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The Journal of the Royal Australian
Corps of Transport

VOL. 1 NO. 2



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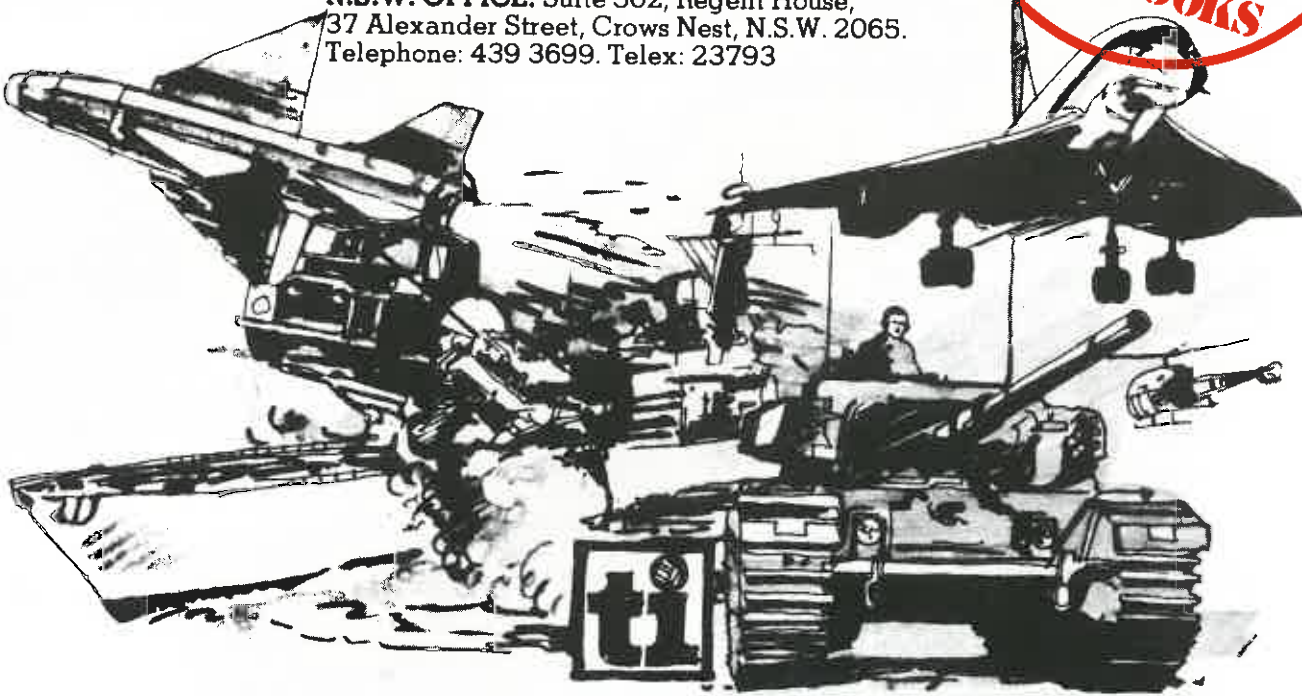
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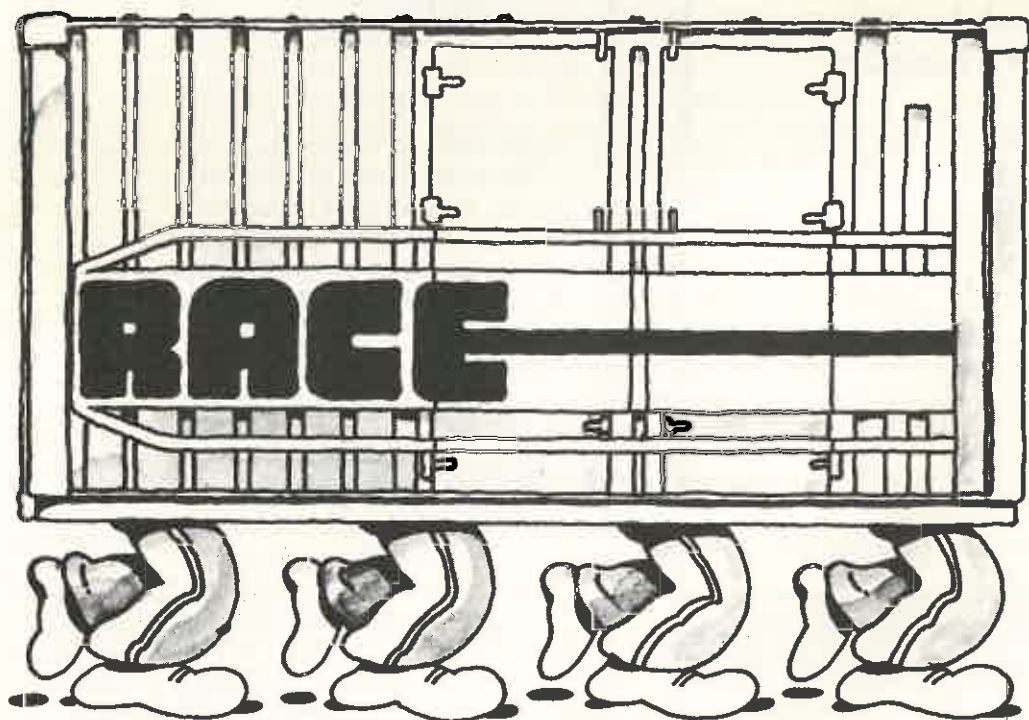
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COVER:
The Army Service Corps 1914

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EDITORIAL

And so into our second issue of "PAR ONERI", the Journal of the Royal Australian Corps of Transport.

It was with some trepidation that we set forth on the production of our first issue some six months ago, however, our Publishers did a first rate job and the magazine got off to a fine start.

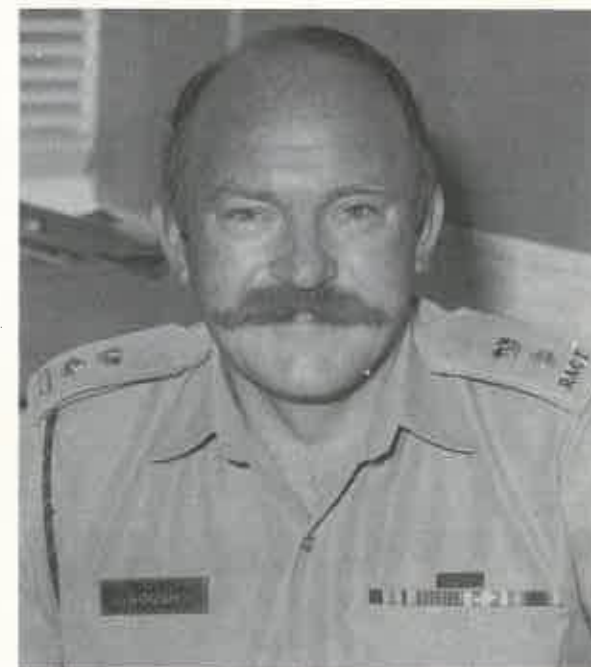
Some members have reported that they failed to receive a copy of the first issue and in consequence, distribution procedures are now being checked to ensure that every member gets a personal copy. Spare copies are held, so if you still haven't received one, please contact me direct.

This issue features the Army School of Transport, and in our third issue, 1st Transport Squadron will be featured. Past members of the Squadron are asked to sift through their old photographs and send suitable contributions to the unit for possible inclusion in the article.

A number of interesting articles appear in this issue, and hopefully they will stir some professional discussion. In this regard I ask you to continue your support of our magazine, both in responding to printed articles and in submissions of your own.

We are off to a good start and it is up to us all to continue our efforts.

LTCOL D.A. GOUGH, psc, MCIT
Editor



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A MESSAGE FROM THE DIRECTOR

The first issue of "PAR ONERI" was generally very well received, and again I thank those responsible for both the launching and the contents. I must record some disappointment however that on my recent unit visits I have met a number of Corps soldiers who did not receive a copy. I ask all unit commanders and staff officers to take a personal interest in ensuring that we reach the widest possible readership, especially among serving RACT personnel.

In this issue appears the first of a series of articles dealing in some detail with particular Corps units. Appropriately enough, the first story is about the Army School of Transport at Puckapunyal. In subsequent editions we hope to cover all Corps units, be they large or small, regular or reserve. Each has a tale to tell, a history to record and personalities, both serving and retired to acknowledge. The editor will indicate the next unit to be covered in the current issue of PAR ONERI. I ask you all to support this feature of the journal as it is a significant method of recording our past as well as our

present. Do not restrict yourselves to the units in which you currently serve. If you are an old member of the next unit to be covered, try to help by passing on your recollections, photographs and ideas.

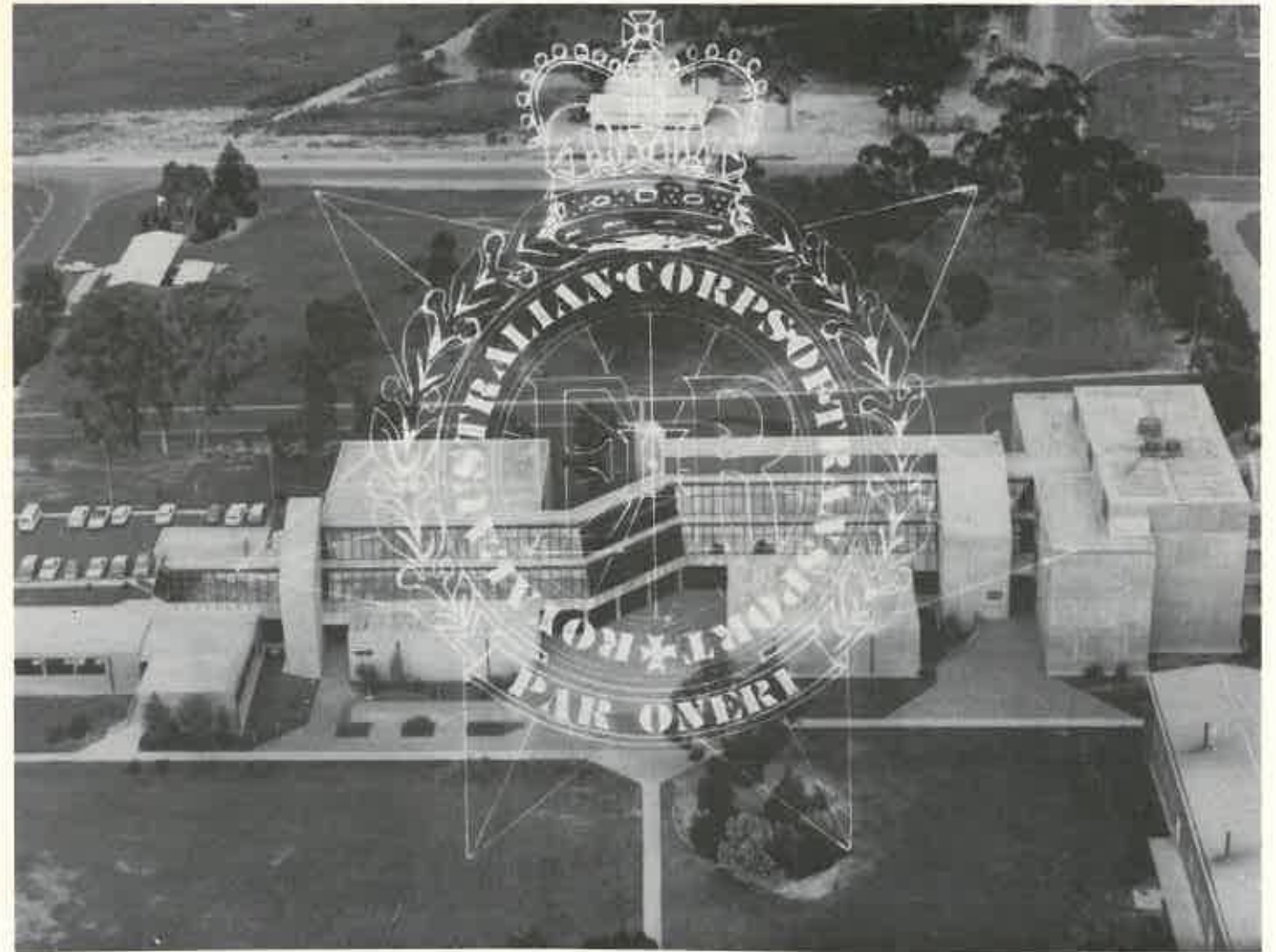
While still on the theme of contributions, I repeat what I said in Volume 1 No.1. This journal belongs to us all, regardless of rank or whether we are serving or retired. If we want it to survive and grow, WE must contribute to it.

We surely need original ideas, articles and information of all kinds for every issue. Our editorial staff cannot do it all.

I wish you all good soldiering and good health for the remainder of 1980 and beyond. My best wishes go too, to your families, without whose support, both the Corps and the Army would be the poorer.

CAMPBELL PARK OFFICES
ACT
JUNE 1980

ARMY SCHOOL OF TRANSPORT PUCKAPUNYAL



ARMY SCHOOL OF TRANSPORT PUCKAPUNYAL

The Old, The New, and The Future

Training, training, training, always training. It seems that everywhere one turns, people in the Army are training. Fred's off on a promotion course, Joe's doing his initial employment training, the squadron's off on exercise. Everybody's training. It's big business, this training. In fact, in our peacetime Army, it's bigger than the real thing. And, more than that, if we don't do it right now, we will be in all sorts of trouble when the real thing comes along. So, this training business must be number one on everybody's priority list.

There's an old advertising cliché: "If it's worth doing, it's worth doing well". It most certainly applies to training. Of the two types — collective and individual — it is with individual training that Army Schools are primarily concerned. For the individual training requirement sponsored by the RACT through the Directorate of Movements and Transport, it is the Army School of Transport which, in the greatest measure, influences the success or otherwise of that training. That is an awesome responsibility borne by the School.

The School, however, is not left to bear this burden alone: it is physically incapable of doing so. And the system is just not designed that way. The system spoken of is the system of management of training in the Army. By all accounts, this is a monumentally difficult system to manage, as it involves every member of the Army. As everyone becomes involved in training for a large portion of their career in the Army, they all have something to contribute to the management of that training. From the smallest comment written on an end-of-course questionnaire to the most momentous of decisions affecting Army and Corps doctrine, all have a part to play.

As with all management systems, there needs to be a head which does the heavy thinking resting on the body which puts that thought into action. For the RACT, the Directorate is the head of the training management system, as from it emanates products of extensive thought on such matters as Corps doctrine, RACT trade management, officer and other rank career development and management, and specific training requirements in these areas. The School is an early recipient of much of this directorate output and is particularly galvanized into action when it received instructions regarding training requirements for which the Directorate is responsible.

These training requirements are met by the courses conducted by the School and exported from the School, of which there are currently 56 (February 1980). To do its job and satisfy these training requirements, the School has four major tasks to perform:

- the detailed analysis of the training requirements and the subsequent development of a data base for course design;
- the design and development of courses;
- the conduct and export of courses; and
- the continual revision and updating of all course by validation.

In performing these tasks, the School cannot act in isolation.

It needs the fullest support and co-operation of the rest of the Army, in particular, of RACT units and other units which employ RACT personnel and those employed in RACT trades. The first and fourth tasks listed above cannot be carried out to any degree without input from these sources. After all, it is the individual in the field, on the job, who knows what is really happening now and what is likely to happen tomorrow. It is of no use for the School to train people for jobs as they were done years ago. Rather, people must be trained to do today's jobs as they are done today by people already on the job. And this training must also prepare people to be able to do tomorrow's jobs with the minimum of re-training.

The trainers of people must also be recently experienced in tasks as they are now performed. Instructors at the School need to have a high degree of expertise in their fields of instruction so they may design and conduct courses in a manner that adequately meets today's requirements on the job. After all, in the final analysis, it is the quality of the instructor vis-a-vis the instruction which will determine how well the Army, and the Corps, is trained. If training is worth doing, it is worth doing well.

The preceding paragraphs highlight some of the critical factors in the management of training for which the Army School of Transport is responsible. The perplexity of the training management tasks which the School must execute, is compounded by the technicalities and extensive processes involved in the Army Training System. Here the School performs a guardian role by providing expertise among its staff in the Army Training System and implementing the system in its course development. Of course, this is only a recent innovation in the School and the Army as a whole. It gives a modern touch to the way the School and Army goes about the business of training. More importantly, it provides the means for the School to keep up with the technological revolution now occurring throughout the world in just about all aspects of life.

Whilst the implementation of the Army Training System will provide the links with the future, the School can look back on a long and proud history as providing the firm base on which to build that future. This year the Army School of Transport can boast a history dating back to 1925. It covers the variously titled Schools and Centres in a direct line of ascendancy from the first "Army Service Corps and Q Administrative School" established in that year in the old Sturt Street Drill Hall in South Melbourne. Of course, at that time, the Corps was already at least 28 years old, but all training requirements had been met during those years from local resources in each military district. This first school operated on a part time basis only, with its Chief Instructor also the Director of Supplies and Transport, Movements and Quarter-

ing at Army Headquarters in Melbourne. With two assistant instructors, the School conducted four courses: "Q" administrative, motor transport, cooking and catering. Such was the small start from which the present Army School of Transport has grown.

In the years to the outbreak of World War II, the School continued to perform in the role originally given to it. One of the earliest (1928) Chief Instructors was a Captain R.T.A. McDonald, OBE, whose name was to become almost legendary in the later history and development of the Corps and School. In those early years, the School conducted courses in both the Sydney and Melbourne areas. In 1934, it established itself in the (now) old "O" Block at Victoria Barracks, Melbourne, with the title of "Army Headquarters AASC School". This arrangement proved unsatisfactory after the outbreak of war in 1939 and the last course was conducted there in early 1940.

The then Brigadier McDonald is credited with securing Osborne House in Geelong from the Navy and the School transferred there in July 1940. This move can be seen as the major turning point in the history of the School. Prior to then, it operated on a small scale to meet the relatively minor requirements of the pre-war Australian Military Forces. But now, the great expansion required to meet the training needs of the AASC in the mobilized AIF and AMF necessitated the establishment of a far more substantial training institution. On 19th July 1940, Lieutenant Colonel A.J. Stewart, as Chief Instructor, presided over the commencement of training at Osborne House. A resume of the Chief Instructors down the years since 1940 is contained hereafter. Certainly, for the history of the Corps, there are some famous names mentioned.



OSBOURNE HOUSE, GEELONG

JAN 40 - MAY 45

COMMANDING OFFICERS/CHIEF INSTRUCTORS THE WAR YEARS:

15.1.40-4.4.40
4.4.40-1.8.40
19.7.40-1.8.41
1.8.41-9.2.42
9.2.43-7.6.43
7.6.43-3.3.44
3.3.44-6.6.44
7.6.44-7.7.44
7.7.44-23.5.45
28.5.45-16.12.45

LT C.W.T. KYNGDON
MAJ D.G. MCKENZIE
LTCOL A.J. STEWART
MAJ H.F. O'NEIL
MAJ H. RUSSELL
MAJ G.J. CULLEN
MAJ J.A.F. ANDERSON
MAJ R. HENRY
LTCOL D.J.A. NELSON
LTCOL E.L. SMITH

During the war, the scope of courses conducted by the School was broadened immensely and these courses were conducted at many far flung locations, including overseas. It

also experienced another change of title: to the "Land Headquarters AASC School" in 1942. In 1943, air dropping was included in supply courses conducted by the School. Driving and maintenance courses were conducted by the 1st Australian Mobile School of Mechanisation which conducted mobile tours in Australia and the Middle East. This unit added amphibious vehicle training to the scope of AASC courses. In 1942, the School trained its first female students, who, in those days, were members of the Australian Women's Army Service (AWAS). The rapidly advancing technology in wartime logistics operations brought swift and major changes to the content of School courses, setting the pattern for later years. In the 49 months of the School's existence at Osborne House to August 1944, 2012 Officers and 4433 (including 40 AWAS) Other Ranks had passed through. But change is inevitable and, in 1945, the School was looking to new horizons with the end of the war in sight.

COMMANDING OFFICERS/CHIEF INSTRUCTORS POST-WAR YEARS

17.12.45 - CAPT J.G. CROCKETT
28.5.46 - MAJ M.S.F. COX
18.1.47 - MAJ R.A. HIGGINBOTTOM



2.9.47 - LTCOL R. DURANCE



6.2.48 - COL C.C. EASTERBROOK

香港

THE NEW HONG KONG

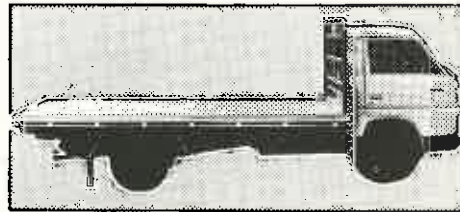
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15.5.49 — MAJ H. Fairclough
9.1.50 — LTCOL R. Durance
28.8.50 — MAJ R.A. Higginbottom



8.1.56 — LTCOL A. Green



5.2.51 — LTCOL W.L. Day
3.9.52 — MAJ W.A. Bunting
18.9.52 — MAJ R.S. Miller
12.5.52 — MAJ G.F.T. Richardson



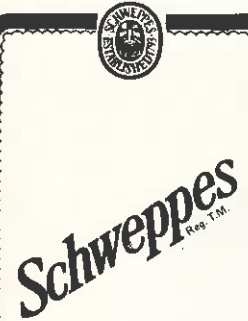
1.2.57 — LTCOL S.R. Birch



16.2.53 — LTCOL J. Major



23.1.60 — LTCOL R.K. Mair
12.1.61 — MAJ R. Vardanega



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27.4.61 – LTCOL W.G.N. Orr



19.4.71 – LTCOL K.I. MacPherson



9.4.62 – LTCOL A.L. Blake

3.12.64 – LTCOL D.G. Morison



23.2.73 – LTCOL P.M. Dougall



18.12.67 – LTCOL D. White



13.12.75 – LTCOL D.F. Solomon



14.6.77 – LTCOL C.T. Swinfield



21.1.80 – LTCOL J.W. Ongley

The tumultuous changes that the Army experienced in the 1945-47 immediate post-war demobilisation period, saw the School move its location three times in as many years. In 1945, it was off to Studley Park in NSW; in 1946 to Ingleburn, just up the road towards Sydney; and finally, in 1947, to Puckapunyal, where it has since remained. The School then was located in the old wooden and galvanised huts in F and G Blocks and its organisation was the forerunner of the present organisation. As well as the School Headquarters, there were four wings: Supplies and Transport; Quartermaster; Cooking and Catering; and Clerical. A fifth Wing for post-graduate officer training, the RMC Wing, was added in 1948. Various Army reorganisations since then have extracted some wings and added others to the School's organisation. The Quartermaster Wing was transferred to the Army School of Administration (a direct descendant of Land Warfare Centre). Air Despatch Wing was added in the late fifties on transfer from the School of Land/Air Warfare at Williamstown, NSW. In 1953, the School messes had become the Corps messes; and the School changed its name again.

The Royal title was bestowed on the Corps in 1948, precipitating a name change for the School to the RAASC

School. In 1960 the title changed again to the RASSC Centre. At about this time the Corps Wing was added to the School with the responsibility for Corps (promotion) training. Cooking and Catering Wing also established its basic cooking section at Bonegilla, Victoria. Maintaining the momentum of change, the then RAASC Centre moved for the last time in 1968 to its present location at the all new Tobruk Barracks in Puckapunyal, leaving the old F & G Block to its Transport, Clerical and Catering Wings, which were to have a further eight year wait before better accommodation became available to them.

The most recent spate of changes have resulted from the 1973 Army reorganisation, which produced the most radical changes to the Centre since the 1940 move to Osborne House. In some ways, these recent changes have been even more precipitous than those of the early forties. For a start, the old Corps was laid to rest and a new era of the Royal Australian Corps of Transport was opened up. Of course, the title of the School had to change, again, to the RACT Centre. But a lot was lost in this change. Clerical Wing transferred to the RAAOC Centre, Bandiana, Victoria, as did the supplies element of the RACT Centre's courses. Catering Wing was re-established as the Army School of Catering, although it remained co-located with the RACT Centre. Air Despatch Wing transferred to the Air Movements Training and Development Unit, Richmond, NSW.

The losses of those elements of the RACT Centre were more than compensated for by the amalgamation of the Transportation Centre (RAE), Chowder Bay, NSW with the RACT Centre, eventually as the Maritime and Movements Wings of the new Centre. And this amalgamation acquired for the new Corps a new part of its tradition. In fact, the history of Chowder Bay predates that of the AASC School by almost half a century. From its early days as the Submarine Miner's School, Chowder Bay has always been associated with maritime operations, except for a short period of absence during World War II when its activities were transferred to Toorbul Point in Queensland. The RAE (Tn) has had a long association with Chowder Bay which continues today under the banner of Maritime Wing, Army School of Transport, flying the RACT flag.

Seemingly to culminate this myriad of changes over a little more than 50 years of history, the School received its eighth and last change of title to be known since June 1978 as the "Army School of Transport". And so the School has a very rich and illustrious, although somewhat short, history. Its traditions are presently being maintained and enriched by the incumbent School staff, and, hopefully, by all RACT members who find occasion to visit the School either on posting, course, or just socially.

What then has the present organisation of the School settled down to after all those years of change, and who are the key people on the staff?

The youngest, by age of instructional staff, Wing in the School is the only one that can boast of being as old as the School itself; Transport Wing. Just as it was training drivers in 1925, the Wing is doing the same now in the modern environment of 1980. However, Movements Wing will also lay claim to connection with the "Q" Administrative courses conducted in 1925 which included training on the early ancestors of Army movements. But its lineage is broken in several places, including its long association with the RAE. In terms of ancestry however, the Maritime Wing can claim to be the oldest Wing of the School although not strictly the oldest in the School. Apart from those three Wings, the Corps Training Wing can claim to be fast maturing in age and approaching its 20th birthday, whilst Training Development Wing still needs the CI to change its nappies for it. School Headquarters organisation has become something of a lightweight since it

hatched Support Wing in January 1979. In fact, Training Branch, is the only foetus remaining to be born out of School Headquarters womb.

DRIVER TRAINING

They said The Hume Highway was rough, but this is ridiculous!



And so the School currently has four training wings and two functional wings, while School headquarters includes Training Branch. The four training wings are responsible for a total of 56 courses, with current annual throughput of approximately 1200 students and trainees. The titles of these wings directly reflect their functions. Transport Wing has the

prime task of conducting basic driver training with priority for the initial employment training of RACT soldiers. Whilst driver training consumes most Transport Wing resources, other very important courses in transport stream trades are also conducted, including the supervisor transport and testing officer, transport officer, driving instructor, motorcycle rider,

semi-trailer, plant transporter and tank transporter operators. In addition, the wing conducts the road transport module of the RACT Young Officer Courses. Consequently, it is Transport Wing that gets the most exposure to the Corps and the rest of the Army. Such exposure, of course, could have its disadvantages in revealing the Wing to intense scrutiny and criticism from around the Corps and the Army.



New members of the Corps commence their training course.

All Wings of the School have learnt to live with this scrutiny and criticism and, in fact, welcome it because of the valuable feedback it provides on the effectiveness of their courses. Corps Training Wing, in particular, draws the attention of all elements of the Corps by conducting promotion and career development courses for Officers, Warrant Officers and NCOs employed throughout the Corps. This is the only Wing through which all members of the Corps can expect to pass at least once in their careers. The first encounter with the RACT for all Corps members is with this Wing, either as Officers on the Young Officer Course or as Other Ranks in Initial Corps Training (ICT). Officers whose careers develop in the RACT will return later for their Corps 3 course. They may also return to attend an Operations Officer Course at the Wing. Other Ranks may return several times as their careers develop to attend Subject Two courses at the Wing.

Of course promotion courses are not the only ones that RACT personnel will attend as part of their career development. Indeed, the other Wings conduct courses which are a valuable part of education of RACT personnel, particularly the Officer Transport Course conducted by Movements Wing. This is the premier officer education course for Corps Officers and provides the most comprehensive training in movements and transport staff work available without going overseas.

On a much higher plane, the Wing also hosts the Joint Services Movements Staff Course which brings together senior staff officers from the three Services involved in movements planning. But the Wing also conducts routine courses in the movements trades including the Movements Officer, Supervisor Movements and Traffic Assistant. These trades are currently under review and consideration is being given to the introduction of the new movements trade structure incorporating the Assistant Movements Trades.

The maritime trades have also been recently restructured, resulting in the revamp of the courses conducted by the Maritime Wing of the School. The classification of the seaman trades into grades one and two and introduction of the supervisor marine trades are reflected by courses of the same names conducted by the Wing. The freight handler has recently been reviewed and re-development of that course can be expected



Learning the operations of an MCO

in the near future. The Wing has the pleasure of conducting the most exotic courses in the School, namely the ANARE Detachment, LARC V (Civilian) and Seaman Grade One (ANARE) Courses.



A LARK 5 disembarking from an LCM 8

On a more mundane level, the Wing conducts routine Officer Terminal Operations/Water Transport, Supervisor Terminal Operations, Rigger and Seamanship and Navigation Courses. In conjunction with the Navy, the RAN Terminal Operations/Water Transport Familiarization Course is conducted. On behalf of DGEME, the Wing conducts Fitter Marine, Miscellaneous Marine Equipment, Marine Supervisor and Marine Craft Recovery and Salvage Courses.

Whilst these four training wings are busy conducting courses the two functional Wings in the School are busy supporting them. Support Wing performs the routine administration of these courses and the School in general. This Wing includes elements headed by the Adjutant and Quartermaster and is manned by the bulk of the non-instructional staff of the School. The other functional Wing is Training Development Wing which is responsible for the development of all courses conducted by the School as well as those exported to formations and units. This Wing also conducts internal instructor development courses for School staff.

By now, the reader may be feeling that there is a glaring gap in the range of courses conducted by the School. Of course, this is true, as the School does not conduct courses in the air transport field. For some years now, the Air Movements and Training Development Unit has had the responsibility for conducting these courses for which the Directorate of Movements and Transport remains trade sponsor.



Operator Specialist Vehicle training



Motor Cycle Rider training



Training in team-work is an important part of initial employment training



Guiding the School into the 1980's is the Chief Instructor, Lieutenant Colonel J. Ongley. He will be supported by the School 2IC, Major G. Marsh; Training Officer, Major G. Donoghue; and Wing SIs; Corps Training Wing, Major B. Penny; Transport Wing, Major T. Ridgway, RCT; Movements Wing, Major D. Castle; Maritime Wing, Major C. Watson; Training Development Wing, Major T. Johnston, US Army; and Support Wing, Captain J.D. Watson. On their left hands are the Wing Sergeant Majors under the RSM, WO1 J. Liston; Corps Training Wing, WO2 L. Green; Transport Wing, WO2 R. Yallop; Movements Wing, WO1 M. O'Connor; Maritime Wing, WO2 A. Hurrell; and Support Wing, WO2 R. Thompson.

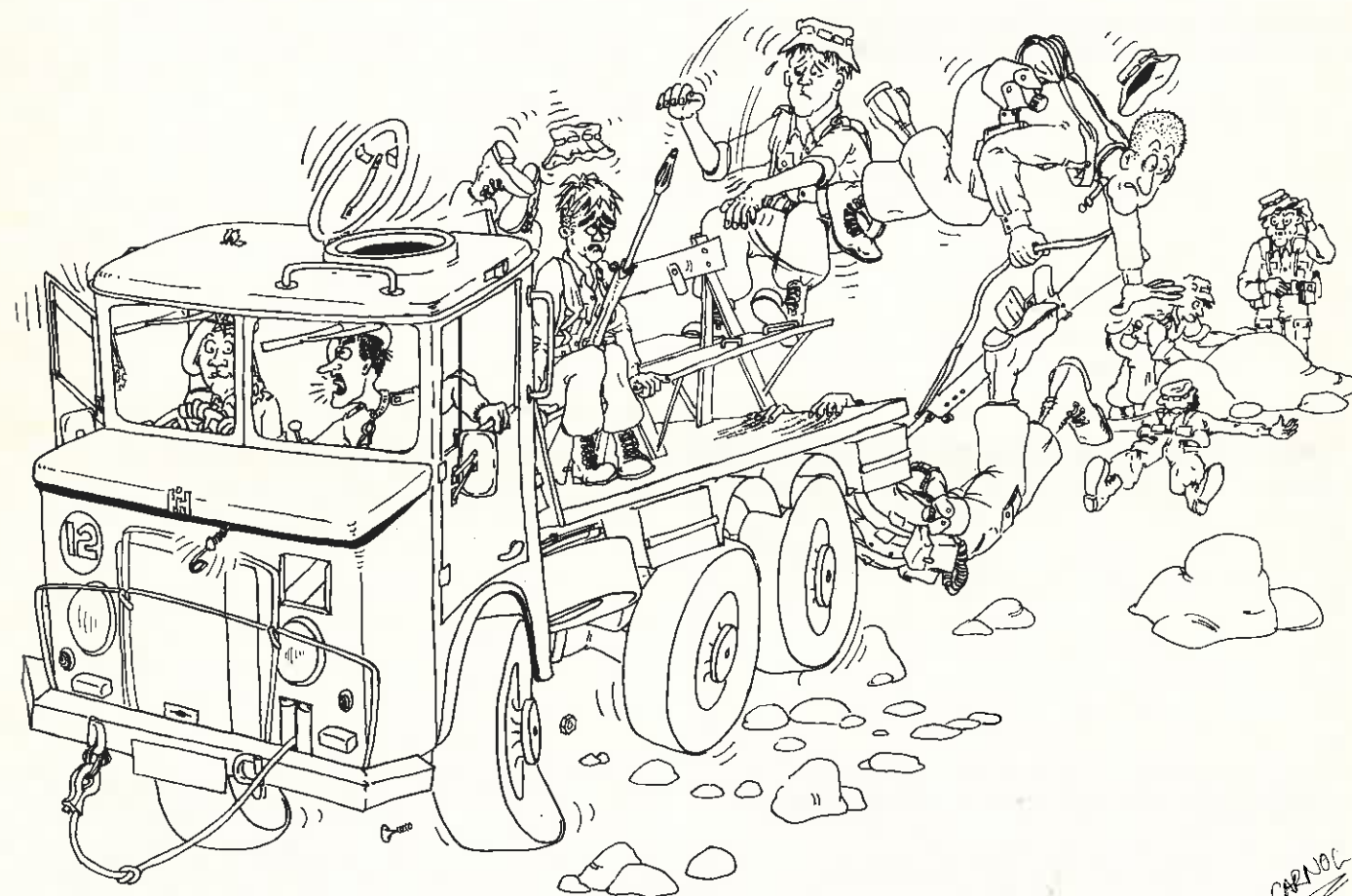
Of note are the exchange officers serving with the School. Major T. Ridgway, RCT, can look back over an unbroken line of British Army exchange officers to 1954, when Major J. Chapman, RASC, was appointed as the Major Co-ordination at the RAASC School Headquarters. Major T.M. Johnston, US Army Transportation Corps has fewer predecessors than does

Major Ridgway, but has made his mark for US Army exchange officers in the School equally as well as Major Ridgway has for the British. The March 1980 arrival of Captain MacGregor, RNZCT, is expected to be the foundation of a long line of New Zealand Army exchange officers to add to the cosmopolitan nature of mess life at the School.

These key personnel head a staff of keen professionals, for if the high technology era of the coming decade demands nothing else, it demands the highest standard of professionalism for all members of the Army, particularly instructors. If nothing else, the demands of the Army Training System require the highest levels of skills in instructors. Furthermore, the changes foreshadowed for the 80s will place additional responsibilities on the professionalism of School staff. There

will be new equipment: 4 and 8 tonne GS range of trucks, new buses, new forklifts, new bulk fuel tankers, the new landing ship heavy (HMAS Tobruk), new workboats and other Army vessels, replacement aircraft for the Caribou and futuristic techniques in air dropping. The new editions of the Manual of Land Warfare will be applied to the conduct of Army operations, at least on exercises, and experience from their application will influence the content of School courses, particularly in Corps Training Wing. Of comparable influence will be the impact of the Regular Officer Development Committee recommendations.

The School can confidently face its future, comfortable in the knowledge that it has a proud record of achievement in its relatively short history, and that its staff has the professional dedication to meet all challenges.



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Corps Celebrations Birthday

The following messages were received to mark the occasion of the Seventh Birthday of the Corps.

* * * *

From: H.R.H. Princess Alice, Duchess of Gloucester.
 To: The Representative Colonel Commandant and all ranks of the Royal Australian Corps of Transport.
 Quote: Thank you very much for your kind message on the occasion of the seventh birthday of the Corps. I send my best wishes to you all.

Alice
Colonel-in-Chief

* * * *

From: DGTM and All Ranks RCT Lea Andover.
 To: DMOVT-A and All Ranks RACT.
 Quote: Best wishes and all good fortune on the anniversary of the formation of the RACT.

* * * *

From: Colonel Commandant, Director and All Ranks Royal New Zealand Corps of Transport
 To: Colonel Commandant, Director and All Ranks Royal Australian Corps of Transport
 Quote: Best wishes on the occasion of the seventh birthday of the RACT on 1 Jun 80.

* * * *

ROYAL AUSTRALIAN CORPS OF TRANSPORT

Seventh Birthday Parade

HELD AT
**ARMY SCHOOL OF TRANSPORT
 PUCKAPUNYAL
 ON 6TH JUNE, 1980**

On Friday 6 Jun 80 the Army School of Transport celebrated the RACT Corps Seventh Birthday with a parade and All Ranks luncheon.

The parade involved all members of the school staff and students currently attending courses at the school. In total approximately 220 personnel were on parade. The Reviewing Officer for the parade was the Corps Director COL P. Blyth with official guests being COL R.K. Mair, Representative Colonel Commandant and COL S.J. Maizey, Commander DSG Puckapunyal.

The RACT Pipes and Drums 16 TPT SQN provided the music for the parade and their music was an inspiration to all on parade. The march past was followed by the drive past of the mounted troop to whom the Corps Director presented licences on the successful completion of their basic drivers

course. The parade was addressed by the Corps Director and he had pleasure in presenting National Medals to WO2 J.H. Smit, SGT C.G. Nicholson and CPL T.S. Green.

The parade also honoured WO2 Ernie Sturzaker who is about to retire after 27 years service. He was given three cheers by the parade and transported to and from the dias in a vehicle befitting his years of service, a 3 ton 1944 model Ford Blitz.

After the parade members of the Corps and guests attended a magnificent All Ranks luncheon at which the CO/CI LTCOL J.W. Ongley was assisted in cutting the birthday cake by the oldest and youngest members of the Corps presently at the school. Guests were taken on conducted tours of the school which included static displays of vehicles, demonstrations of vehicle capabilities on the safe driving circuit and tours of the instructional facilities available at the school.

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The March Past



The Director presents The National Medal to WO2 Smit



WO2 Ernie Sturzaker arrives on parade.



The Corps Birthday Cake ceremoniously cut.

Queensland Corps Birthday Celebrations

South Queensland

In South Queensland, celebrations got started with an All Ranks Cabaret conducted at the Cloudland Ballroom in Brisbane. It was attended by more than 650 retired and serving members of the Corps and their guests.

The Birthday Cake was paraded around the ballroom on a restored, vintage 1870 cart, preceded by a piper, escorted by RACT soldiers, CPL Wise from Brisbane Tpt Unit in 1939/45 drivers uniform and members of the 1st Moreton Regiment in colourful period Regimental uniform. The Guest of Honour, the Director, COL P.W. Blyth, MBE cut the cake, assisted by the youngest Corps member, PTE Yasmin Marshall from 1st Movement Control Unit.

On Sunday 1st June, the Director reviewed the 1st Divisional Transport Regiment's Guard and Mounted Troop. The troops on parade gave a precision display of mounted and dismounted drill including an Advance in Review Order and a March and Drive past. All those observing the parade, including Commander 1st Military District (Brigadier A.H. Smith) and Commander 6th Task Force (Brigadier G.J. Fitzgerald) expressed great satisfaction as the spectacle was most impressive.

The ceremonial parade and presentation of National Medals was followed by a family afternoon of mini olympics consisting of fun events including truck pushing, tug-o-war and mixed family events. As the culminating point of the mini olympics, the Colonel Commandants Trophy was presented to 5 Tpt Sqn who retained the Trophy they won last year. All this was rounded off by a great barbeque and refreshments.



Inspection of Ceremonial Guard provided by members of 5 Transport Squadron by Corps Director COL P.W. Blyth, MBE. 1980 Corps Birthday Parade Enoggera.
Inspection Party: (L-R) COL P.W. Blyth, MBE - DMOVT, LTCOL R. Sherman - CDTPT, MAJ C. Clues (Mainly obscured) - Parade Comd.
Soldiers: (L-R) CPL Donovan, PTE Fergusson, PTE Payne, PTE Jessop, PTE Smith A.D., PTE Bayliss, PTE Ross.



Mounted Drive Past. Members and vehicles of 5 Transport Squadron.



Ceremonial Guard provided by members of 5 Transport Squadron. March past dias.

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North Queensland

In the North, at Townsville, the RACT Birthday celebrations began on 30 May with a morning parcel delivery from Townsville Freight Terminal to most units in Lavarack Barracks, using a horse and cart supplied by SGT John Woodward of Townsville Tpt Unit. The rig was driven by SGT Woodward and SGT Dennis Humphrey. The event was covered by local media.

The North Queensland All Ranks Cabaret was held on the evening of 30 May and it was attended by about 280 people. The Birthday Cake was cut by Colonel J.A. Hallett, the

Colonel Commandant 1 MD and he was assisted by PTE Heather Modra from Townsville Tpt Unit and PTE Darryl Quinn of 9 Tpt Sqn.

Approximately 400 people witnessed the ceremonial parade held by 9 Tpt on 1 June 80. Colonel Hallett presented National Medals and reviewed the parade which was commanded by OC 9 Tpt Sqn, MAJ Peter Florance. Brigadier N.R. Smethurst, MBE, Commander 3 Task Force, was host officer during the parade, which was followed by morning tea and a gymkhana. The gymkhana was won by A Tp, 9 Tpt Sqn who were presented with the TAA Shield, a Perpetual Trophy, by Colonel Hallett.



SGT "Woodie" Woodward of Townsville Tpt Unit and pack horse.

SGT JOHN (WOODY) WOODWARD

SGT (Woody) Woodward of Townsville Transport Unit is finding that his bushman's skills are much in demand in today's Army.

SGT Woodward, an experienced horse breeder and trainer was approached in August 1979 by 2/4 RAR to train a number of their members in the use of pack horses in operations. A number of horses and equipment were supplied by SGT Woodward for this purpose. The training included the following aspects:

- care and feeding of horses
- the use of equipment in packing and loading of weapons, rations, water and general stores
- improvisation of cordage and leather straps

This training was utilised by 2/4 RAR on Exercise Kangaroo III for reconnaissance and the resupply of rations and ammunition.

SGT Woodward's skills are also in demand by 4 Fd Regt RAA. He is currently training the unit's drum horse, with the programme culminating in the towing of a ceremonial gun through Townsville as part of the Army's contribution to the centenary celebrations.

Since SGT Woodward commenced the task of training horses he has made available, free of cost, not only his services but horses and equipment for official, social and children's functions throughout Lavarack Barracks.

Service Details: 17783 SGT J.M. Woodward
Born in Cairns on 10 Aug 41
Enl: 12 Feb 63
Served: 2 RAR, 2/4 RAR, Vietnam 67-68 and 70-71

Transferred to RACT in Nov 73 and has served in various Tsv based units.

Seventh Birthday in 2 MD

The Parade Reviewed

By WO1 J.R. Peel
RSM Mov & Tpt HQ FF Comd

The weak sunlight struggled through the rain clouds over Holsworthy on the first day of June 1980. Anxiety, and the realisation that this was the day RACT Units of 2 MD would celebrate the seventh birthday of the corps, combined to make the last buckle on that Sam Browne belt almost impossible to fasten. Three hundred and eighty on parade, including a large percentage of Army Reserve some of whom had not completed recruit training. One quarter of the contingent arrived from Victoria the day before, only one rehearsal and that without a band, weighed heavily on my mind.

My first high of the day arrived as a bus disgorged a cargo of Army Reservists from 10 Tml Regt. They were all present, and apart from a few hair cuts, looked good.

A quick check of the parade ground dispelled the fear that the marking discs may have moved overnight. Another step forward, the Music Director of 2 MD Band had no objection to the change of format which resulted from yesterday's rehearsal.

A vehicle was dispatched to Victoria Barracks with strict

instructions not to violate any State Laws, but not to return without the National Medals to be presented on the parade. A table was prepared in case good fortune smiled on us and the vehicle arrived back in time. My eternal gratitude to the SSM who gathered the disembarked troops for a session of co-ordinated rifle drill.

The crowd, which I had not noticed up until now, was seated and the flags broken. A truck arrived and chairs were unloaded which appeased the disgruntled members who had not booked seats.

The band struck up and I marvelled at the standard of precision as the troops marched on parade. The Members of mounted contingent were all standing smartly by the 90 vehicles, assembled in three columns. Guests were received, and apart from a delay, which seems to be traditional before the arrival of the Reviewing Officer, all was proceeding as planned. The inspection over, the band treated us to a rousing rendition of "Wait for the Wagon" as the troops marched past.



More than 2,000 spectators burst into applause as the Pipes and Drums of the Royal Australian Corps of Transport marched on parade, in perfect tune, from the rear of this Caribou aircraft. Led by Pipe Major Sergeant Gordon Body, of Wallsend, and Corporal Bill Storer, of Pokolbin, the Army Reserve musicians provided one of the highlights of the Army Transport Corps' seventh birthday parade held at the Holsworthy Airstrip.



Not really the type of bicycle made for two that grandmother used to sing about, but Cathy Anderson, of Holsworthy, decided to try for size one of the new Suzuki machines on display. Lending a steadying hand is Corporal Colin Young, of 18 Transport Squadron.



Cheerful children were thrilled with the miniature train rides. Train driver Craftsman Peter Edwards and safety attendant Craftsman Dennis Woolley, had a full-time job keeping the youngsters on the move.

The drive past, I am sure, will long be remembered as the highlight of the parade. The precision of driving and the pains taken in preparation were a credit to all concerned.

Surprise and relief, the medals arrived and were presented. Then an advance in Review order and, to the applause of the crowd, the parade marched off — the ceremonial aspects were completed.

As an RSM, I must say there were errors made, but the overall result is a credit to families and each individual member who took part on the day.

To all of you my personal thanks for making my last parade, one I will long remember.

The real success of the Seventh Anniversary day in 2 MD cannot be accorded to the parade alone. Many of the memorable activities took place after the march off. The military novelty events which included changing a tyre blindfolded, and a race between teams manually towing a 5 ton vehicle, proved popular with the spectators. Congratulations in team

events are due to the members of 1 Tpt Sqn, who I am told will leave their victor's trophy in the soldiers' club.

Whilst the vehicles shuttled children up and down the air strip, a team from 33 Tml Sqn conducted children's competitions. The horse rides and the train from 2 Base Workshop were almost as popular as the free ice creams and drinks.

Another highlight of the day was the arrival of the RACT Pipes and Drums. The Newcastle-based unit was on parade with 10 Tml Regt in Grafton the day before, and with the assistance of No.38 Sqn RAAF were air lifted from Grafton and landed on the parade ground. This was a task professionally conducted, for it is not an easy matter to tune pipes two hours before a performance, and in the case of CC08 flight, it is not uncommon to experience hearing problems. The Corps should be proud of our Pipes and Drums.

The motor cycle display team from 9 Tpt Regt provided a spectacle well worth watching. Team work was evident and the applause received was ample proof of the appreciation of all present. The Commander RACT COL V.C.Y. Smith has been lavish in his praise for a very enjoyable family day for members of the Royal Australian Corps of Transport in 2 MD.

June 1, 1980 was a day to remember in many ways.



Brigadier N. Charlesworth, Chief of Staff, HQ Field Force Command, takes the salute during the march past and 90 vehicle drive past at the Royal Australian Corps of Transport's seventh birthday parade.

PENSIONS AND WIDOW'S ENTITLEMENT

DFRB RETIREMENT PAY & COMMUTATION CALCULATION

Based on Completed Years of Contributory Service at Date of Resignation or Retirement.

- a. Completed years of service factor from Table 1 = %
- b. Salary (maximum increment for rank) including Service Allowance at retiring age = \$ p.a.
- c. Retirement Pay (if over notional retiring age) = $\frac{(a \times b)}{100}$ = \$ p.a.
- d. Penalty Factor: 3% for each year or part year short of notional retiring age = $\frac{(C \times 3) \times \text{no. of years short}}{100}$ = \$
- e. Retirement Pay effected by Penalty = (c - d) = \$ p.a.
- f. Commutation Lump Sum = (c or e x 4) = \$
- g. Reduced retirement pay: = (c or e less $\frac{f}{\text{factor from Table 2}}$) = \$ p.a.

TABLE 1 Basis for Assessing Retirement Pay		TABLE 2 Expectation of Life Factor		
Completed Total Years of Service	Factor Expressed as a percentage	Age (in years) at Date of Election of Commutation	Male	Female
15)	30	35	36.45	41.70
16) Late	31	36	35.51	40.75
17) Entrants	32	37	34.59	39.81
18) Only	33	38	33.67	38.86
19)	34	39	32.75	37.92
20	35	40	31.84	36.99
21	36.5	41	30.93	36.06
22	38	42	30.03	35.13
23	39.5	43	29.14	34.21
24	41	44	28.25	33.29
25	42.5	45	27.38	32.38
26	44	46	26.51	31.48
27	45.75	47	25.65	30.58
28	47.5	48	24.80	29.69
29	49.25	49	23.96	28.80
30	51.25	50	23.13	27.92
31	53.25	51	22.31	27.05
32	55.5	52	21.51	26.18
33	57.75	53	20.72	25.32
34	60.25	54	19.94	24.47
35	62.75	55	19.18	23.63
36	65.25	56	18.43	22.79
37	67.75	57	17.70	21.96
38	70.5	58	16.99	21.13
39	70.5	59	16.29	20.32
40	76.5	60	15.60	19.51
Officer Retirement Ages		Notional	Compulsory	
LTGEN and above		55	60	
MAJGEN		52	57	
BRIG AND COL		50	55	
LTCOL		45	50	
MAJ and below		42	47	

Does your wife know what pension she would receive if you were to die in service? Or how much of your pension she would receive if you died after discharge?

Do you have any idea as to the amount of your pension entitlement? Or the size of the lump sum you could receive if you chose to commute part of your pension?

Chances are, your wife has no idea of her entitlements and you probably only have a vague idea of yours.

Here then is a summary of entitlements:

Widow's Pension (Serving Member at time of death)

Widow:

5/8 of 76.5% of member's military salary (includes Service Allowance), at the top increment of his substantive rank.

Each Child:

(Under 16 years of age or under 25 years of age if a full time student) — an amount equal to 1/6 of mother's pension plus \$312 p.a.

Pay-in-Lieu:

A lump sum payment is also made to the widow in lieu of accrued leave and furlough.

Compensation Lump Sum:

If the Serviceman died whilst on duty or was travelling to or from duty, and cause of death was subsequently determined to have been caused directly or indirectly by his employment, a lump sum of \$28,000 may also be payable to the member's widow under the Compensation (Commonwealth Government Employees) Act. In addition, a sum of \$11.25 per week may be payable to each child under 16 years of age or under 25 years of age if a full time student.

Widow's Pension (Retired or ex-member at time of death)

Widow:

5/8 of any pension payable to the ex-member at the time of his death.

Each Child:

1/6 of the pension the mother received plus \$312 pa if under 16 years of age or under 25 years if a full time student.

Member's Pension

This is based on years of service and (for officers only) is reduced by 3% for each year the member is short of his notional retirement age.

Pensions are payable to any member who has completed 20 years of service or at least 15 years of service where the member is retired compulsorily on age.

The following calculation chart will enable you to work out your own specific pension and commutation entitlement.

In addition to these payments a lump sum is also payable in lieu of accrued leave and furlough. Furlough is accrued at the rate of 9 days per year of service with a minimum qualifying period of 10 years.



The "Biscuit Bombers" of 176 Air Dispatch Squadron put plenty of muscle and effort into this novelty race at Holsworthy. Teams from three units stepped into harness to pull three five tonne GS trucks over a 100 metre course. Despite their enthusiasm, the "Bombers" only managed second place, with top honours going to 1st Transport Squadron



9 Transport Regiment Precision motor cycle riding team who performed at the Birthday Parade. SGT Lance Currie 18 Tpt Sqn, CAPT Tony Alexander-Smith (ADJ 9 Tpt Regt) CPL Colin Young 18 Tpt Sqn and WO2 Ron Searle 18 Tpt Sqn.

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LOGISTIC INTELLIGENCE

by LTCOL R.P. Knox, psc, t.

Lieutenant Colonel Knox graduated from RMC in December 1966. He served with HQ 1 TF as CAPT RAASC in Vietnam during 1970-71 and on return to Australia was an instructor at the RAASC Centre. During the period 1972-74 he served with D TPT in Canberra and attended the Advanced Transport Course in the UK during 1974-75. He assumed his present appointment as SO1 Finance in DMOVT-A in December 1979 following a posting with JIO.

On further examination it may also be apparent that the force has insufficient logistic resources and stocks to undertake the expected attack. It can then be accurately calculated (given port, beach head/air head or route capacities etc) how long it will be before the force will be ready for the operation. This area of study requires people who are specialised in theatre logistic operations to be able to learn an enemy's systems, to be able to assess the Logistic capabilities of all his transport and movements systems. In the Australian strategic environment this would occur at Defence Central level, currently in the Joint Intelligence Organization (JIO). The nature of Australia's strategic stance at any point in time should dictate how many Logistic experts need to be posted to Intelligence staff. In the tactical setting; Force, Corps and Divisional Intelligence Staffs are not complete unless they include people who are experts on the enemy's tactical logistic systems. I contend that either the Australian Intelligence Corps posts some of its young officers to Logistic Corps (as well as the Arms) for their early training; or they must train RACT, RAAOC, RAEME and RAAMC personnel in intelligence skills and post them to the Intelligence Staffs on Formation Headquarters.



For those readers still with me, don't be complacent. We, the RACT, are the Army's best at providing for the other side of the coin - *Logistics Intelligence to the Enemy*. I will explain why I believe this to be so, and attempt to indicate how this intelligence would be collected for use against us, given the limitations of this unclassified article.

I would hope, and must assume that as members of both the ARA and ARES you have professional pride in keeping abreast of military developments in the world at large. If this is the case you should not find any opinion expressed here new, as you will have read it before. What we must do is to apply the information that is readily available from the news media, magazines such as "Time" etc, to the development of our knowledge. I suggest that there are two prime areas of concern in our current operations; communications security, and concealment.

Communications Security. This unfortunately is an area that we all have, from time to time, ignored. Perhaps you did during an exercise today! You would explain if you were challenged, that it doesn't matter as it was only an exercise. You would say that you really would not give away your Unit name, what you were carrying, your Formation identification or the fact that you were in a tearing hurry to establish a new ammunition point well forward of the old one; if it "was for real". Anyway; any enemy worth his salt would know most of that from your voice and idiosyncrasies as soon as you come on the air (if you believe those old World War II training films on the subject). But would he? The enemy may know some of these things true; but -

- did he know the Division was about to advance?
- did he know when?
- did he know on what part of the FEBA (Forward Edge of the Battle Area) it may occur?

If he didn't know before he would now because YOU just told him! But its only an exercise - *you say*. Let me assure you,

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What is Logistic Intelligence? Having recently been employed in this area I feel it incumbent upon me to pass on some thoughts on the subject, even if they are going to upset members of the RACT. I have always been most concerned about our professionalism in the Area of Operations. If we, as a Corps, can "get it right" in this area, then we will be "Equal to the Task" in all areas. Currently in the field of Logistic Intelligence we fail badly, in all areas.

Let me explain what I mean by Logistic Intelligence. It is that information about a forces, strategic and tactical logistic resources and activities that telegraph the intentions of that force, both short and long term. It provides excellent indicators of his plans, be they on the macro scale (to launch an invasion of another country) or on a micro scale (ie a Corps or Division attack, withdrawal etc). In many situations it may be apparent that the combat element is balanced and has sufficient arms superiority to launch an invasion or an attack.

that from my experience bad habits in communications security are hard, if not impossible to correct (and you should note, that CB Radio habits are the worst of all).

Why are we, as a Corps, so bad in this area? To appease those readers who already feel that I should be banished from the Corps, or posted to another Finance job for the rest of my life, let me say that we do have excuses. The only "valid" one is "time". We are all aware that TFHQ has a good deal of time to plan an advance. It can signal (encoded) or deliver by safe hand, its intentions to Div HQ (Main). Div HQ (Main) will no doubt pass this on to the Logistics Staff at a briefing of some sort. The Log Staff return to HQ Div (Rear) and pass on details of their plan to the CDTpt. So far — no compromise; all has been either encoded, passed on by safe hand or word of mouth.

Let us imagine that you are a platoon commander, or a platoon sergeant or a section commander (who is "lucky" enough to be out on the road with a radio). All this process mentioned above had gone on, unbeknown to you. The "arms" all know what is planned as they made the early plans, and all their orders have been passed at Orders Groups. No radio messages at all, just "normal" traffic. Now; unfortunately by the time the information has got to your headquarters the rush has started. Your trucks must get back to your base location, unload the salvage you have just collected, reload ammunition and get up to the new AP location. The only way is to tell you by radio — "in clear" (after all, nobody in your unit has confidence in the use of the simple codes issued, and anyway its dark, and there is not time). So what do you do? You accept the radio call to get back to base ASAP to unload and report to the Ammo Point at the RP. You complain that your guys have not had tea and have been out all day at the EME salvage collection point. The radio speaker tells you to — "Stop chattering! This one's important, and you have to be up front by 0200 hrs again with ammo."

— "Oh!" — you say — "do we have to go via our unit lines to pack up?"
 — "No" — you are told — "you can do that tomorrow . . . we won't be moving up until then."

And so it goes on; — not just you, but every radio in the Div Regt will give away part of the jigsaw, even down to the grid reference of the AP, and perhaps more. No self respecting enemy could afford not to listen to "Road Runner 22" or the radio net he belongs to. (There is absolutely no intention of singling out a call sign of any unit. I made it up. However, if it is a bit close to home, I hope you haven't gone red faced).
 Enough of the frivolity. This is a most serious matter. RACT units in the area of Operations are not issued with sophisticated communications equipment, and yet our transmissions will always be about what our Formations, or even the total Force, is doing today. Any change to the Force stance will be telegraphed by Logistic alterations. This could be a dumping programme, AP and DP's being moved forward or backwards; movement of large quantities of defence stores, establishment of new beach or air heads etc).

For those readers posted to water transport, terminal, movements or air type units don't smile to yourself and think that I gave those truckies what they deserve. Those truckies are only small fish giving away part of the micro picture.

Your radio nets are probably worse, and you give away indications of the macro picture — ie what the total Force intentions are. The real areas of interest for the Intelligence Logistician are the Points of Entry capacity and shipping or air capability to lift vast amounts of war stores into the Area of Operations. Basically, the further back you are in the Logistic Chain, the greater will be the tactical and strategic information you let slip. As I've already said, bad habits are hard to break. You might correct yours in a hurry, but what about the NCO's and officers of tomorrow who you have let go unchecked to date — because it's only an exercise or a CB radio.

The other area which I believe we are bad at is of more deadly concern to you, as this one could get you killed; it is Concealment.

Concealment. This involves that dreadful job of camouflage, of track discipline, of painstaking work and tremendous self discipline. Concealment is what we, as an Army, are very casual about. It is of note that the British Army in 1916-1917 had a Controller of Camouflage with some 60 officers and 373 rank and file and that some £2,500,000 was spent between 1914-1918 in providing camouflage patterns for ships alone. We as an Army are probably less prepared now than World War II Armies were, despite the revolution in battlefield technology that has occurred since then. Like communications security, it is a state of mind that must be developed by every individual in the Army, and especially by the RACT. We drive large, and getting larger, easily identifiable objects many of which make marks on the ground. The Intelligence Logistician is interested in ORBAT details; numbers and types of vehicles; deployment locations/concentration areas and of course capacities of installations and systems. Sensors, both ground-based and airborne, can "see" you 24 hours a day in all light conditions, in any weather, at ranges up to 100 km. Many defence orientated journals have described the capabilities of Forward Looking Infra-Red (FLIR), Infra-Red Line-scan (IRLS), airborne radar, LLTV etc. Also, if you read "Time" or "Bulletin" about the time of the recent American concern regarding Soviet troops in Cuba, you will know from these articles that not only cameras, but infra-red equipment is now being tested in military satellites, and that the technology in this field defeats even light foliage and some other forms of camouflage. This information can be used in the tactical sense and you could be on the receiving end of some tactical response, aimed at the good target you have exposed. Next time you fly over an exercise area, see a picture or article about military satellites; just stop and think about how that will effect the RACT, (with our vehicles, watercraft, plant, and installations such as DP's, beach heads, railheads, and airheads all of which need to be camouflaged by day and by night).

I hope this article has at least provoked some thought — but it should not have told anybody anything new. If we are going to be truly professional about our role in the Army we had better start working now. No threat for "x" years — eh! It could take "x + 1" years to iron out the wrinkles. If we start now; other Corps may follow our example — PAR ONERI!

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EXERCISE CAMEL'S CANTER

On 28 May 80, 26 Transport Squadron departed from Puckapunyal on Exercise Camel's Canter, bound for Sydney. The aims of the exercise were to be in Sydney for the RACT Corps Birthday Parade and to establish an Australian Armed Forces Record for running between Puckapunyal and Sydney. 3 teams of 18 runners took part in the exercise with at least one runner on the road at all times. A support group of 45 men, twelve 5 ton GS trucks, five Land Rovers, three Motor Cycles and two utilities also participated in the exercise. A baton, containing scrolls from LTCOL Ongley, COL Meir and MAJ P. Bergmann was carried in turn by each runner. Each runner wore "T" shirts donated by unit sponsor, R.J. Reynolds Pty. Ltd., makers of Camel Filter cigarettes.

The last runner reached 18 Transport Squadron's compound, Moorebank, at 1405 hrs on 30 May 80, 54 hours and 5 minutes after the start of the exercise. A total of 553 miles was covered on foot during this time.

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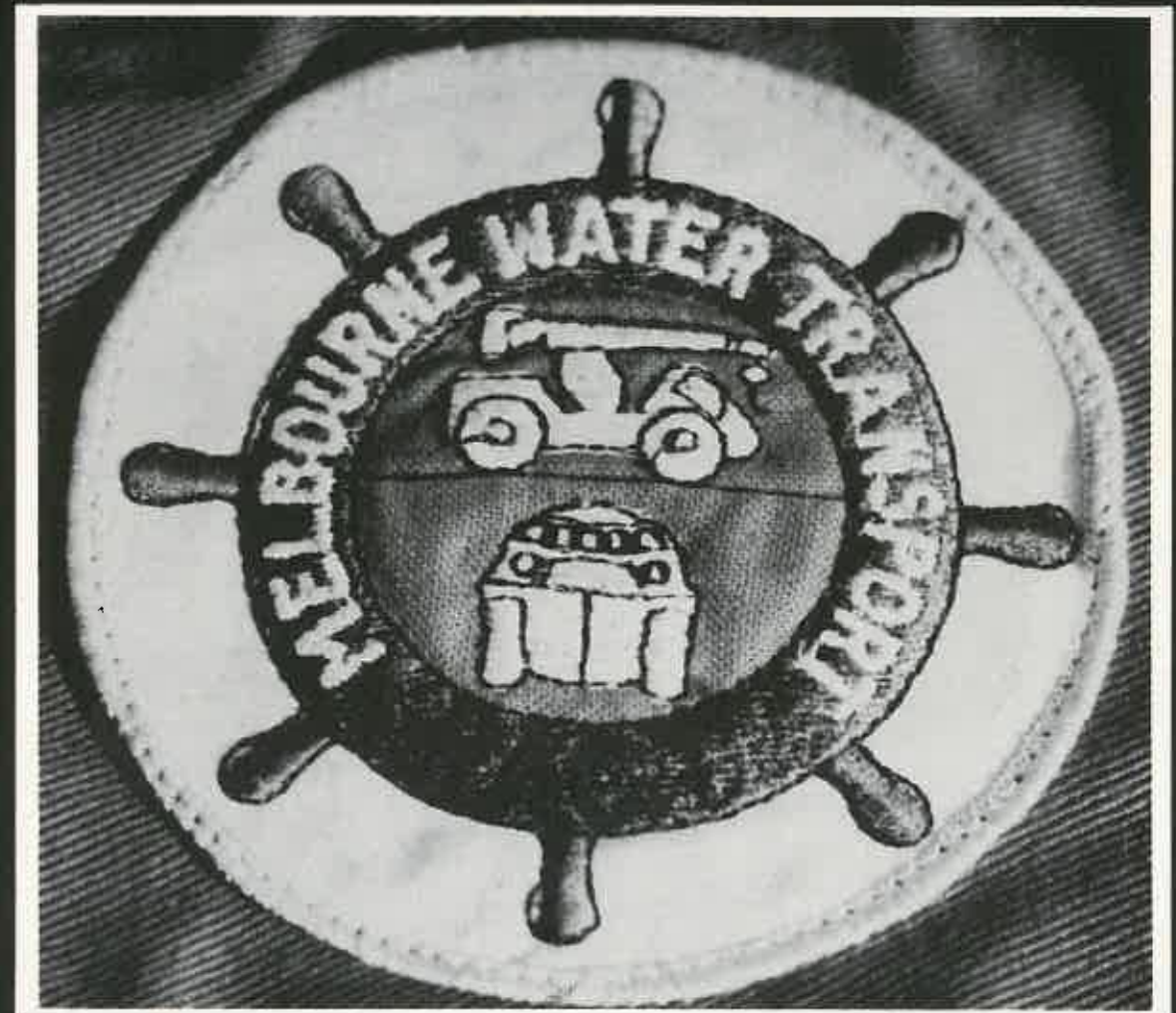


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By CAPT P.G. Gregor

A WATER TRANSPORT CAMP— VIVE LA DIFFERENCE



Months of planning, liaison and air and land reconnaissance finally came to fruition on Apr 19, when Melbourne Water Transport Unit commenced its Annual Camp. An exercise with a difference. In broad terms the unit was to move from its location in Melbourne to Woodside Beach, some 250 kms to the South East. The move was a sea and road operation that would culminate in the establishment of a 5 day base camp at Woodside Beach followed by a return trip to Melbourne.

Before the camp was completed a multitude of operating conditions were to be experienced with members of the unit saturated to the core from either sea spray or rain. The aim of the activity was to provide opportunity for introductory and advanced Seaman training while at the same time exercising the operational and logistic elements of the unit headquarters.

Fifty-two members participated in the exercise. Attach-

ments included several seamen from the ANARE Detachment and two Victorian Police Special Operations Group members. The unit was divided into four groups. The watercraft group who were responsible for the movement of 5 LARC V. The shore party, who comprised operational, safety, medical and workshop elements were responsible for shadowing craft movement down the coast. The land party who provided the logistic support, catering and established overnight staging areas and lastly the HQ's rear party who maintained an information centre and provided the units rear link.

In the ensuing description of the camp, the role of three of the four groups receive little mention. Despite this, it is important to note that without them the exercise would not have been possible.

The first day was spent preparing for the move. Medical checks, Q issues and safety briefs were the order of the day. A restful night followed and gave birth to a day complete with a good weather report. All systems go — five LARC's splashed noisily into the waters of Port Phillip Bay. The first leg, Melbourne to HMAS Cerberus went routinely, the only unusual occurrence being the CASEVAC of an ill member to Mordialloc Hospital. The unit's first emergency at sea.



LARC V's lined up outside Sturt Street Depot ready for the first leg of the exercise.

At 0730 the following morning the craft once again entered the water, but this time in the rarely used waters of Western Port Bay. Crews were operating in a new area and were required to navigate individually to an exit point on the eastern shores of Westernport — some by more direct routes than others. Having reached the eastern shore, some hours were spent attempting to negotiate exit points that were rendered unusable by low tide and mudbanks. We were not to be deterred. Several hours of mud driving and a one metre increase in water depth saw the LARC's trundle out of the water and drive to Inverloch, the next overnight stop.

A restful night and the big day was on hand — the third leg. This leg was the first ocean entry and involved some 39nm in the waters of Bass Strait and 20 kilometers of sand driving. A buzz of excitement rippled through the air; the challenge of rounding Cape Liptrap was foremost in everyone's mind. The CO of the unit, LTCOL Emmett arrived to participate in this leg and the craft entered the calm waters of Andersons Inlet. From there the craft moved out to sea. After an hour or so the LARC's completed a surf exit and drove some distance along the beach before again entering the ocean. The elements were favourable as crews plotted courses that would take them around Cape Liptrap — a dark silhouette on the horizon.

After several hours "steaming" the weather turned on us. We were approaching the Cape and were thoroughly com-

mitted. Onwards we ploughed. Enthusiasm was the only thing that had not been dampened as rain squalls, growing swells and bulging eyeballs became more frequent. This was the first taste of inclement weather experienced by many members of the unit — and a forerunner of things to come.



LARC V's rounding Cape Liptrap. The weather was extremely miserable with the visibility being hampered by rain squalls and sea spray (the angle of the horizon gives an indication of the size of the sea swell encountered).

On rounding the Cape, seas abated and Walkerville, the designated lunch stop, came into sight. By midday, the soldiers, damp and showing fatigue, went ashore — a sight that would warm the cockles of any Training Officers' heart. The land party had not let the seamen down and in their reliable manner had a kitchen established on the beach. Never did 10 man rations in Hotboxes look so attractive (even the gulls would not eat the tinned beans!) With lunch complete and only one hour "steaming" to the next overnight stop, the amphibious craft spent several hours practicing surf entries and exits, sand driving and florilla drills under the watchful eyes of LTCOL Emmett and the units OC Major Graeme Sweeney.



Practising Surf Work at Woodside Beach, part of the 90 Mile Beach in SE Victoria.



Orders Group at Inverloch Camping Ground — MAJ Graeme Sweeney (OC) and CAPT Pierre Gregor (TRG OFFR) in centre of half circle.



LT Margaret Tyson (Med Corps) attached to unit as Medical Officer for Camp.



Exiting the water on the eastern shores of Western Port Bay at Coronet Bay.

Wednesday 23 Apr, a new day, and with it the longest leg of the exercise. The move was to take us from Waratah Bay to Woodside Beach. At 0700 the LARC's were ready to go. Sand driving for 30 miles took us to Shallow Inlet where visibility was poor, as rain and seaspray mixed to form a haze. Inland we "steamed", landfall barely visible through the mist. In fact visibility was so poor that the shore party had to position its landrover with headlights on to direct the craft to the exit point. Having left the water and crossed the narrow neck of land leading to Wilsons Promontory, the craft drove into the waters of Corner Inlet. This was a large tidal expanse of water, shallow and dotted with numerous islands. The bottom of this inlet was mud, channels were not marked and available charts were out of date.

At this point a member of the unit with local knowledge stated that he would lead the flotilla across the inlet blind folded — and on the statement wagered 40 beers! No blind-fold, an ebbing tide and one hour later found 5 LARC's wallowing in mud. The command craft was stuck and land started to rapidly rise out of the sea. The craft was well and truly in the grip of the mud. Gloomy faces pondered the thought of many hours waiting to catch the flooding tide.

After some time, a second LARC managed to manoeuvre itself close enough to provide assistance. LCPL McGrath, an ANARE member attached to the unit for instructional purposes, then braved the now murky and cold waters in his jocks — ANARE experience had either acclimatised him or affected his mind, nevertheless, through him the towing hawser was passed to the disabled craft. Some time, and one snapped towing hawser later, saw the flotilla move onwards. As we sighed with relief, the rudder cable snapped, and with this came a fine display of emergency steering by SGT Ron Brown the Amphibious Troop 21C.

At the mouth of the Lewis Channel we picked up beacons and leads and had a wet but uneventful trip to Port Welshpool. Here we had a late lunch — another gourmet's delight produced from 10 man rations. Time was short and the planned sea move to Woodside via Snake and Channel Islands was cancelled. A long road move to McLaughlins Beach followed by sea to Woodside was the alternative. The land move went smoothly. At McLaughlins Beach crews were eager to enter the water. Base camp was only 2 hours away. Two hours later the craft were still at the same point. Despite a rising tide, entry points were still too muddy. The comforts of base camp facilities prompted a last ditch effort to enter the water, and we did. Several minutes later recovery procedures again came into vogue. We were stuck. The LARC V finally recovered and back on land saw the end of the day. Here we were, having travelled 100 nautical and 80 land miles and only two hours navigation from base camp — time and tide had defeated us.

Thursday 24 — and a suitable tide allowed us to negotiate McLaughlins Channel. Enclosed water, sand and cross country operation took us to Woodside Beach. We had made it, and the soldiers were granted a well earned rest.

The second day at Woodside gave rise to fuel problems. The heavy seas and surf work had shaken loose an algae in the fuel tanks. The unit's RAEME section assisted by some LARC Operators took up the challenge and sprung to action. Both Port and Starboard tanks were removed and taken into Yarram. Here they were steam cleaned and dried out with methylated spirits. Half a day later they were replaced into the craft and refuelled — a gallant effort by a small group of men. Despite the non availability of LARC, the training programme continued and a day was spent on small craft handling and riverine reconnaissance.

Five days at Woodside saw a variety of activities. In addition to training films, the most popular of which was "Flesh Gordon" the unit was instructed and practised on sand driving, sand dune and confidence operations, ocean and surf oper-



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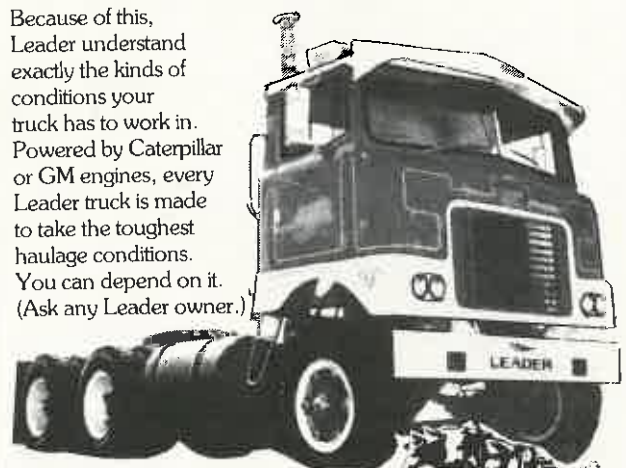
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From L. to R. CPL "Stumpy" Burns, LCPL Andy Donaldson and CPL Julia Power seen servicing two of the ten LARC V fuel tanks that were removed to clean out algae.

ations, small craft training, LARC recovery, water reconnaissance and firing of line throwing devices (both Schermuly and SLR).

The return trip was in many regards similar to the initial deployment. Weather was unpleasant to such a degree, that rounding Cape Liptrap was considered unsafe. The move was conducted by road. At Inverloch a camp was established for 2 days. During one of those days a small public relations activity took place which involved 162 children from a local school. We had won the hearts of the locals. Three different local newspaper correspondents and a photographer from the Sun Herald were present giving us worthwhile coverage.



160 Inverloch primary school children on the shores of Andersons Inlet, Inverloch, listening to CPL Colin Booth describe aspects of the LARC V.

It was conceded by all that the standard of seamanship had over the 14 day period greatly improved. Crews became more familiar with their craft and showed a healthy respect for craft capabilities in sometimes marginal conditions. Many valuable lessons were learnt in relation to recovery and surf operations. Most importantly, the importance of mutual support between the various parties was brought home and the value of a hot shower and meal at the end of the day acknowledged.

On many occasions 12 to 14 hours work a day was the norm. By the end of camp we had covered some 160 nautical and 140 road miles. On the 2nd May the troops returned to



WO2 Dex Hansen, unit QMS checking to see that life jackets are correctly fitted.

depot tired but satisfied and content in the knowledge that they had survived a particularly demanding camp — a camp that had taken the unit another step closer.

Captain Gregor was born in Paris, France and migrated to Australia with his family. In 1972 he entered OCS Portsea and since graduation has seen service in Road Transport, as an Instructor at the Corps School, Operations Officer in a Water Transport Squadron and now, as Training Officer with the Melbourne Water Transport Unit.



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THE CORPS MUSEUM

The Royal Australian Corps of Transport Museum was conceived many years ago, however it was not born until March of 1980. Under the guidance of Lieutenant Colonel John Ongley, the Commanding Officer of the Army School of Transport, a management committee was formed and it set about the task of establishing the Corps Museum.

The permanent home for the museum is to be the Army School of Transport and an area of covered bays and office space has been set aside for this permanent record of our history. The main base for the museum will be Puckapunyal and it will feature all aspects of the Corps and its predecessors; the Maritime Wing of the Army School of Transport will contain the Maritime historical displays.

Even though the job of setting up and running the Corps Museum is going to be very demanding and time consuming, our tasks have been made that much easier by the dedicated efforts of some members in the Corps. It would be remiss of me not to mention the continuing efforts of Captain Stewart Lloyd – RACT and Sergeant Frank Ambrose – RAEME; and of course the ever present support from our Representative Colonel Commandant, Colonel Bob Mair (MBE). Nevertheless, the efforts of these and many more Corps members, is not going to be enough to ensure the success of the Corps Museum. The museum needs, and is depending on your support. More of that later. Now it is time to introduce you to the management committee of your museum –

PRESIDENT:	MAJ Gary Donoghue
SECRETARY:	CAPT Ted Johnson
TREASURER:	SGT Frank Ambrose
PART TIME CURATOR:	WO2 Trevor Williamson
MEMBERS:	WO2 Joe Clapham
	WO2 Hans Smit
	WO2 "Blue" James
	WO2 Trevor Butler
	WO2 Allan Harrell
ARMY OFFICE FIELD REP:	CAPT Stewart Lloyd



The finished product

From the photographs you can see what can be done with patience, dedication and a lot of hard work. The transition from a rusted heap to an authentically restored vehicle is the result.

As has been mentioned before, the museum will only be as successful as you make it. Our aims are simple. To record and display as much of the Corps history as possible. Vehicle and Equipment displays immediately come to most people's mind; however, this is only part of it. Unit Documents, Maps, Old Letters, Uniforms, Photographs and any other item of paraphernalia connected with our history are needed to help stock the museum display cases.

What can you do to help the museum? Firstly you may have some of the above-mentioned items which you are willing to give up to the care of the museum. On the other hand, you may not wish to part with a particular article. In this case the Museum Committee can act as a custodian until you request a return of the item.

During exercise periods, with so many RACT units on the move, items of historical interest are bound to be discovered. So I would ask you one and all to take a second look at anything that might help bridge the gap between the past and today with relation to our Corps history.



The BLITZ before restoration

The first part of the museum to fully operate will be at Puckapunyal. Groups of volunteers under the watchful eye of WO2 Trevor Williamson have already commenced the arduous task of restoring a series of vintage vehicles and equipment.

A major obstacle to be overcome in an enterprise such as the museum, is the recovery of vehicles and equipments from the areas in which they are found. Invariably they don't go, abandoned at the top of a hill or in the bottom of a valley. We have been fortunate up to now in that 26 Tpt Sqn has managed to combine some of their unit training with real live recovery tasks for us. The effort is much appreciated and we look forward to this continuing liaison.



The Tipping Spoon back to its original colour and one of the 1 tonne proto-types being prepared for painting.

By the time this article goes to press, the museum will have two fully restored vehicles on its books; a 1940 Ford Canada 3 ton (BLITZ) Store Vehicles and a 1960 International 2½ ton Tipper (Tipping Spoon).

Proposed projects over the next six months include two more Blitz's, a Morris Contamination Unit, a Willies Staff Car, a 1944 DUWK and a LARC5. Also two of the 1 tonne trial vehicles and a Haflinger ¼ ton are nearing completion.

As well as these vehicle projects, the display rooms have to be fitted out and decorated.

By now you must realise that the job ahead of us is large, however, with your assistance, I can confidently say that we shall be "Equal to the Task"

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WE'LL MAKE MEN OF YOU YET!!

by PTE F.L. Conlan
(WRAAC)

Once upon a time, early in April to be more precise, Melbourne Transport Unit set out into the wilds of Scrub Hill, Puckapunyal for it's annual bush exercise. As is usual in all non-Field Force units, female soldiers as well as males participated in the exercise, and it is from their point of view that this article is written.

Although the take of "Exercise Tenderfoot" and it's female soldiers, does not include the necessary ingredients of an action-packed soldierly story, it will hopefully reflect some of the questions, thoughts and opinions raised by WRAAC involvement in such an exercise.

In compliance with an instruction regarding the objectives of such an exercise, training programmes were given on such subjects as NBC, Map Reading, Navigation, Field Craft, and also Contact Drills.

It is the participation in Contact Drill exercises that raised the most questions amongst female members. Of course the obvious question is why do females have to participate in such training when they have no opportunity of using the skills they acquire as there is no chance for them to serve in a Field Force capacity? This over-whelming double standard became painfully clear to those of us who trudged for miles through the bush clutching SLRs and dispensing the odd blank at some fictitious enemy.

It seems immediately necessary, at least to female soldiers, that the Army must formulate some consistent policy on the question of females and Field Force activities. The weary excuse that females are physically incapable seems glaringly incorrect when it is noted that with the correct training females in other countries perform as front line soldiers. And indeed, even those of us who participated in this brief bush exercise realized that, much to our surprise, such physically taxing activity was not completely beyond most of us. In the light of such a realization one is forced to accept that if such

Field Force oriented training was available to women on a continuous basis as it is with men, that their contribution as fighting soldiers could match that of our male counterparts.

Indeed there are quite a few female soldiers who would shudder at the thought that perhaps others of their gender would be capable and willing to be front line soldiers. They seem to share belief in the myth of the weak female with the male soldier involved in "Exercise Tenderfoot", who even decided that soldiers with bumps on their chests could not possibly build and later dismantle hootchies and latrines. Indeed they seemed genuinely surprised and perhaps a little perturbed that these trivial though necessary tasks were managed with a minimum of trauma by all of us, the bumps being no hinderance at all.

Of course by raising such questions that endanger the female myth, we could be dismissed as fanatical Women's Liberationists, however, this is far from the truth. As the underlying motivation remains that we mere females would like an opportunity to serve Queen and Country to the best of our ability, and if this means that we cannot use talents which are not normally attributed to us, and yet talents we do possess, we feel that we are failing to serve both.

Although this double standard undoubtedly encouraged a sense of futility and frustration amongst the female members of "Exercise Tenderfoot", fortunately most of us still feel a sense of comradeship and "esprit de corps" that comes from a week in the bush with your mates.

(Well said Pte Conlan. You will be pleased to hear that the CGS has now issued his new directive on the employment of female soldiers, and certain units of the Field Force can now carry WRAAC on establishment — keep your webbing assembled!)
Ed

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OBITUARY

COLONEL JOHN ALEXANDER WATSON
DSO OBE ED (Rtd)

"DADDA"
25/6/1891 — 1/3/1980

March the 1st this year saw the passing of a well known AASC and RAASC stalwart in Colonel John Alexander Watson DSO, ODE, ED. Colonel Watson will be best remembered for his service in 9 Aust Div in North Africa, particularly at Tobruk and El Alamein.

The following extracts are from the oration given by The Rev. Dudley Fox at his funeral:

"Alex Watson was a man of rare character, great courage, steady purpose and quiet dignity. He remained a humble man, with compassion and concern for those under his care and direction. He was an upright man of moral strength and quiet grace.

After World War I he had a grocery store in Bell St., Coburg, but later joined the AMP Society with which organisation he achieved a career of great progress and attained a position of high status.

He loved sport. He played lacrosse for Coburg, and was a renowned member of the Northern Golf Club.

So today we farewell a gracious and noble man from our earthly scene. His family has rightly a great sense of pride and joy in his life and work, inspiring in its qualities of love and leadership.

He was a true man, a man's man, a noble man. His memory and his spirit shall live among us."

Colonel Watson's association with the Army, the AASC and RAASC spanned the two World Wars and is summarised as follows:—

WWI Served in the AIF and on cessation of hostilities was discharged with the rank of Cpl.

Enlisted in the Militia:

1926 Commissioned in the AASC (4 Cav Regt).

1929

1934

1939

1941/42

1944

Promoted Capt.

Promoted Maj

CASC 4 Aust Div (rank of LTCOL)

CASC 9 Aust Div

DDST Advanced Land HQ (rank of Col)

During WWII he served with 7 and 9 Aust Div in the Ramu Valley and Finschaven. Following WWII he served in staff appointments in Southern Command until his retirement in 1950.

Col Watson was awarded the OBE for his services at Tobruk, the DSO for services at El Alamein, and was mentioned in dispatches while serving in Syria. The following citation has been extracted from the London Gazette (16 Apr 1942).

OBE AWARD LTCOL WATSON 1941

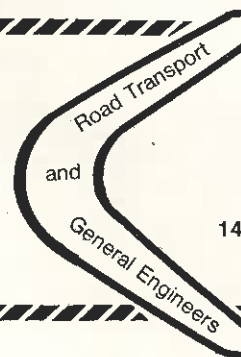
"In his capacity as CASC 9 Aust Div, LTCOL Watson has shown zeal and efficiency of a very high order.

During the occupation of Tobruk, considerable reorganisation and improvisation of the normal functions of Divisional ASC was necessary owing to the special conditions applying in the fortress.

In June (1941) he also assumed the functions previously carried out by ADST of Tobruk Area and took over control of Base Supply, ammunition, petrol, water and transport installations and establishments.

He performed all duties with distinction and his firm and tactful handling of units and commanders raised the services to a high level of efficiency.

His energy and resourcefulness have been impressed on all ranks and have been responsible for the smooth running, maintenance and distribution of supplies in the fortress under extremely difficult conditions".



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THE MEDIUM TRUCKS TRIAL OR "THE QUINCUNCIAL CONTEST"⁽¹⁾

(1) Expression used by Allan Whiting in Feb 80 issue of PDR pp60-61.

Major Johnson graduated from RMC in 1965. He served with 176 Air Dispatch in Vietnam in 1967-68. Various Corps appointments since include Capt Ops/Trg 9 ST Colm 1969-71 and Capt Ops 1 Coy RAASC 1971-72. He was an instructor at AJWE 1975-76, and attended RMCS Shrivenham during 1977. Since January 1978 he has been a trials manager in the Directorate of Trials, where he has been involved with trials on the Foden Gun Tractor, the 4 and 8 tonne Medium Trucks, and the Range of Light Field Vehicles. He is now posted as 2IC 9Tpt Regt in Sydney.

Readers will all be aware of the problems which the Army experience in operating and maintaining its existing fleet of GS cargo trucks. The International cabover series, both 2½ and 5 ton, were a good design for their time, and have served us reasonably well, but now their late fifties technology and advancing age are beginning to show.

Operators and maintainers will be delighted to learn that replacement vehicles should be displacing the ACCO veterans from about 1982 onwards. Comprehensive trials on five of the vehicle makes have been completed, and the trials report is being examined by the Chief of Materiel and his staff. From there, it is envisaged that brand selection and exchange of contracts will occur in 1981, with the first of the vehicles rolling off the production line towards the middle of 1982.

The trials programme was extensive, only fitting for a project which will amount to about \$200 million. Management of the trial devolved upon the Directorate of Trials, within the Defence Science and Technology Organization. Seven different organizations conducted, between them, the ten phases of the trial. A unit, the Medium Truck Trials Team (MTTT), was raised especially for the purpose of the trial, and conducted the User Evaluation aspects. MTTT (MAJ Geoff Clarke, RACT as OC) was brought into existence on 12 Feb 79, and removed from the ORBAT on 29 May 80. It was a unique unit, in that its 3 officers and 57 Other Ranks were drawn from most major Corps of the Army, for a period of some 15 months. Thereafter, its mission completed, it passed into history.

Whilst MTTT undertook the user evaluation, other elements examined the five vehicle makes for airportability, life cycle costings, reliability - availability - maintainability (RAM), transportability (DMOVT-A in the act here), and automotive performance and reliability. The latter aspects, a major segment of the trial, were conducted by the Engineering Development Establishment, at their Trials and Proving Wing at Monegeetta, Victoria. MTTT attached personnel to the Wing to bolster their driver and vehicle mechanic strength. At Monegeetta, the vehicles were driven virtually round the clock on a shift system to achieve as much "kilometerage" as possible in the year - some 150,000 kms were achieved on the five vehicles so trialled. In achieving this, Army drivers at

TPW managed to roll four of the five vehicle makes; not surprisingly, as the vehicles were consciously pushed to the limits of their capabilities.

Readers will have had their appetites whetted by now, so it is perhaps appropriate to confirm that existing 2½ ton trucks, and some of the 5 ton trucks, will be replaced by a 4 x 4 4-tonne vehicle, whilst the remainder of the 5 ton fleet will be replaced by a 6 x 6 8-tonner. The various contenders are:

a. 4 tonne vehicles

- (1) The *Bedford MKP 2MBO*. This has a Vauxhall 500L Diesel 6 in line engine, with an output of 94.3 KW (126 HP) @ 2650 rpm, driving through a five speed gearbox.
- (2) The *Mercedes Benz U1700L "Unimog"*. This has a Mercedes Benz OM352 Diesel 6 in line engine, giving 124KW (168 HP) @ 2800 rpm, driving through an eight speed gearbox. This vehicle has no transfer case, per se: - it incorporates the transfer case function within the gearbox.



MERCEDES BENZ UNIMOG - UL.1700L

b. 8 tonne vehicles

- (1) The *Hino ZC 121E*. This has a Hino EK100 Diesel 6 in line engine, with an output of 190KW (255 HP) @ 2300 rpm, driving through a six speed gearbox (synchromesh on 3rd - 6th).
- (2) The *Leyland "Mastiff"*. This has a Perkins TV8540 Vee 8 engine, giving 160KW (215 HP) @ 2600 rpm, driving through an all synchromesh, six speed box.
- (3) The *Mack RM6866 RS*. This has a Mack Maxidyne TB 676 Diesel 6 in line engine, with an output of 212KW

(285 HP) @ 1800 rpm. Old sweats who can recall the Studebakers will delight (?) at the five speed non-synchromesh gearbox.



MACK - RM6866 RS

In conducting their part of the trial, MTTT took the evaluation vehicles through all types of terrain and operating conditions, ranging from the hot and arid environment at Woomera South Australia, to the heat and slush at Tully Queensland, with a trek through the snow covered roads of eastern Victoria providing variety. In all, MTTT and EDE clocked up over half a million kilometres on the fifteen evaluation vehicles (3 each of 5 makes) in the trials period.


So how did they rate, you ask. Sorry, but the answers are classified information, as well as being very much "commercial-in-confidence". However, you can be assured that whichever 4 tonne and 8 tonne vehicles are selected, the Army's fuel bill will be eased immeasurably - the two in-service 5 ton GS Cargo trucks included in the trial as Reference vehicles proved to be the "gas guzzlers" of the group. For the future, Army has to address the problems of adapting its POL supply system to suit a diesel fleet, and find sufficient numbers of vehicle mechs who know something of injector systems, but that will be another story . . .



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. . . it's all in a day's work for the 4 x 4 Bedford MKP medium duty truck which is pictured undergoing Army trials near Tully, northern Queensland.

One of the trials consisted of 96 hours of non-stop running around a tough 430km course — a test of the vehicle's capacity for work under hot, wet conditions.

Three Bedford MKP's supplied by GMH, are undergoing evaluation by the Army, which plans to uprate the carrying capacity of its medium-sized trucks from 2.8 to four tonnes.

The diesel powered Bedford MKP is widely used by armies around the world. It is supplied to North Atlantic Treaty Organisation (NATO) forces.



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The MKP's have the 8.2 litre Bedford diesel engine which has proved itself in the heavier Bedford E-series vehicles.

The vehicles being tested have special equipment required by the Army, such as lifting hooks so helicopters can airlift them into and from isolated areas.

The test vehicles' bodies, built by Gitsham Transport Engineers in South Australia, take canvas tops. Each vehicle has a cab-roof hatch for observation and is fitted with a radiator brushguard and blackout lighting.

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