lancers. During 1951 an affiliation was made with 15/19 The King's Royal Hussars. During the period 1949-1952, a local civilian Pipe Band, Northumberland Scottish Pipe Band, unofficially played and marched with 15th Northern Rivers Lancers (15 NRL).

The First Year - 1952

In June 1952, the Lancers officially applied to raise a Pipes and Drums of 24 members, and in July 1952 it was approved by 1st Armoured Brigade and Headquarters Eastern Command. Army Headquarters gave approval in August 1952 for 15 NRL to have a Pipes and Drums, but without establishment and on the condition that it was formed from within the establishment of 15 NRL. The Commanding Officer, LTCOL J.A. James (later Brigadier), appointed CAPT Viv Sharpe as the first Pipe President with the task of raising the Pipes and Drums. In August 1952, four pipers and four drummers were enlisted. They were from the Northumberland Scottish Pipe Band. The pipers brought their own pipes with them and the unit purchased a bass drum, two tenor drums and four side drums. SGT Frank Baillie was the first Pipe Major, SGT Terry Holmes the first Drum Major and SGT J. Mackay was the first Drum Sergeant.

The Next Five Years 1953 - 1958

By July 1953, the Pipes and Drums strength was 17, one Drum Major, nine pipers and seven drummers. It was during early 1953 that an approach was made to the Scottish Horse Regiment, Territorial Army, UK, and their sponsor, the Duke of Atholl, for an affiliation, and permission to wear the Scottish Horse dress and the Murray tartans. Both the Scottish Horse and the Duke of Atholl agreed the same month. In August 1953, a set of 16 bagpipe covers in the Murray of Atholl tartan, with cords and tassels, was ordered from Andersons in Edinburgh. During the same month, Army Headquarters approved the alliance with the Scottish Horse, and approved the wearing of Highland Dress, provided that the unit bore the expense. The alliance was subsequently notified in Australian Army Order Number 93/54. In Sep-

tember 1953, the bagpipe covers arrived from Scotland. The Pipes and Drums were given the Place of Honour at the November 1953 Eastern Command Tattoo in Sydney, at which the Pipes and Drums wore Army uniform with white webbing.

1954 saw the Pipes and Drums with a strength of 20 all ranks, and with three members winning parts of the Sydney Highland Gathering. A turning point for the Pipes and Drums was when Her Majesty, Queen Elizabeth II visited Newcastle in February 1954. The Pipes and Drums played in a static position along the Royal Route and Her Majesty, interested in why an Australian Army Pipes and Drums had bagpipes covered in the Murray of Atholl tartan, and why they were not wearing kilts, had His Royal Highness, Prince Phillip, later speak with LTCOL James at a Civic Function. On 19 March 1954, the complete Highland Dress arrived from Scotland, the initial cost of the uniform being borne by Brigadier J.A. James (RL). On 3 April 1954, the Regimental Pipes and Drums paraded at Singleton with HQ 1st Armoured Brigade, wearing kilts, bonnets, sporrans and hosetops for the first time. Sir John Northcote showed great interest in the Pipes and Drums at their inaugural dress parade. Enthused by their recent acquisition of highland dress, the Pipes and Drums played on 19 April 1954 in their first competition and won the B grade section of the Highland Gathering, and also the street march. In June 1954 they again won a B grade competition and street march, this time at Tamworth. During August 1954, the Minister for the Army interrupted an ABC radio programme to make the following announcement, which was a message from Her Majesty the Queen:

"We give our Royal Consent for an alliance between our beloved Regiment the Scottish Horse Armoured Corps Territorial Army and our beloved Regiment 15th Northern Rivers Lancer, Australian Armoured Corps, Citizens Military Forces and for approval, that the Pipes and Drums of the 15th Northern Rivers Lancers shall wear the Murray tartan kilts, and appurtenances as worn by the Pipes and Drums of the Scottish Horse and that the Pipes and Drums of the 15th Northern Rivers Lancers shall be carried on their own establishment as per the establishment of the Scottish Horse".

The Minister went on to say that Army Headquarters were pleased with the affiliations and the Royal Consent. The next day, Army Headquarters authorised the Pipes and Drums to be raised to full establishment.

At Newcastle, in August 1954, the then Governor General Sir William Slim complimented the Pipes and Drums on their turnout and playing ability. The pressures of competition were stepped up and the Pipes and Drums again won the

street march and B grade championships on 4 October 1954, at the Balmoral Highland Gathering. During October 1954, they were awarded a special prize for winning the Street Parade in the Orange Cherry Blossom Festival. November 1954 saw an honour paid to the young Pipes and Drums of 15 NRL when they were given the Right of the Line at the Eastern Command Tattoo. 1954 closed with a Beating of the Retreat at Lancer Barracks in Parramatta where the Pipes and Drums were complimented by the Chief of the General Staff. 1955 opened with the 15 NRL Pipes and Drums taking out every prize at the Newcastle Highland Gathering in the B Grade.

Soon after, in February, the Pipes and Drums were called upon in a very different role. The amphibians of the Regiment were directed to assist in the flood relief work in Maitland and the Pipes and Drums manned the clothing and supply depots, maintained levees near Birmingham Gardens and then moved to Maitland for the original 'Operation Cleanup'.

The Pipes and Drums, keen to go higher, had sponsored a Drum Major, J. Brogan and two pipers, C. Wynd and J. McInnally to emigrate from Scotland. Charlie Wynd, later promoted to CPL, had served with the Black Watch and with the Scottish Horse. Drum Major Brogan added the polishing touches to an already successful band and in June 1955, the Pipes and Drums won every A Grade contest and the street march at the Tamworth Highland Games. The remainder of 1955 and 1956 saw the Pipes and Drums win more contests locally and in Sydney.

On 22 September 1956 the 15 NRL was disbanded and the unit amalgamated with 16 Amphibious Company, Royal Australian Army Service Corps. The then Commanding Officer, Major Skilton wrote to the Duke of Atholl seeking continuation of the alliance with the Scottish Horse, the tartans and the new unit. Because the Duke had died, his successor to the title, a nephew, took the problem to Her Majesty seeking advice. The unit received approval for the alliance to continue.

In 1957 and 1958 the Pipes and Drums again won A Grade championships and Drum Major Brogan won Champion Drum Major and Private Lightfoot won best under 21 side drummer.

The Next Ten Years 1959 - 1969

This era saw the Pipes and Drums rise to a pinnacle of success and fall to a low never before experienced. Under SGT Coughtrie, the new Drum Sgt, the style changed dramatically and in 1959, the World Champion Drum Corps, after defeating all Australian top Drum Corps, were beaten twice in succession by SGT Coughtrie's drummers.

During 1960, Pipe Major Haggerty took over the Pipes and Drums, and in the next two years reached World Championship Standard, winning contests by as much as 40 points (and on one occasion by 104 points) which is a superb achievement as four or five points usually separate placings. For two more years the Pipes and Drums flourished until, under pressure of excessive contests, their strength began to fail. The Pipes and Drums stood down from contest playing in 1964 as undefeated State Champions, and Pipe Major Sands took over.

The emphasis changed in 1965 to playing in Military Displays and 1966 saw the Pipes and Drums perform a Changing of the Guard Ceremony at Victoria Barracks which was acclaimed as an excellent performance. It was believed to be the only CMF band to perform a Changing of the Guard Ceremony up to that time.

The Doldrums 1970 - 1973

Again the pressure of competition took its toll and when the present Pipe Major took over in 1970, only eight mem-

bers were regularly playing.

This period was probably the most frustrating of all for a Champion Band and it is a credit to those who stayed, that it survived at all. During this period not one accomplished musician joined the band and the focus was centred on training unskilled soldiers. The "Equal to the Task" attitude prevailed and the Pipes and Drums put on a creditable performance at Battalion Parades, Tattoos, Civic Functions and also the Royal Australian Corps of Transport Inauguration Parade on 2 June 1973 at Rose Bay.

The Recovery 1974 - 1976

This period again saw a change of style, the emphasis being concert and Military Performances. The Pipes and Drums had about forty tunes in their repertoire and could stage a performance of about three hours. Another first for the Pipes and Drums was that they regularly used an electronic organ as part of their presentation, to add depth to their performance of a dedicated but understrength pipe corps.

In April 1976 the strength was 20 which was the highest for many years. The Drum Major, CPL Dick Wilson had been with the Pipes and Drums since its inception and has proved that he, like all present members is "Equal to the Task".

On 31 July 1976 authorisation for a Pipes and Drums of 34 members was issued on Establishment 4454-XX-1 Royal Australian Corps of Transport Pipes and Drums and was placed under command of 10th Terminal Regiment. Local administration was delegated to 16th Transport Company RACT (later 16th Transport Squadron RACT). With the reorganisation approval was given to the Pipe Major Sergeant Gordon Body, to commence trade testing unit members in Employment Code Number T244 - Piper/Drummer/Bugler.

The Present 1977 - 1982

Since reorganisation, the Pipes and Drums have continued to flourish with the support of many friends, within and outside the service. A sense of purpose has been established in training and recitals resulting in a greater awareness by the Corps, various Army Branches and the general public. New kilts have been bought and new drums presented to the Drum Corps. A major fund raising activity by the Corps greatly assisted with these purchases.

The Future

With 25 years past, the Pipes and Drums has established goals for the future. Primarily, it is recruiting more members to bring the strength to full entitlement. Secondly it will attend further Championships to regain its previous status as B Grade Champions and finally, it will continue to seek Army support to attend the Edinburgh Tattoo, Scotland. The last competition won by the Pipes and Drums was the 1982 East Coast Pipe Band Championships. Its win in C Grade has meant promotion to B Grade again.

Key Appointments



Pipe Major WO2 Gordon Body Drum Major SGT Alan Christie



Drum Sgt SGT Dick Wilson

ACKNOWLEDGEMENTS

1. Captain J. Stansfield who carried out the research for the period 1952 - 1976.
2. Sergeant W. Storer, Drum Major RACT Pipes and Drums 1978 - 1979, who provided the history 1976 - 1979.
3. In 1980, COL R.K. Mair MBE, presented to the band a Basket Hilted Broadsword commonly referred to as a "Claymore".
4. Since 1980, OLD PARR Whiskey in association with WALCIES Pty Ltd have sponsored the Corps Band. Through Mr Anthony Chandler of Walcie's, the OLD PARR trophy is awarded to the outstanding Piper and Drummer at the yearly Band Competition.

Note:

The RACT Pipes and Drums will be visiting Puckapunyal for the Banner Parade in June 83 and will then travel to Adelaide to take part in RACT birthday celebrations in 4MD.

Captain Mark Kleeberg graduated from RMC in Dec 79 and was posted as a Tp Comd 69 Tml Tp, 10 Tml Regt. In Sep 81 he was appointed Trg Offr, 16 Tpt Sqn at Newcastle.

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THE HEAVENLY TWINS

By Lieutenant A.P. James

Introduction

In the mythology of Ancient Greece, Leda gave birth to twin sons, Castor and Pollux. There is some confusion as to the paternity of these two, some maintaining that they are the sons of Zeus, some that they are the sons of Leda's husband Tyndareus, and some that Castor was the mortal son of Tyndareus, while Pollux was the immortal son of Zeus.

In any event, the twins were renowned for their athletic ability and many exploits. After a dispute with their cousins Idas and Lynceus, Castor was slain. Pollux did not wish to be parted from his brother, and refused the immortality in which Castor could not share. Zeus allowed them to remain together alternately in the heaven and the nether world, and later transformed them into the constellation Gemini.

As deities, they were responsible for the safety of sailors of sea, and received sacrifices for favourable winds. They were also associated with the luminous optical effect observed at sea, which is now known as St Elmo's Fire. It is appropriate that the twins are today remembered in the form of two pieces of equipment operated by the water transport stream of the RACT.

History of the NLE

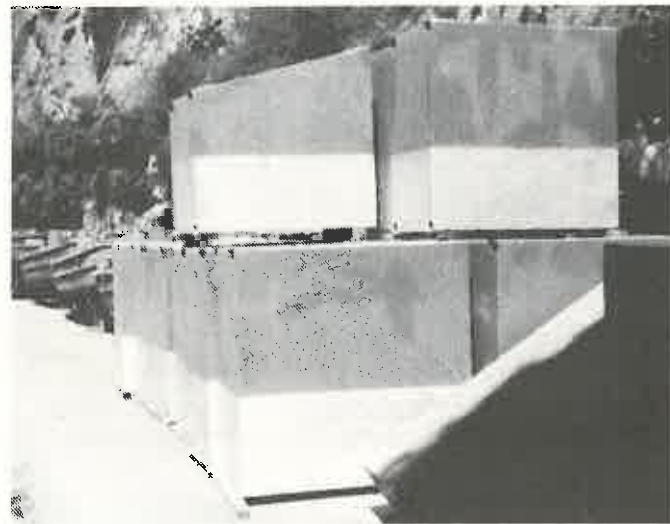
The equipments that carry the names of Castor and Pollux are two large pontoon barges, commonly called NLE, or Naval Lighterage Equipment. These NLE are constructed from strings of pontoons, and are derived from equipment that has its beginnings before World War II. In 1935 a US Navy engineer observed a new type of cellular barge being constructed for a dredging company. He forwarded sketches and descriptions to the Chief of the Bureau of Docks and Yards. It was not until 1939 however that the standard NLE pontoon was developed, along with an efficient method for stringing the pontoons together.

It was soon realised that this concept provided solutions to many problems encountered during amphibious operations. The first assembly of the full-scale pontoons was made in 1940, and large scale manufacture was soon underway. NLE attained widescale use, and featured in every major amphibious operation in World War II. They were used as barges, tugs, drydocks, floating cranes, piers, wharves, and causeways, from Normandy to the Pacific. As an easily assembled and versatile piece of equipment, NLE was vital to the success of any sea-borne assault.

Construction

Australia currently operates two NLE structures, which are based at 35 Water Transport Squadron at Woolwich, Sydney. These P-Series NLE supersede the earlier T-Series NLE, and were constructed at Woolwich in early 1981. They are made up of three and a half strings of 14 pontoons each. The pontoons are 2.4m x 1.6m in size, except for those of the bow and stern of the NLE. At the bow there are Sloped-Deck and Ramp-End pontoons, creating the ramp

by which the NLE may be loaded and unloaded. The stern is fashioned from Curved-Edge pontoons, which provide the overhang necessary for the operation of the marine propulsion units (the use of which will be discussed later).



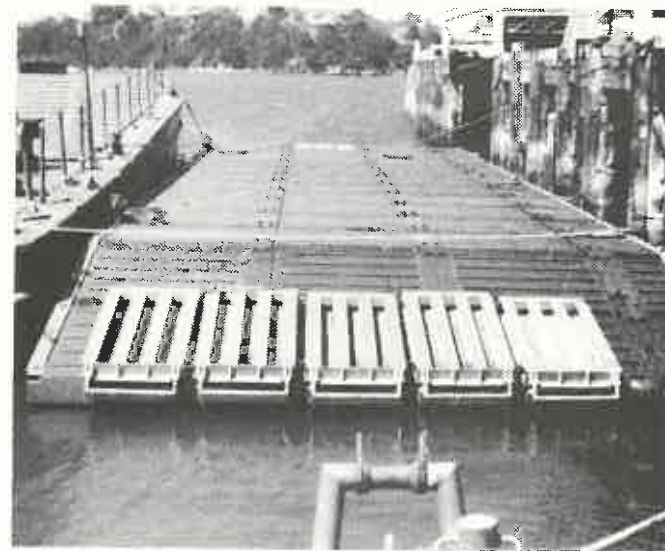
NLE Pontoons



112 HP. Harbourmaster diesel outboard propulsion unit.

A string of pontoons is formed by bolting the pontoons to assembly angles of the required string length. Completed strings are then joined together in the water, by plates and tie-rods. Gaps between the pontoons are filled by deck closures. While this method of assembly allows for later dismantlement, it is intended that Castor and Pollux will re-

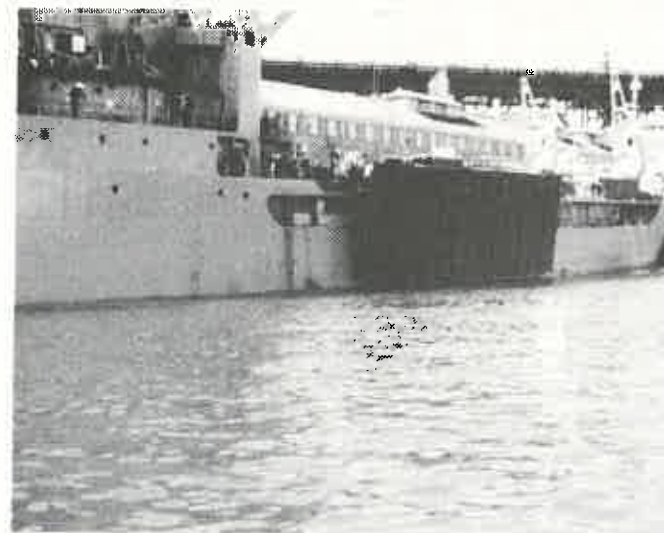
main assembled for the duration of their working lives. The 14 x 3½ combination outlined above gives a craft which is 21.21m in length, has a beam of 7.45m, has a draft of 0.65m, and a working flat deck area of approximately 144sm. It is estimated that each NLE has a carrying capacity of approximately 100 tonnes. It should be noted that due to a misunderstanding, the NLE christened Castor became Casper.



NLE 202 (Pollux) viewed from the bow.

Current Use

Castor and Pollux were constructed specifically to work with the RAN LSH, HMAS TOBRUK. Once HMAS TOBRUK became a reality, a requirement was that the new ship be able to side-carry two NLE. The existing T-Series NLE were not suitable for this, so they were dismantled and the P-Series constructed. The new NLE were fitted with hard-points along one side. Using these hard-points, four large T-pieces can be bolted to the deck of each NLE. Large hooks on these T-pieces can be engaged to corresponding points on the side of HMAS TOBRUK. The outboard side of the NLE is then lifted using derrick winches on the ship, and the NLE pivots around the hooks until it lies flush against the side of the TOBRUK. One NLE can be carried on each side of the TOBRUK in this manner.



An NLE in the side-carry position on HMAS TOBRUK.

It is obvious that the ability to carry the NLE greatly increases the versatility of TOBRUK. The NLE can be deployed to any area that the ship is operating in, and then provide any of the normal functions of the NLE. In fact, one of the NLE (Castor) was deployed to Exercise K81 in this manner. Whether or not they are carried by HMAS TOBRUK, the NLE are flexible craft. They can be used as dumb lighters; with the addition of two 112 HP Harbourmaster diesel outboard propulsion units, the NLE become self-powered craft, with a maximum speed of 5-6 knots. They can be used as a causeway, either singly or linked together by large hinges. This can enable LSH, LCH or LCM to operate onto beaches that might not normally be accessible (due to sandbars or mud-flats). Similarly, they can be deployed as wharves or piers.



The NLE, linked together to form a causeway, being manoeuvred onto the bow-ramp of HMAS TOBRUK during trials in July 1981.

Future of NLE

The future of NLE within the Australian Army very much depends upon the course that water-borne logistic resupply will take. If air-cushioned vehicles gain wide use, then many of the functions of the NLE, in their current configuration, become obsolescent. However, while a need for versatile work platforms exists, then NLE will continue to be employed. NLE in the form of Castor and Pollux may have a limited future, but the versatile NLE concept should survive into the foreseeable future.

Lieutenant James graduated from OCS as a Lieutenant in Jun 81 and was appointed Tp Comd 70 Water Tpt Tp. He is currently preparing to take part in the 1983/84 ANARE expedition (See 'Antarctic Adventure', page 6).



With the NLE and ramp joined, a P&H Crane tests the causeway.



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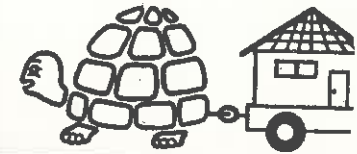
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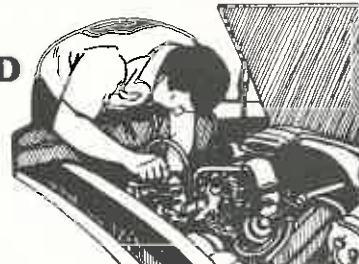
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ROAD SAFETY

YOUR RESPONSIBILITY

WO1 V.J. Robinson

Every year in Australia over 3,500 people are killed in road accidents. One out of every two road deaths is attributable to the presence of alcohol. Unfortunately, we tend to accept these figures almost apathetically, and yet on present trends one person in every three will become a road smash victim at some stage of their life. These are the facts about traffic collision, the facts that confront you daily and have a bearing on your lives.

The Army looks upon the RACT as being the Corps with the professional drivers. Therefore, all members of RACT, irrespective of trade, have a responsibility not only to themselves, but to the rest of the Army and community to set the standard. Are you a good example?

Annually, an average of 373 soldiers are either killed or injured in road traffic accidents. The majority are killed in Privately Owned Vehicles (POV). For the period January to October 1982, there were 22 soldiers killed in POV.

The news of your road crash fatality has an immediate and horrifying impact on your relatives and friends. Multiple fatalities in a single crash, or an excessive number killed over a holiday or weekend, shocks and alarms the general public. While the extent and severity of injuries sustained by the survivors do not have as dramatic an initial impact, the long term effects on the people concerned, their families and friends may be more devastating than death.

For every death, some 10 road users are injured seriously enough to require hospital admission. Another 10 to 20 are less seriously injured. Many are disabled for months and years and some for the rest of their lives. Apart from humanitarian considerations and the social cost of all traffic accidents, for the Army a traffic accident also represents an avoidable loss of trained manpower and other resources.

To properly understand the nature and extent of the injuries which can result from a road crash, it is necessary to understand what can happen to the vehicle and its occupants and to understand what forces are at work.

Take the case of a single vehicle crash in which the vehicle is travelling too fast and the driver loses control on a curve in the road. Centrifugal force takes over, the tyres lose their grip and the vehicle leaves the road, probably with a sideways motion, and out of control. It strikes an obstruction and rolls over several times before coming to rest on its roof, which often collapses on the occupants. It all happens in a split second.

What happens to the vehicle occupants? Unless they are wearing seat belts, they will be flung against the interior of the vehicle at the first impact. The vehicle will have probably stopped momentarily, but not the occupants, they are still travelling at the original speed of the vehicle. If they are unlucky, they will be thrown out and almost certainly injured when they hit the ground, a tree or fence. The vehicle then rolls and the occupants accompanied by any loose articles inside the vehicle, will be flung around the interior hitting seats, door handles, controls and dashboard. They finally come to rest on the roof, pinned under broken seats and other debris.

Because of the many forces involved, the outstanding characteristic of the road crash victim is multiple injuries. Many of these injuries are not immediately obvious, making

diagnosis difficult and delaying treatment. The injuries suffered by drivers and passengers depend on where they are sitting and the direction and force of the impact.

Most accidents are avoidable, even in today's congested traffic conditions. The majority of accidents are the result of some human failing, and most can be averted by sound training, education and sensible driving.

It is an unfortunate fact that behind practically every road death, injury or traffic collision that occurs, there lies a breach of some traffic regulation. It is reasonable to say that speed is the most common cause of the breach of the regulation. Most people have a deep respect for the rule of the law. These laws are our laws, made for us by our representatives and generally observed by most people.

The object of traffic regulations is not to impede your progress from one point to another, but rather that you and your passengers should have a better chance of arriving at your destination safely. Traffic regulations are designed to improve the free flow of traffic, resulting in efficient street and highway use and the prevention of accidents.

The motor car and motor cycle are useful, but powerful inventions, and there are two points a driver should remember when dealing with power:

- Power has constructive value only when it is under control. Out of control it is dangerous and destructive.
- How one uses power discloses just what kind of person he or she is, and in relation to driving, to the degree of maturity or responsibility reached.

Psychologists tell us that one of the rules of good communication is: 'Don't tell me any bad news unless I can do something about it'. Well, road accidents certainly are 'Bad News' and there is something you can do about them, and that something is learning how to be a better driver. Studies have shown that you are capable of driving twice as safely as you do now.

The most important way in which you as a driver can avoid being involved in an accident is to drive defensively.

Defensive driving could be defined in a number of ways, all with the same meaning. One definition could be: 'Driving in such a manner as to be able to prevent being involved in an accident in spite of the incorrect action of others, or the presence of adverse driving conditions'. Another less formal definition could be: 'Defensive driving means acting as if every driver and pedestrian was an ignorant, absent-minded, careless, would-be suicide'. Only a few of them are, but a lot of them act that way. The only way to be sure is to treat them all with the same defensive caution.

Defensive driving is the basis of good driving, and when we say defensive driving, we refer to our driving and our ability to avoid accidents, all accidents, the big ones, and the small ones.

Attributes of a Good Driver

- A good driver is one:
- who knows his or her own limitations and capabilities and drives within them;
 - who knows the probable limitations and capabilities of other road users and respects them;
 - who knows the capabilities and limitations of the vehicle

- he/she is driving and does not exceed them;
- who possesses a sound knowledge of traffic laws, road craft and nature's laws and puts that knowledge to good use; and
- who exercises courtesy and consideration for others.

Without a doubt, the most important factor in road safety is the driver him/herself. All other considerations like the roadworthiness of the vehicle, speed of travel and so on, are the driver's responsibilities and within his/her control.

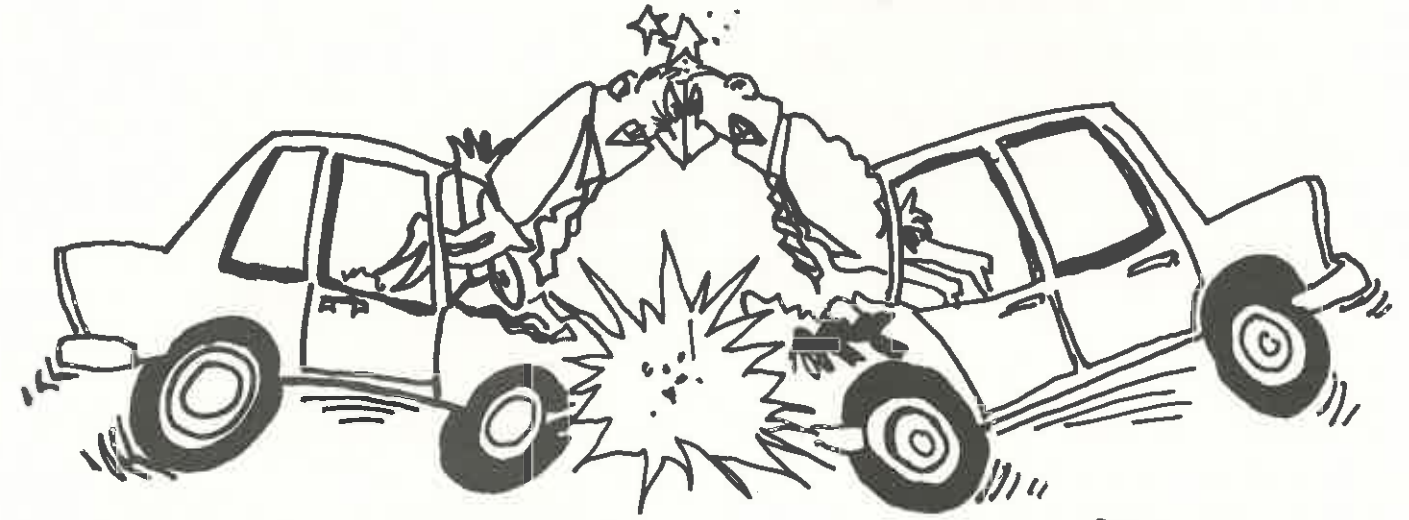
Your physical fitness plays an important role when driving, in the continuous process of observation, making judgements, and putting decisions into effect. Obviously there is a limit to the brain's capacity to perform this function, so the greater the speed the fewer the observations that can be processed per kilometer.

Defensive driving is simply the positive approach to driving. It means keeping control of your own safety in your own hands so that every trip is a successful trip and a safe one.

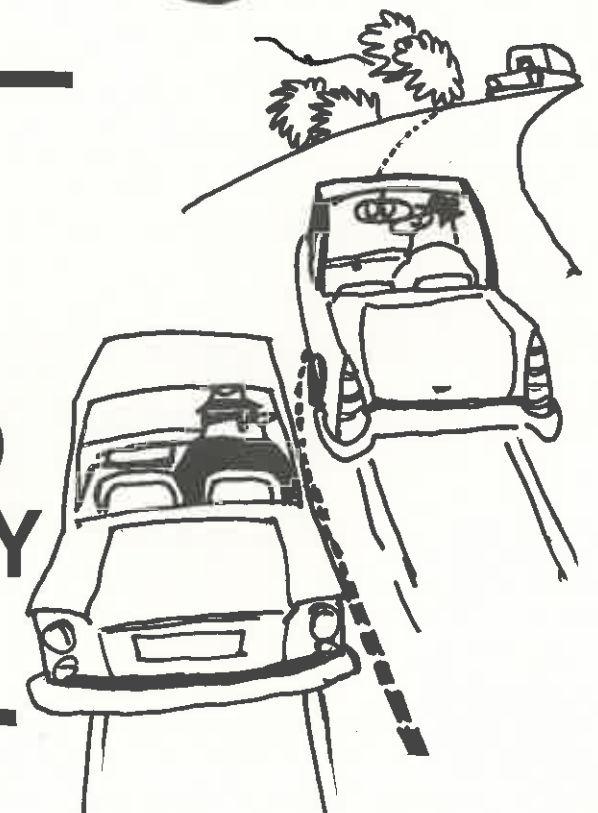
DRIVE CAREFULLY – Your car isn't the only thing that can be recalled by its maker.

WO1 Robinson joined the Army in 1960. Since then he has served in various RACT Field Force and non-Field Force units both in Australia and overseas. He has also served with the ARES, Cadets and in Recruiting. On 3 Feb 82 he was posted to DTPT as Supervisor Transport responsible for road safety.

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Submarine Miners.

Chowder Bay, as the barracks has always been known through its numerous changes of owner units, was built in 1890-91 as the Submarine Miners Depot. Even then, the Georges Head/Chowder Bay area had had a continuous military presence for some 100 years, with guns emplaced at Georges Head in the 1790s, improved in 1801 and 1841 to a line of barbette batteries from Chowder Bay to Georges Head.

Now classified by the National Trust, the original buildings of stone and Australian cedar looked over the unspoilt



Chowder Bay during WW2.

Chowder Bay and Clifton Gardens vista, then occupied only by a hotel and the pleasure garden buildings. Clifton Gardens is now an expensive harbourside suburb whose residents view Chowder Bay with a proprietary interest, occasionally telephoning or writing to the OC/SI with suggestions relevant to noise and visual effects. (Note: The most recent letter complains of the colours chosen to repaint the facility, stating that 'obviously some isolated and bored public service trendy is being allowed to stuff-up the harbour foreshore'). Presently, some half million dollars R & M has been allocated, and work has started on restoring Chowder Bay to showpiece condition. Built-in verandahs are to be restored to original condition, and the yellow and brown colour scheme is that of the 1890 period, and is approved by the National Trust.

Chowder Bay has in turn been a Submarine Miners Depot (the Submarine Miners Corps were a shortlived amalgamation of the Engineering Corps and the Torpedo and Signalling Corps), a Royal Australian Engineer Depot, an Anti-Aircraft and Fortress Wing (of the School of Military Engineering), and in 1943 became the Transportation Wing of SME, to train deck officers, marine engineers and seamen. The name changed in 1949 to Transportation Centre RAE, in 1973 to Transportation Centre RACT, and in 1978 to Maritime Wing of the Army School of Transport, when Movements instruction was removed to Puckapunyal. In 1981, Diving instruction was added to the Wing's role.

Role

The Wing's role is to conduct individual training courses in four areas of Army operations: Seamanship and Navigation, Terminal Operations, Marine Engineering, and Army Diving (excluding Special Action Forces Diving). As such, only half of our courses are RACT trade oriented. Even the Seamanship section instructs RACT and non-RACT courses, including Australian National Antarctic Research Expedition (ANARE) training, training Dept of Tpt civilian amphibian operators, and all corps seamanship and navigation training for non-RACT smallcraft/safety craft. We run 21 different types of courses with some 40 courses scheduled per year, but our outdated establishment and Army manpower restriction limit us to running less courses than scheduled. We have only 13 instructors; our remaining staff relate to training admin and general admin duties, and in fact, we have some 15 OR supernumerary to provide enough drivers, seamen, storemen, and coord clerks to operate at near-scheduled levels of training. We also administer a second school, the Army School of Instructional Training, located within Chowder Bay barracks, and 'under command for local admin.'

Personalities

The Wing's senior personnel include:
OC/SI MAJ Ralph Pridmore (don't mention 'light' or 'colour' - he'll give you an earbashing, or 'manpower' - he'll weep).
2IC CAPT Linda Bates (an expert on admin, especially discharging the slack and idle).
CAPT Instr Warren Young RAE (Chief of the 'bubbles', breaks into song after two beers; came from 18 Fd Sqn RAE).
CAPT Instr Alan Galt (runs 19 different types of courses a year, drives a Datsun 240Z and is learning to fly planes).
WO1 Instr Brian Hart RAEME (still thinks he's a Ginger Beer watchkeeper engines; PMC of Maritime Wing SGTs' Mess, which has over 100 members including a dozen local units).
WSM WO2 Bob McAdoo (one of our few 'rubber wheels' men, golf and darts player extraordinaire).
RQMS WO2 Alan Seymour (loves being here, came to us from an easy boring job in RHQ 10 Tml Regt).
WO2 Trg Development 'Stretch' Harper (another 'rubber wheels' man, came from AST Puckapunyal. Keeps our courses developing on the right tracks).
WO2 Instr Jim Wright (the old man of the sea).
WO2 Instr Greg Guy (the younger man of the sea).
WO2 Instr 'Mungo' McCabe RA Inf (ex SAS, tells tall tales, hates civilians).

Recent Events

A couple of recent events constitute 'firsts'. On Anzac Day, 25 Apr 82, our regular Anzac Dawn Service included the dedication (by COL Ken Duncan RL) of the Australian Army Maritime Memorial. The plaque reads:

DEDICATED TO THE MEMORY OF FALLEN
COMRADES IN ARMY MARITIME OPERATIONS

This wording was chosen, with advice from COL R. Mair MBE, Hon COL Comdt RACT, to encompass all corps personnel engaged in Army maritime work, past and present, including divers, craft engineers, stevedores, seamen, port construction engineers and vehicle/plant/MHE operators.



The first known casualties were in 1894 when a mine accident killed two soldiers. Other casualties occurred during service in Tobruk, PNG, The Solomons, Morotai, Timor, Borneo, Japan and Vietnam.

On 26 Mar 82, the OR Club held an Other Ranks Dining In Night, partly to enjoy a good night and partly as training for eventual membership of a SGTs. Mess. Of course, Corporals Dining In Nights are old hat in many corps, but an OR Dining In Night organised by and for corporals and privates



is believed to be a 'first' in the RACT. (We would be glad to hear of counter claims). Invited guests included the OC/SI and the OR Club Supervising Officer, then CAPT Dennis Ayoub. CPL Maggie Strolin, AACC, was a firm but fair Dining President. Stewards and drink waiters were WO/SGT volunteers from the Wing and local units, and even one Captain volunteered (Warren Young, now the Club Supervising Officer). Diggers who at first were embarrassed to order table service from an RSM posing as a drink waiter, quickly learnt the correct procedure when their waiter told them, 'My name is *steward*, not *sir*. Now sir, did you want the claret or the riesling?'

On the 9 Jul 82 the OR Club repeated the performance with an OR Mixing Dining Night. Again, WO/SGT volunteers were exemplary stewards. Both nights were extraordinarily successful, and the invited guests found the Other Ranks were able to enjoy themselves with more dignity and better manners than most officers or sergeants in their respective messes! Both nights were particularly enjoyable for all concerned, diners and stewards, because of the novelty of the situation's reversal of roles. The WO/SGT stewards were willing to volunteer because they saw the occasions as magnificent opportunities to repay the OR for their stewardship during SGTs' Mess functions.

Major Pridmore was commissioned as a Second Lieutenant in Jun 64 and allotted to RAE. After his first posting to 30 Port Squadron he occupied a variety of RAE appointments including command (Captain) of 21 Engr Spt Tp until in Jun 73 he was re-allotted RACT. Since then he has attended the Royal Military College of Science and served as Ops Offr 10 Tml Gp and SO2 (Ops/Trg) HQ FF Comd (RACT). He is currently Senior Instructor, Maritime Wing but resigns from the Army on 11 June 83.



Stewards (from left): Capt. W. Young RAE, WO2 Mick Jones AACC, WO1 Joe Clapham RACT.
Diners (from left): Maj. R. Pridmore (Wing OC/SI), Cpl. Maggie Strolin (PMC), Capt. D. Ayoub (Wing 21C).

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TALK BACK

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



This is the second part of the interview. The first part was published in PAR ONERI No 6 of September 1982.

Unfortunately limited space has forced the exclusion of some questions from this portion, but only those which overlap published questions have been omitted. (ED)

Would you care to comment on the development of the RACT since its formation in June 1973?

Well, I came back from Vietnam early in 1972 and I was really DTPT-OPS. When the Corps was formally formed Brigadier Bunting shifted sideways to do a study and I became the Acting Director and then the Director. I was really

apart from the first day, actually the Director for the first eighteen months of the Corps' history. The formation of the RACT meant the disbandment of two fine organisations — the Service Corps and the Transportation Service. Many of those who came into the new Corps had worked with great energy and fierce loyalty for those other two organisations. I think it is a credit to all concerned that the birth of the new Corps was effected with so little rancour and with such enthusiasm on the part of most. The welding of the Corps has been the greatest achievement of the Corps since its formation together with the professional way it has tackled the education of its officers into both fields of transport previously covered by each of the original Corps — that is the physical distribution of supplies by RAASC and the bulk line-haul operation, mainly by civilian means, of the Transportation Service. Now the RAASC provided a very essential service to the combat soldier. That service had to be recreated particularly as we were shaping up an Army for the Defence of Australia which required normal mobile operations dependent upon road transport. Now, although many Ordnance Corps officers still believe otherwise, the creation of the combat supplies sub-units under the command of RACT units was the only way to do it and I think that getting that right was a particular achievement of the Corps. The Army organisation that we inherited, inhibited the proper development of the Corps. There is still confusion about relative responsibilities between HQ Fd Force Comd and HQ Log Comd. I think the Army School of Transport at Puckapunyal is organisationally remote from the Director which is a pity and I think that excepting 4, 5 and 6 Military Districts the senior Movements and Transport Officers are not on the staff of the District Commander and this leads to misunderstanding and inefficiency. The Chief of Defence Force Staff told me during Kangaroo 81 that the Defence Movements Co-ordination Centre operations room should have been back to back with the Joint Staff operations room. This is the first indication that I have had that a senior officer of any of the three Services had come to fully understand what Movements was all about. Therefore, if senior officers can learn that, Army may well learn again the principles of Command and Administration.

Do you have any other comments to make on the future changes within the Corps that you would see as being beneficial to its continued development?

No, I think that the basic elements of the Corps are sound. The biggest thing the Corps has got to hang onto by example and performance is the combat distribution role because no one else can do the job. That is fundamental to the proper functioning of the Combat Zone and Administration in the Combat Area. I think that we have got to maintain our Terminal capability because no matter what blows up we will require that capability either in the home port of Sydney or somewhere in the area of operations to be able to accept whatever is coming in. I think and I presume this is still going on, that the affinity between the Air Dispatch units and the Terminal Group has been retained, is that right?

What about a comment on the movement system that has grown quite incredibly since the formation of the RACT in 1973. Have you any comments to make on this development?

Well I think it will be a good thing if we get Movements Staffs on all the Administrative Headquarters as I have said before, and that we do have a Movement Control Service which I think should be an Army Office unit with its subsections spread over that nine or ten Movements areas that we have got. There is not too much involved in doing that and I would say that in some areas there is justification for using

the Movement Control Senior Service Officer as the staff officer. He just has to operate both the Staff and Service function. Indeed, when you get down to a small area such as 7 MD he might even have to run the eight or so vehicles of the Transport Section as well, but, whatever the size of the organisation, I believe there is great advantage to be had in getting the Movement Staff into the General Staff structure. Then, no matter what operation is being planned, automatically the G, A or Q staff officer turns around to the Movement fellow and gets him in early, so that the planning is done with due regard to all 'Movement' implications.

During your service career you were renowned for your total involvement in a wide variety of issues both within and outside the Army. As a civilian one would expect that other more different causes now attract your concern. Would you care to expand on one or two of these?

Well I am afraid that my involvement with the Adelaide Advertiser has kept me wrapped up in Defence and I think it is fair to say that while they are not earth-shattering articles they have created sufficient interest for me to keep on going, but not sufficient money to make it really worth my while doing it. However, I don't really think I have had much time to really think about anything else.

Basically are your concerns the same as they were prior to your leaving the Army?

Fairly much so I think. If I had got another job or something like that I might become involved in other things, but I haven't, so I have stuck with this.

On reflecting on your military career then, what do you class as your greatest achievement and in what posting did you achieve the most satisfaction?

Well, I thought about that. It is fair to say I enjoyed all my Army postings but I didn't perform well as a Platoon Commander in 1 RAR in Korea and therefore derived little satisfaction from that posting but I did learn a lot about war, and command, and human nature and many other things. I suppose as Director of Transportation — Army I had my first taste of Army Headquarters. With little experience and a very small staff we were able to give the Transportation Service an accepted role, a doctrine, organisations and equipment, and those formed the basis of Movements and Transportation support for our forces in Borneo and Vietnam. My predecessor in that job, Brigadier Douglas Roche had concentrated on producing a small but growing number of well-trained officers and NCOs. They were to serve the Army well and indeed many are now serving the civil transport industry in a creditable fashion. Many, of course, are still serving in the Army in the Royal Australian Corps of Transport. When I went to pack up and backload our Force out of Vietnam it was a comfort to know that Tony Hallett was Director of Movements and that he had made all the necessary decisions, decisions which served us very well. And, when the Vietnamese contractors to the Americans in the Port of Vung Tau could not be made to care about foot and mouth and other potential problems, it was a comfort to be able to turn around to the small element of the Terminal Group and tell them that in future we would do our own stevedoring which we did. So, I think that if I have any claims to have done anything, getting the Transportation Service properly organised for the 60s and 70s was probably my greatest achievement. As the last Commander at Vung Tau I experienced a great sadness to be packing up and leaving the Vietnamese people to their grisly fate. At the same time I was proud of what the Australian Force had achieved and I believe

history will reverse some of the commonly held community attitudes to our participation in that war. I had great satisfaction in winding that particular operation up without getting any criticism from the auditors or the Australian Health Authorities or the Australian Customs Authorities and I think the last of the Australian Force in Vietnam did a pretty remarkable job. Fundamentally, of course, I'm a Sapper and I did enjoy the battle both at Duntroon and in Sydney, for decent accommodation for our officers and soldiers. I would like to be able to claim much success but I'm afraid I cannot, but perhaps in some small way I managed to alleviate some of the difficulties. Service in the 70s at Army and in Defence did not give me either satisfaction or much feeling of achievement, but I did thoroughly enjoy commanding the 4th Military District especially after I'd reorganised my Headquarters to reflect the principle of one Commander of one Staff.

Do you have any other particular comments to make on your career?

I do think the Army is a tremendous organisation because it keeps shifting you about and you are able to see all sides of the coin as it were. One day you are down at the unit and grizzling about the people in the Headquarters and the next you are in the Headquarters grizzling about what those unit soldiers are doing. I think that while ever we stick to that particular system of giving our officers a range of jobs which see them through the Command and Staff environments, it will continue to be the type of organisation that will greatly benefit the development of our officers and which will also best serve Australia both in peace and war.

With the change in Defence emphasis towards local protection of Australian Territory, much has been said in both political and military circles of the need to make more use of civilian infrastructure. Would you care to comment on what you see as the guiding principles of civilian infrastructure involvement as they would affect the RACT?

Well, I could just make a general statement first on that. I think there is a real danger of the Army under-utilising the civilian infrastructure. As far as RACT is concerned, I believe it has a duty to develop the utmost civil capability in the transport field to support the nation in war. Now, RAE for example, developed as part of its supplementary reserve programme a Railways Regiment; unfortunately, the General Staff disbanded it a year or so before we were pulled out of the jungles of Asia. With all the railways in financial trouble, this is not a propitious time to re-raise that regiment but it should be done eventually. Furthermore, large transport firms should be invited to raise supplementary reserve line haul regiments and yacht squadrons for example, to raise water transport units. Some attempts should also be made to see if the Waterside Workers Federation would enter the supplementary reserve scheme. Having said all that, there are limitations on the use of Reserve during industrial disputes and the Regular Army must possess sufficient transport to give it an independent capability to perform whatever the Government demands of it in such situations. The record of some unions in the Second World War, let alone the wars against communism in Malaya, Borneo, Korea and Vietnam leave us in no doubt that an independent capability is required in such circumstances. I believe that the Army has a particular responsibility to equip itself for the combat areas and the L of C within the area of operations. It must do this with a combination of Regular and Reserve capability and it must be able to understand the difficulties facing civilian operators within the area of operations and be able to make the best use of them in all situations. By that I mean we have

got to look after their drivers; we have got to be able to give them reasonable protection and reasonable living conditions while we turn their transport about. RACT must be highly visible within the civilian transport industry and for this reason all RACT members should be encouraged to be active members of the Chartered Institute of Transport and to participate in transport symposiums and the like. Of course, RACT personnel have got to fully understand what is going on in the civil world because whereas it takes us ten years to get a piece of equipment, it takes civil companies two board meetings. So they are likely to be pushing ahead with things that we can't get through our Defence system in a comparable time frame.

Do you see the Chartered Institute of Transport as the best possible key to the RACT involvement with the civilian transport infrastructure?

Well, I think there are two levels. I think the Chartered Institute of Transport is to RACT what the Institution of Engineers is to the Royal Australian Engineers and RAEME. It is the professional society in which the officers of the Corps should be mixing and be known in, and through whom they get the contacts to know what is going on in the civilian community. But it is equally important that the Director General of Movements and Transport in Defence, and the Director of Movements, and the Director of Transport - Army, get into the national transport co-ordinating bodies. In fact the DGMOTV in Defence is now a member of the Transport Industries Advisory Council (TIAC).

Do you see any trends within civilian transport that you consider govern the future or capability of Army transport?

Well, transport accounts for about 25 per cent of the nation's energy consumption and virtually all of this energy is supplied by liquid fuel. RACT must develop energy conservation policies and practices. It must seek more efficient forms of transport, seek the use of alternative fuels and above all, have a highly efficient movements organisation available to move the Services and to assist the civil community to control and co-ordinate its movements in an emergency. RACT officers must keep abreast of all civil developments and establish close liaison with the Defence Science Organisation to ensure that their needs are kept to the fore, within the Science and Technology Organisation.

Basically just keeping up with the developments as they are happening; you don't see any at the moment that may have any impact on our future?

No, well I think that the more we operate in Northern Australia, the more we will better understand what our transportation problem is. I suspect myself that there is a bigger place for hovercraft, particularly in the wet season in Northern Australia. I have believed since 1963 in the desirability of having an amphibious ship to shore capability and I believe since the early 70s that this is increasingly more capable of being met by hovercraft than it is by wheeled amphibians for the particular problems we have got over an extremely flat breed of beaches with a large tidal range and an intertidal gap of mangrove mud. I think that we should be doing more to develop a hovercraft for that particular purpose.

If you had your military career over again, what one single aspect would you treat differently?

Well I might have some difficulty about that one. But if I spare the time to think of the past in that way, I think maybe I didn't handle the Army Reorganisation and the Defence Reorganisation as well as I should have. I certainly failed to

achieve my objective and therefore one has to come to the conclusion that one should have done it differently. I don't know how though. I gave quite a lot of thought to resigning and fighting it from outside, but I tended to think then, and I still do now, that that wasn't the proper way to do it. If everyone who disagrees with something gets out, then you haven't got a very inspiring set of people. On the other hand, I have not worked out how I should have done this differently.

If you have one word of advice to give a young officer commencing his or her career in the RACT, what would that be?

Well, allow me to give two. The first one is Doctrina Vim Promovet. That is the motto of the Royal Military College and it is a very fine motto for any young officer to remember - that Knowledge Promotes Strength. The second one is one which my father gave to me many years ago and which I still think is a particularly good practical rule for young officers. That is, give as few orders as you must, but make sure every one you give is obeyed.

Is there anything else in general that you would like to mention on any aspect, anything that we might not have covered with the questions?

Well, I am contemplating writing a book, at least one book, some time in the future. Unfortunately, my present writing commitments don't permit it. It will be on the influence of the Royal Engineers in the development of the Australian Colonies. But I may write one on the History of the Defence Organisation in Australia but it may prove to be too doleful an experience. Yes, I would like to add one other thing. I think the greatest part of one's Army experience is the fact that one is working with a large number of people of all ranks who are more united than any other group in our society. I would hate to see any Union or Association formed. I certainly don't approve of the political activities of some of the ladies organisations in this regard. Any Union or Association would split the responsibility that officers have for their soldiers, and I think that would be the beginning of a terrible disease within the Services. I think that we are developing, within the Officer Corps, expertise in handling the industrial aspects but there are many other aspects to service besides those straight industrial ones and it is the other ones that are the most important.

If ever officers lose that sense of responsibility for their soldiers, the Services won't function. I believe that one of the most rewarding aspects of service is the loyalty that you get from soldiers and officers alike, and I certainly remember that probably more than anything else.

I think that we have now spoken enough.

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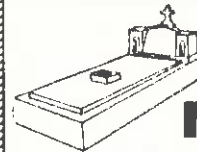
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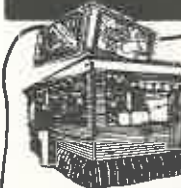
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1982 — THE YEAR OF THE CAMEL

By CPL J.L. Hannan



A warm summer's morning in Puckapunyal finds an assembly of green-clad figures reluctantly paraded on a bitumen covered compound. The men of 26 Transport Squadron have returned from Christmas leave en masse. Horror! They are confronted by an almost entirely new array of leaders. To a man they stand in silent uncertainty. All minds think as

one. Could this signal the beginning of the elusive "swan" that all diggers dream of? All doubts are quickly dispelled. A rigorous PT programme soon takes its toll on the more obvious effects of the festive season. Drivers, cooks and clerks alike are found grunting through battle runs and dangling perilously from ropes. Yes, it was going to be another

one of those years.

Prevention is better than cure. Early 1982 saw the Squadron successfully combating the bane of any peace-time army: inactivity. Each sub-unit went its own way and in a short time were all involved in constructive tasking. Sections of 86 Tpt Tp provided support to Basic Officer's courses and 3 Cadet Gp. Drivers seemed at times to extract a form of sadistic pleasure as they confidently (and safely) displayed their vehicle's capabilities to their captive passengers. 87 Tpt Tp went into the landscaping business when they were tasked by the Regional Engineer to dump top soil for lawn dressing around Puckapunyal and Seymour. This also proved beneficial in providing new members of the troop with further experience in dumping operations.

Members of 158 Tpt Tp became involved in public relations when they moved tanks of the 1st Armoured Regiment to Watsonia for the annual display. They found themselves deluged by questions from interested members of the public about their vehicles, trailers and so on. The troop will still deny that they only sent short soldiers on this task so that their Leylands would look bigger. As always these activities and more were to provide the support elements of the Squadron with more than their fair share of nightmares and headaches. Workshops efforts were apparent in the unit's sustained vehicle availability. And what of Headquarters? Well someone had to administer this whole exercise in organised confusion, didn't they? Besides, Headquarters personnel had something special in store for them.

June was to bring swarms of Musorians pouring across Western New South Wales. HQ 26 Tpt Sqn was committed to battle along with HQ elements of 9 Tpt Regt and 18 Tpt Sqn. Mobility was the lesson to be learnt on Exercise Border-time. Each day brought movement to a new location. An air attack was effected as the convoy snaked across the plains. The importance of camouflage was strongly emphasised with every overnight stop. Darkness fell and temperatures dropped below zero. All ranks settled into their evening ritual and stood to. Each night a terse voice crackled over a dozen K-phones; "Exercise Cease". Ever-vigilant diggers reacted instinctively; lights on, boots off, brew up. War is hell. The strain of the exercise was alleviated by an interlude spent in the exotic oasis of Cobar. Thirsty squadron members were released on an unsuspecting populace. As was to be expected, all concerned behaved in a manner befitting the Australian soldier.

Be prepared to move! Will it be by air, sea or rail? All ODF members of 26 Tpt Sqn were to form part of the Transport Squadron of the First Logistic Support Group. They, along with various other elements of the corps, were to be assessed on their readiness to move into an operational area. Exercise Steady Pack revealed much about the administrative and logistic preparation necessary to complete such a move. Apart from this, it also gave Puckapunyal based soldiers a chance to deploy to the Long Bay Rifle Range, only minutes from the centre of Sydney. The effects of schooners, RSL's and the dreaded Kings Cross were evident on several mornings. Overall, however, the efforts of everyone involved in the exercise inevitably paid their dividends. The squadron received a clean bill of health and was deemed ready to move within the given time.

September and Exercise Long Fall found 86 Tpt Tp face to face with a variety of driving skills tests, the diversity of which they may not have originally anticipated. Held in the Big River country of North Eastern Victoria, it was the unit's first real exercise experience with its newly acquired Macks. The new 8 tonners successfully proved themselves in the field side by side with their 5 tonner predecessors. Extreme variat-

ions in weather conditions saw the troop driving through sunshine and snow in a single day. The poor condition of the roads under these circumstances provide excellent (if not hair-raising) opportunities to practise their recovery techniques. Further experience was to be gained in a series of wading and fording exercises. Soldiers-sailors were seen merrily rowing across Lake Eildon perched atop tarpaulin encased trailers, using shovels as paddles. Even the most cynical of sceptics was soon silenced when a land rover was floated in the same way.

The year's training culminated in 26 Tpt Sqn's participation in Exercise Mountain Plains, the annual regimental exercise. Once again the squadron was not to function as a whole unit. HQ and 86 Tpt Tp headed west to Warracknabeal. Here the name of the game was to hide from aerial detection. Curious, if not confused, civilians watched as armed troops hid themselves and their vehicles in sheds, showgrounds, car parks, main streets and a variety of other places. Congratulations must go to the squadron's operations staff who cleverly established themselves in the beer garden of the local hotel. While this part of the exercise progressed through several more deployments the remainder of the squadron, 87 and 158 Tpt Tps, had travelled east to deploy amongst the mountains around Heyfield and Licola. To the relief of all concerned this part of the exercise was not to be tactical. Their primary function was to provide support to 22 Const Regt (ARES) in road construction in the mountainous area. Once again, the presence of snow, rain and dust highlighted the extremes of their working conditions and made the task of driving a difficult one. Each day, 158's Leylands hauled plant equipment up snaking mountain roads to the construction site at Mt Useful. At the same time 87 would venture forth, their tippers heavily laden, to do battle with local timber truck drivers on the winding roads above Licola. As could only be expected, potentially dangerous accidents did occur but fortunately, no serious injuries were involved. At last, they were joined by the rest of the squadron at Heyfield. While 158 Tpt Tp remained to complete their tasking, the rest were able to return to Puckapunyal for the Regimental Sports day.

What did someone once say about all work and no play? Whatever it was, they could not have been thinking about 26 Tpt Sqn. Each year they contested with HQ 9 Tpt Regt and their sister squadron, 18 Tpt Sqn for possession of the Waggoners Cup. A win in the volleyball competition may have only just slipped from the "Camels" grasp. Superior performances however, followed suit in the 100m sprint, the 3000m event and the tug-o'-war. Victory beyond dispute finally went to the squadron when they emerged as victors from the annual grudge Australian football match with 18 Tpt Sqn. Insult was added to injury when, the next day, a further win was gained in the annual regimental golf trophy.

1982 concluded with most squadron members dispersing for a well earned rest on Christmas leave. The year had been marked by a series of beneficial exercises and tasks in supporting roles that were too numerous to mention. The year was also marked by the arrival of many new faces around the squadron as well as the departure of just as many older ones who had been around the traps for some time. 26 Tpt Sqn now prepares to make 1983 as equally successful through their exercises and sporting activities. These efforts had surely combined to make 1982 "The year of the Camel"; whilst 1983 has been designated "The year of the Super Camel".

CPL J.L. Hannan, who appropriately in a multi-rolled, multi-corps unit belongs to RAAOC, is the unit pay representative. He enlisted on 24th July 1979 and after serving with 21 Sup Bn was posted to 26 Tpt Sqn in Jun 81.

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RACT WITHIN THE ODF — POSTAL SERVICES

By WO2 G.P. Moffatt



An Army Field Post Office. From left to right: WO2 (then SGT) Moffat, LCPL Hunt, RE (Longlook exchange), CPL Terrell.

The Army Postal Service provided by 1 Div Postal Unit dates back to 1959. On 10 Dec 1965, postal responsibilities were handed over from the Royal Australian Engineers to the Royal Australian Army Service Corps and in Jan 68, the postal unit was named 1 Comm Z Postal Unit.

In June 1973 postal once again changed corps when the Royal Australian Corps of Transport was formed and in March 1974, 1 Comm Z Postal Unit became 1 Div Postal Unit. The unit has since remained a Divisional Unit, and is the only postal unit within the whole of the Defence Forces in Australia.

In February 1980, the Federal Government announced the formation of the Operational Deployment Force (ODF). As many readers know, the ODF is formed from units of 3 Brigade located in Townsville, with support from other units and the RAAF located in other parts of Australia. Within the ODF, transport units play a vital part, not least of which is the part played by 1 Div Postal Unit.

The aim of this article is to highlight the importance of the Army Postal Service, not only in a day to day role but

within an ODF deployment.

The primary role of 1 Div Postal Unit is to provide postal support to the Division. Other functions of the unit are to:

- provide postal support for all major exercises, normally brigade size and above;
- man the Military Post Office at Lavarack Barracks;
- conduct postal courses and training when required; and
- provide postal support for the ODF.

The First Division Postal Unit peace establishment strength is one officer and eight other ranks. This consists of the headquarters plus one section of one SNCO and four CPLs.

For the ODF role, the unit is committed in varying stages depending upon the level of deployment. In the event of a full scale deployment of the ODF, 1 Div Postal Unit would be forced to curtail other activities such as the management of the Military Post Office in Townsville.

The basic commitment by 1 Div Postal Unit to an ODF deployment, is the deployment of the Battalion Group Postal Section. Once a warning order has been issued by Field Force Command via 3 Bde, the Bn Gp Postal Section comes under direct control of HQ 3 Bde.

The Postal Section would normally move from Base Camp to an Area of Operation by RAAF transport aircraft. As soon as the Postal Section reached its destination it would set up its Field Post Office within the HQ of the Brigade's area of responsibility.

Whilst the Field Post Office is intended to cater for all services of a normal Post Office, the Bn Gp Postal Section can in fact only offer a limited service due to the nature and size of the Battalion Group. The services available are:

- receipt of incoming and despatch of outgoing mail,
- sale of postage stamps, and
- sale of money orders.

The main reason why services are limited, is because the Bn Gp Postal Section does not have a direct link with Australia Post, as would be the case in a large scale military exercise. In addition, the size of the deployment probably does not warrant any additional services.

If the nature of the deployment warranted an increase of manpower to support an operation, the second stage of the ODF, the Brigade Group, would be deployed. In this case, the Bde Gp Postal Section would deploy to the area of operation (AO). As the deployment would have already been operational for a period for at least two weeks, the interface between Army Postal Service and Australia Post would by then have been achieved by the Bde Gp Postal Section. This would therefore allow the Post Office to offer wider services which would include:

- acceptance of both incoming and outgoing telegrams,
- payment of money orders, and
- Commonwealth Savings Bank transactions with a maximum limit on withdrawals of \$50 at any one time.

The above services are of course in addition to those already provided by the Bn Gp Postal Section.

If it were decided that the ODF was to remain in situ for an unspecified time, then the Logistic Support Group (LSG)

would be raised and deployed. Within the LSG, a further four personnel of the Postal Unit would be deployed. This would be the HQ of the Postal Unit consisting of the OC, WO, SGT and PTE driver.

The LSG Postal Gp, would be expected to act in an advisory capacity, working towards a continued relationship/interface with Australia Post. During Exercise Kangaroo 81, the LSG was exercised, and a Field Post Office was established within the same location as HQ LSG. In addition, four other Field Post Offices were established throughout the exercise area in the Shoalwater Bay Training Area. In order to achieve full manning of these Post Offices, resources other than those of 1 Div Postal Unit, had to be used.

Before the Postal Unit proceeds on any exercise within Australia, permission must be obtained from Australia Post to open and operate an Australian Forces Post Office (AFPO) in accordance with the Army/Australia Post Draft Agreement. In the case of Kangaroo 81, permission was sought to operate an AFPO approximately five months prior to the exercise.

To successfully support any form of major exercise including a full ODF deployment the importance of Postal must be recognised throughout the Defence Force. In order that any one of the postal detachments can quickly provide the widest range of services possible, every effort is being made with Australia Post to reduce the time required for approval to operate an AFPO at any given time and place.

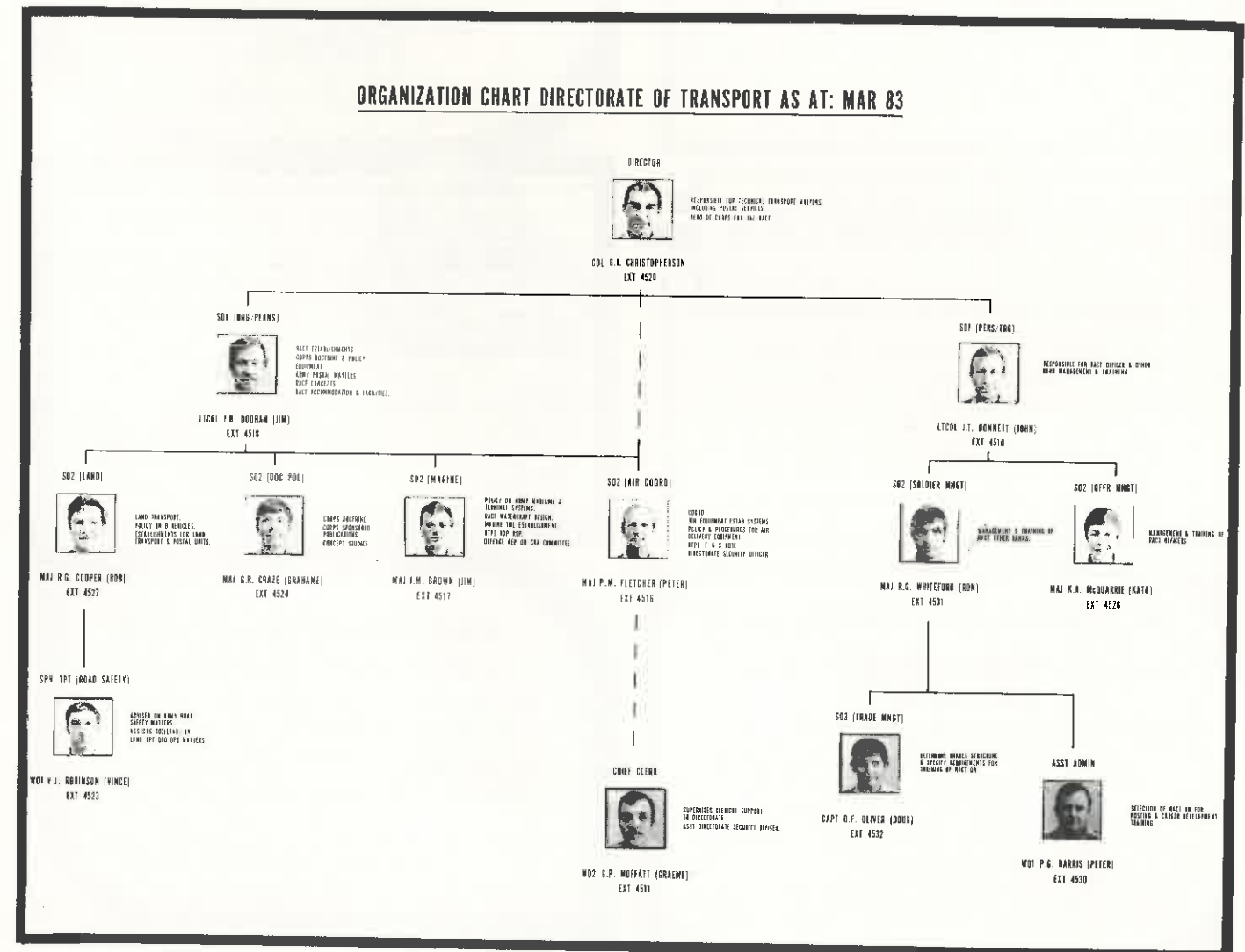
To alleviate the shortage of manpower in the Postal Unit when participating on a major exercise, and to maintain a high degree/level of training in garrison, an increase in establishment by one section (five ORs) would be warranted.

When the Federal Government made the decision to establish the ODF, it was realised that the procedures and associated work in establishing the ODF would not be easy. The postal aspect is no exception.

Despite there being a number of areas to be improved upon, and being hindered by its limited size, 1 Div Postal Unit is always ready to provide postal support to both the Division and the ODF.

It has been established through years of various conflicts and major exercises, that Postal plays an important role in creating and maintaining high morale among troops. The RACT Postal detachments within the ODF do their best to ensure that they are no exception.

WO2 Moffatt enlisted in May '68 after spending 3½ years with the PMG. Between basic training and 1973 WO2 Moffatt served in a number of postal positions within Australia and overseas in Vietnam and Singapore. In 1980 he was promoted WO2 and appointed Postal Supervisor, 1 Div. Postal Unit. He has been chief clerk in DTPT since September 1982.



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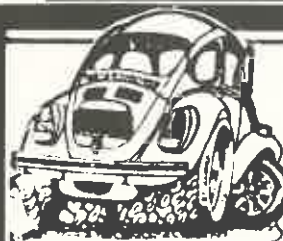
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Obituaries



COLONEL Sydney Richardson BIRCH OBE (RL)
2 September 1914 - 30 January 1983

We announce with deep regret the death of Colonel Sydney Birch on 30 January 1983.

A long serving member of the Corps from 1941 to 1966 during its AASC and RAASC days, Colonel Birch's career spanned many areas of Army activity. His military career commenced in June 1939 as an H/Lt AAMC (Pharmaceutical Service) following his qualification as a pharmacist. He transferred to AASC in January 1941 and in February 41, as a reinforcement AASC officer, joined 9 Div AASC where he then saw service in the Middle East and Tobruk. In this theatre he was closely associated with a renowned AASC officer Colonel ("Dad") Watson. (See PAR ONERI Vol 1 Nos 2 and 4, Pages 41 and 17 respectively).

He moved through a series of promotions in the AIF, Interim Army and the ARA. Prior to joining the Supplies and Transport Directorate "Q" Branch Land Headquarters in May 45, he was an instructor at the LHQ AASC School from October 44 to May 45. Within the Directorate he filled various appointments including DAD Sups, Inspector Admin & Trg until he attended Staff College in 1949 when he was awarded his "psc".

Following Staff College he was DAAG and DADST at AHQ but in July 50 was seconded for a year to the Department of Commerce and Agriculture for duty with the Food Research Sub Committee of the Defence Research Development Committee. His pharmaceutical training was of great value in this appointment and his work in developing Commonwealth Food Specifications was outstanding.

A non-Corps posting followed when he became GSO.1 (Int) DMI AHQ until February 54. He was then ADST DST AHQ for a few months as a preliminary to being appointed E Comd Tps RAASC at Randwick. From here in February 57 he became CO/CI RAASC School until January 61.

He returned to the Directorate for a year until appointed CRASC S Comd in December 62. He remained in this appointment until September 64 and for his sterling work was honoured with his OBE. Although due to retire, he was extended for two years to be Comd 1 Spt Gp S Comd in the rank of Colonel and in which rank he retired on 2 September 66.

Throughout his military career Col Birch was renowned for his application to the job and overall contribution he made to the Corps. He enjoyed his tennis and squash, and his mess. In between he read. One of the things for which he was most thankful was a typewriter — it made things easier for people to read his handwriting, plus the numerous occasions when he couldn't read it himself.

Retirement from the Army for Col Birch did not mean standing still. From a panel of very competitive applicants he was selected in 1966 to be the Administrator of the National Trust of Australia (Victoria). He again applied himself with zeal and vigour to so many matters which had a bearing on the preservation of the heritage of his home State of Victoria until December 81 when ill-health forced him to retire. Even then he continued "putting in his pennyworth" on a part-time basis with the National Trust until Old Father Time called "Time out Syd, and thank you for a job well done".

Colonel Birch is survived by his wife, son John, daughter Jane and four grandchildren, and to them we extend our sincerest condolences.

VALE — Colonel Syd Birch

VALE

It is with sincere regret that we announce the deaths of the following serving and retired members of our Corps.

Serving

179485 Private A.W. Blacka
Albury Transport Unit
416414 Private T.J. Toth (ARes)
8th Transport Squadron

Retired

54116 Warrant Officer R. Thomas
Retired, 19th January 1979
2411998 Corporal K. Taylor BEM
Retired, 1st February 1982

Our deepest sympathy goes to all their relatives and friends.

HONOURS AND AWARDS

Congratulations to 29356 SSgt Lionel Bowen of Singleton Transport Unit on the award of the British Empire Medal, awarded in the 1983 New Year Honours List. SSgt Bowen received the award for meritorious service as QMS of Singleton Transport Unit.

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News From 1MD Queensland Corps Birthday Celebrations 1982



Wynnum RSL Pipe Band at the South Queensland celebrations.



Parading the birthday cake at the Cloudland Ballroom. Flag Bearer: LCPL D. Simpson, 1MCU. Cart Pullers: Pte I. Donaldson and Pte V. Raven of Canberra Transport Unit. Pte P. Kidd and Pte F. Birch of Brisbane Transport Unit.



Above: 1st Moreton Bay Regiment firing volleys at the South Queensland Celebrations.



Left: The Representative Colonel Commandant and Colonel Commandant 1MD, Colonel J.H. Hallett, cuts the Birthday Cake with assistance from Pte Hoyle from Brisbane Transport Unit.

Due to exercise commitments it was unfortunate that no parades were held in Queensland this year. However the birthday was celebrated with functions in Brisbane, Rockhampton and Townsville.

In South Queensland the birthday was celebrated with an All Ranks Cabaret conducted at the Cloudland Ballroom in Brisbane on 28th May 1982. It was attended by more than 550 retired and serving members and their guests.

The birthday cake was paraded around the ballroom on a restored, vintage 1870 cart, preceded by the Wynnum RSL Pipe Band, escorted by RACT soldiers and members of the 1st Moreton Bay Regiment in colourful period Regimental uniform. At the completion of the parading of the cake, the 1st Moreton Bay Regiment gave a stirring display of firing volleys followed by a good old fashioned charge. The Guest of Honour, Colonel J.A. Hallett, the Colonel Commandant 1 MD, assisted by PTE Hoyle from Brisbane Transport Unit, then cut the Birthday Cake.

The night was a great success and seemed to be enjoyed by all, young and old alike.

RACT members within North Queensland celebrated the birthday on the 19th June with an All Ranks Cabaret held at the North Queensland Army Golf Club. Club members kindly offered the facilities of the club and provided professional assistance.

Colonel J.A. Hallett was also the guest of honour at this function and attended along with 250 other RACT members and their wives and guests. From all reports everyone thoroughly enjoyed themselves and it was a most successful evening.

To the strains of "Wait for the Wagon" played by a lone piper of 2/4 RAR Pipes and Drums, Colonel Hallett, assisted by the youngest male soldier of Townsville Transport Unit, cut the Corps Birthday Cake. The cake was subsequently donated to a local childrens' charity organisation.

PTE Julie Hodges of Townsville Transport Unit won the major door prize, a holiday for two at Magnetic Island with most expenses included.

In Rockhampton the birthday was celebrated with a semi-formal dinner for all RACT members, members of the DSU and 9 Field Ambulance. Several noted guests were invited and these included Colonel Hallett and Senator Collard. The dinner was a great success and once again there was a 100 per cent turn out from both units. It is hoped that this will become an annual event.

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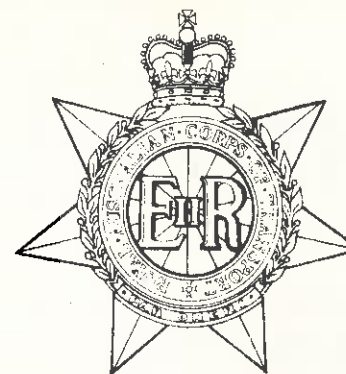
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General

At a meeting held on 30 Sep 76 the Corps Committee gave approval for the establishment and operation of a Corps Shop for the sale of items carrying RACT embellishments to all ranks of the Corps. Your Corps Shop is located at the Army School of Transport which operates the shop on behalf of the Corps Committee.

The shop has a wide range of items available and offers not only items embellished with Corps designs but also a small range of non-embellished lines (eg KT 26 runners). The policy of the shop is to offer quality lines at prices substantially below normal retail prices. (Our K26 runners, for example, are Dunlop's top of the range running shoe. The recommended retail price for these is \$39.99. A recent K-Mart price (Nov 82) was \$35.93. Your Corps shop's price is \$27.85.

AST Motif

Shown above is the new motif for the Army School of Transport which is now featured on a number of our lines. Its multi-modal significance is obvious and its positive — negative presentation is attractive and highly regarded. It is proving very popular with school and non school members.

It is worth mentioning at this point that no matter what your posting, the Army School of Transport always remains your Corps School. Items embellished with the AST Motif sell well to Corps members not posted to the school but some seem a little guilty purchasing items they perceive as belonging to 'another unit'. This is not so; your patronage is highly welcome.

Clothing Lines

The shop's clothing range is popular with Corps members right around Australia and includes T shirts, windcheaters, squash shirts and tracksuits.

The new generation tracksuit is attractive and in demand. They are fleecy-lined grey marle with either navy or maroon trim. The jacket features raglan sleeves with colour striping, a French collar and 'RACT' in flocked lettering vertically down the left chest (this leaves plenty of space on the right chest for unit or Corps badges). The tracksuit is a top quality, Australian made garment from the Le Coq Sportif organization and we are pleased to be able to offer the tracksuit at only \$39.95. This price is essentially the manufacturer's price and the shop gains only a small, negotiated discount from the supplier. By way of comparison another top brand name markets an Asian made tracksuit of similar design for around \$50.

The shop also arranges the manufacture and printing of garments for other units and organizations. The shop offers this as a service and has already produced several hundred T shirts for other units. We also have orders for windcheaters (short and long sleeve) for the coming winter. Top prices have been negotiated with suppliers. As an example we are able to provide T shirts printed with a unit design for about \$4.50 per T shirt (single colour print, minimum order 48 garments). If we are able to help your unit please contact us and discuss your requirements.

THE RACT CORPS SHOP

A FEW WORDS BY CAPT DON KEYES

Stable Belts

I am happy to report a stable belt featuring our own RACT badge is now in production in the UK. Except for the badge the belt is similar in all respects to the previous belt. Production should be completed by the end of March or the beginning of April and the belts should be available in Australia sometime in May. Please note that our stocks of RCT belts have now been depleted. The availability gap is unfortunate but was necessary so that we could accumulate sufficient money to pay for the large, initial order of our own belts. The price of the new belt will obviously depend on the total costs involved but is expected to remain around \$10.

Credit Purchasing

Regrettably, the credit purchasing arrangements which previously existed have had to be curtailed. In future, orders will be forwarded after payment has been received. All requests for stock in advance of payment (eg a plaque required urgently for a presentation) should be directed to the shop manager.

Conclusion

In conclusion I would simply like to say that your support of the shop since 1976 has been greatly appreciated by all those associated and we look forward to your continued support in the coming year.

Shown below is a current price list for items now available through your Corps Shop.

Price List

Windcheaters (RACT/AST design)	15.99
Tracksuits	39.95
T shirts	5.99
Tank Tops	4.99
Squash Shirt with collar	8.99
Squash Shirt without collar	7.99
Canvas Cricket Hats ('Greg Chappell')	7.95
Corps Ties	5.00
Cufflink & Tie Tac sets	7.95
Key Rings	4.00
Key Wallets	3.50
Wallets	4.50
Souvenir Teaspoon	4.00
RACT Badges (round)	3.00
RACT Badges (hat badge size)	1.50
Dunlop KT26 Runners	27.85
Dunlop KT Walkers (winter and summer)	from 22.00
BMX Pancakes	12.00
RACT Coasters (series three)	12.95
AST Coasters	11.95
Plaque (RACT)	18.90
Plaque (AST)	19.90
Engraved Metal Plates	3.00
Desk Plate and Stand	
(Inscribed with rank, name and corps)	15.00
Embossed Note Paper	
	per 10 sheets 2.00
Post cards	
	per 10 cards 2.00
Clothing etc with unit designs	P.O.A.

Note: Telephone orders are acceptable (057 93 7495)
(DNATS 8567495)

LETTERS TO THE EDITOR

Dear Sir,

May I, as the British Exchange Officer at AST be permitted to make an observation on a matter that I feel, as an 'Observer', most strongly about.

You will shortly be celebrating the 10th anniversary of the RACT and whatever one's length of service or experience the opportunity will be taken both formally and informally to recount past stories and incidents that produce the life blood we soldiers thrive on.

But while many 'old soldiers' reminisce about the past, it is worth considering the future of your Corps and more particularly the driver, the professional whose daily activities demonstrate the reality of your status as a Corps of Transport.

Do you really consider that continuing to call him 'Private' gives sufficient credibility to his professionalism or the wide span of his responsibilities? I consider that you, as a Corps whose legacy covers some 189 years, are fully justified in expecting your soldiers to hear a rank appropriate to their long association with transport and one which represents the RACT's primary function. The rank of 'Driver' should replace that of 'Private' for RACT soldiers.

I believe that the gunner, the sapper or the craftsman relates far more readily to his Corps because of the instant recognition that his rank gives him. This applies throughout any unit and the gunner, storeman, or clerk, is just as much a gunner as the member of a gun crew; so too with the air dispatcher, terminal operator, traffic assistant and all others in the RACT.

If your Esprit de Corps is not just a shallow feeling, which I am convinced is not the case, then may I ask you very seriously to consider making your 10th anniversary a double celebration and the year the 'Driver' came of age.

MAJ J.C. Hale, RCT
SI, MT WING
Army School of Transport

Objective comment would be appreciated please

ED

Dear Sir,

'PAR ONERI', our Corps magazine, fulfils a need for disseminating interesting topical information to all ranks. Articles are usually both short and current. General readers do not want to read long dissertations and 'PAR ONERI' must, by its nature, avoid them.

The 'Defence Force Journal' concentrates on articles of interest to the Services as a whole.

We are fortunate in having many progressive thinkers in the RACT and their proposals or philosophies can benefit each of us. Unfortunately neither 'PAR ONERI' nor the 'Defence Force Journal' is likely to publish all their thoughts because of either length or special-interest nature. To provide a forum for otherwise unpublishable material, the School now produces 'The Puckapunyal Papers'.

The Corps Committee has agreed with this concept. The guidelines are few. 'The Puckapunyal Papers' forum is open to any ARA or ARES officer who wishes to write about any matter affecting the RACT directly or indirectly. There is no editorial interference regarding length, English or format.

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Only libel is excluded. Anonymous contributions are not accepted, nor are pseudonyms. Any contributor must be prepared to defend his or her viewpoint and should be pleased to do so.

There is no deadline. If no contributions are received then no pleas from me will be sent. 'The Puckapunyal Papers' are published only when contributions are received and it therefore appears irregularly. The first issue was in July 1982, and the second in November.

Time and money preclude sending a copy to each officer. Distribution is to units for circulation within the unit as the CO/OC thinks fit. Authors receive a personal copy.

Diagrams or charts should be suitable for reproduction 'as is.' I prefer that the article itself be typed, single spaced, for immediate reproduction because typing facilities here are always strained.

Copyright remains with the author.

Should officers feel moved to contribute their otherwise unpublishable ideas, thoughts or philosophies for the benefit of others then their articles should be sent direct to me, although I suggest it would be sensible to let their CO/OC know first.

Progress within the Corps is not the sole prerogative of the Directorate, the School, or the nameless 'Them'. Progress results from discussion and the free interchange of ideas. 'The Puckapunyal Papers' provides officers with a forum which I trust they will use.

LTCOL W.L. FOWLES, RACT
CO/CI
Army School of Transport

Dear Sir,

After reading the article by Captain Gregor on the educative aspects of an RACT Officer's career (Par Oneri No 6 September 1982), I was astounded to learn that the author is a graduate from OCS Scheyville. The discussion assembled by Captain Gregor was specifically limited to GSO graduates of OCS Portsea and RMC Duntroon. It therefore excludes officers who are graduates of OCS Scheyville and WRAAC OCS, direct entry officers and prescribed service officers.

I have not conducted detailed analysis of the proportion of RACT officers who belong to this minority group, but believe it would be significant in terms of their training requirements. For example, one third of the 1982 RACT ROAC were not graduates of either RMC or OCS Portsea.

Should DTPT-A take cognizance of the interesting, though slavish, recommendations made in the article, I trust that non OCS/RMC graduates will not be so arrogantly disregarded.

CAPT S. WINTERS, RACT
18 TPT SQN

As SO1 Pers/Trg I can assure all officers that they are considered as officers, not graduates. Captain Gregor graduated from OCS Portsea in June 1983. Reference to Scheyville in PAR ONERI No.6 was my error.

ED

Letters to the Ed (continued)

Dear Sir,

Having read 'PAR ONERI' No 6, I have found it to be most disappointing, in that the content to me, appeared to be uninformative towards the activities pertaining to all members of the Corps.

My present posting is as an Army Careers Advisor, and I find it hard to keep in touch with the Corps and therefore I look forward to the editions of 'PAR ONERI', to inform me of happenings within the Corps. I am sure the TPT SQN's and the Army School of Transport have a lot of things going on, that would be of interest to readers. I am aware that people such as myself are only too willing to write letters such as this, to criticise 'PAR ONERI'. In the not too distant future I hope to be able to write an article concerning my present employment which may interest some readers into this type of employment.

I also find it uninformative in that approximately 20 pages out of the 48 in issue No 6, were taken up with advertisements.

SGT R.A. BRERETON, RACT
Army Careers Information Centre

I hope this edition will go some way towards letting you know what is going on in the Corps. As for the advertisements — they enable us to provide a free magazine. We look forward to your article

ED

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News from Truckstops of Australia is that we've just celebrated our first birthday, and we'd like to thank you all for your custom and support, and for the suggestions you've made to help us give you the service you want. Keep them coming.

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Because of the increasing number of truckies using the Truckstop, we've extended the truck parking area to provide another 20 parking spaces on hard standing.

Next time you call in, you might meet our new restaurant manager, Mary Barnett. She's keen to maintain the high standards that keep you all coming back, so she'd be happy to have your comments.

If Mary's not around, you'll probably see our new night manager, Linda Bunn, busy keeping things moving.

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TAXATION . . . one of the Certainties of Life

by: Barry R. Hancock

There are two certainties of life . . . Death and Taxes. In this article, we will briefly address the latter as it applies to Defence Forces personnel.

The Income Tax Act requires all resident individuals, whose total income from all sources exceeds the minimum income level, (generally \$4,462 in 1982/83), to lodge an Income Tax Return.

The return must show all income, whether assessable or exempt, and detail those deductions claimed in earning that income. These requirements apply equally to all members of the Defence Forces as they do to civilians.

However, due to the nature of Defence Forces personnel activities, they receive certain income and allowances, and are entitled to claim certain deductions which do not apply to civilians.

Generally, all pay and allowances received are assessable income with certain exceptions, such as separation allowances, re-engagement bounties, and pay and allowances earned whilst on special service overseas in certain prescribed areas.

Specific deductions which may be available include: mess fees, living-away from home — to reduce the assessable portion of any allowances received to \$2 per week — uniform maintenance, dry cleaning and replacement.

Any maintenance allowances received which are not included in gross income on the group certificate, must be deducted from the expenses claimed.

Unless an Income Tax Return is correctly worded and supported by receipts, any claim in respect of uniform maintenance and replacement will be reduced to a minimal amount. If a claim is reduced and supporting evidence of expenditure is held, an appropriately worded objection should result in the claim being allowed.

The importance of obtaining receipts for all items of expenditure in support of claims for deductions cannot be stressed too strongly.

Additionally, if a serviceman spends more than 182 days in specific remote areas of Australia, he may be entitled to claim a rebate of tax paid (zone rebate).

Similarly, if he rents his home whilst on a posting, the rent received must be declared as assessable income. However, he will be entitled to claim certain deductions, for example, mortgage interest, depreciation, and rates and taxes to offset this income.

It cannot be overly stressed that income tax is a complex and ever changing area and most servicemen would be wise to seek professional assistance in the preparation of their Income Tax Returns. There are many people who profess to be able to provide this assistance, but lack the resources to keep themselves abreast of the changes in the legislation. Well qualified professionals are able to assist in the preparation of Income Tax Returns, and in the organisation of an individual's financial affairs to minimise the burden of taxation.

Barry Hancock is the Managing Partner of Arthur Young & Company's Ingleburn and Liverpool offices.



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