

# PAR ONERI

ISSUE 34



- \* 10 FSB Unit Citation
- \* Development in Driver Training
- \* Corps trades expand
- \* 176 Air Dispatch awarded Maroon Beret

**2002**

Official Journal of the  
Royal Australian Corps of Transport



# Holding Force in the Ranks



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## FROM THE EDITOR

By LTCOL M.J. Grimshaw

Our 2002 magazine brings PAR ONERI onto a firmer footing; it is the second completed with our current

publisher and re-establishes the magazine as a regular annual publication. It is important that this relationship continues to develop, and from our perspective, this means that we continue to provide relevant and interesting editorial material.

I would like to convey my appreciation to those that provided articles and photographs for this issue. I have sought to include all this material in the magazine, although some photographs could not be reproduced due to space limitations. Unfortunately, there are some RACT sub units that do not feature in the magazine as their members did not provide articles. The 'Truck Stop News' section allows quick updates on unit activities, personalities or equipments and anyone, not

just the boss, is free to submit articles to the editorial staff for inclusion in next year's magazine.

There is much happening within our Corps, from Ships' Army Detachments helping to enforce the trade embargo on Iraq to unit exercises or adventure training. We have Corps members in most Army units and ideally, every transport section in Infantry, Artillery, Signals etc units as well as RACT sub units in CSSBs and the LSF should receive some publicity in your magazine. Please let us know what you are doing, and get your articles and photos to me by 15 Aug 2003.

Finally, I would like to thank Mrs Lyn Gallagher for her assistance in putting this and the previous two issues of Par Oneri together. Without her computer skills and patience, I suspect that I would still be floundering with the 2000 issue. Lyn is being redeployed within ALTC as part of the HOC reorganisation.



## FROM THE HEAD OF CORPS

Brigadier D.I. Tyers

Since reassuming the appointment as your Head of Corps in mid-2001, I have had the opportunity to visit a wide range of RACT units and individuals both in barracks and on operations. I have been delighted to see the enthusiasm and professionalism demonstrated in the execution of real-time tasks that demonstrate the very high levels of competence we enjoy in the Corps today. That said there is still room for improvement and it is through the application of continuous improvement methodologies that we will better our capability.

As you will find in the summary of activities in this issue of PAR ONERI produced by the Corps RSM, the Corps has been very busy over the past 12 months and we have achieved some notable milestones. Key amongst those achievements was the public launch of the Corps history written by Dr Albert Palazzo. I would like to stress the fundamental importance of ensuring that we make every endeavour to capture our "living" history. I have recently signed off on a new Corps Policy Statement that details how we will collect the data relevant to the writing of future histories of the Corps. As the makers of that history, I would ask that you take time to contribute, not only to the formal data that has been requested, but to anecdotal information that can be stored and husbanded for the next volume of the Corps historical journey.

In terms of the Corps current activities, our focus has now moved to the celebration of our 30th Birthday in June 2003. While you will find information pertinent to the national and regional celebrations on the Corps WebPage in the near future, I believe it is important to use the celebration to publicly recognise the Corps and the outstanding job it continues to do in support of the Army, the ADF and the nation at large.

Let's make our 30th a birthday to remember – PAR ONERI.

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## FROM THE REPRESENTATIVE COLONEL COMMANDANT

COLONEL W.L. FOWLES



The RACT's six Colonels Commandant have been busy promoting the Corps and meeting many RACT people over the last year. This article highlights their activities but limited space means that the details are also limited.

If you want to know more then contact your regional Colonel Commandant – he'd enjoy hearing from you. Details on each Colonel Commandant were published in the last issue of 'Par Oneri'.

Our Colonels Commandant are all former Corps officers. Their role is to provide a link between today's and yesterday's RACT people with a view to promoting Corps morale and helping to maintain our Corps history. They are not in the chain of command but are often able to advise on issues of interest to today's people so that the Corps can continue to progress without having to 'reinvent the wheel'.

Regardless of the rank held when serving, each is granted the rank of Honorary Colonel while appointed as a Colonel Commandant. This means they are able to promote the Corps at high levels within the ADF and also within the wider Australian community.

The Corps birthday on 1 June is always an active time. Parades, dinners, barbecues and cake cutting took place around Australia for our 29th birthday in 2002.

10 Tpt Coy in WA was a good example, with its traditional birthday parade attended by Western Region's HONCOL Wayne Tarr. The 2002 parade and subsequent dinner organised by the WA RACT RAASC RAE(TN) Association were his last activities as Colonel Commandant, with the WA baton now in the capable hands of HONCOL Frank McGrath. Wayne Tarr reports that he looks forward to continuing his association with the Corps and he passes on his thanks to 13CSSB, 10 Tpt Coy, JMCO-P and to all RACT people for the honour of serving as Colonel Commandant in the West.

Colonel Rob Regan also reports from Melbourne that the Southern Region birthday dinner was a great success, with 63 attending from most Victorian units. He has visited Victorian units over the year and reports that morale is good.

June 2002 in Brisbane was similar. Over 40 people celebrated the Corps birthday at an Enoggera dinner attended by Head of Corps Brigadier Doug Tyers and Northern Region's Colonel Win Fowles. The latter also visited eight Darwin units in late May and had visited 10FSB, 3CSSB and other Townsville units twice in the last year.

Central Region's HONCOL John Such spoke at the birthday dinner in Adelaide, which he reports was well attended by serving and retired RACT people and their partners. He has visited 9CSSB, JMCO-A and others in places as far-flung as Port Lincoln, Murray Bridge and Keswick Barracks since his appointment last year.

Tasmania Region also has a new Colonel Commandant, HONCOL Doug Wyatt. He reports that the Island State hosted Deputy Head of Corps LTCOL Adrian Overall at a birthday dinner at Anglesea Barracks. He also reports that 44 Tpt Sqn's 50th birthday will be celebrated at Devonport on 9-10 November 2002 and that the 50th anniversary of 123 Independent Tpt Pl RAASC will be celebrated at Scottsdale on 16 October. Interestingly, he reports that eight Army Reserve RACT people from 44 Tpt Sqn recently served in East Timor with FLS4.

Eastern Region's Colonel Ted Love also reports a good year. He visited many NSW units in the field and in barracks, including Newcastle's 16 Tpt Sqn and RACT Pipes and Drums, not to mention the LSF Military Skills Competition in Holsworthy. He says he was pleased to see 10FSB and 9FSB battle valiantly for first place, an honour eventually taken out by 10FSB. A major highlight of his year was the presentation of Airborne berets to 176 Air Dispatch Sqn, which has been reported on elsewhere.

Recently retired Colonel Commandants in Western, Central and Tasmania Regions have our thanks for a job well done in the service of the Corps. HONCOL Wayne Tarr, HONCOL Brian King and HONCOL Mark Bidgood each contributed much to RACT esprit-de-corps and we wish them well for the future.

The last year was important from a Corps history viewpoint. The launch of Dr. Al Palazzo's history of the RACT 1973-2000 at Duntroon in late May 2002 by General Peter Cosgrove marked a milestone for the Corps. The book lights the way for the RACT's role in a 21st century Army and contains lessons that each Colonel Commandant trusts will be of benefit to today's RACT people. Eastern Region's Colonel Ted Love played a key role in the book's development, as did his predecessor, Colonel Peter Florance, and Southern Region's Colonel Rob Regan when he was Corps Director.

Looking to the future without forgetting the past is an important Colonel Commandant function. In this vein, a memorial to RACT people who have died in peacetime was dedicated at Warradale Barracks, Adelaide, on the Corps birthday. Central Region's HONCOL John Such spoke at the service and laid a wreath, as well as making contact with the families of those remembered by the memorial. RACT people may also be interested to know that the sinking of the Australian Hospital Ship 'Centaur' on 14 May 1943, with the loss of 41 members of one of our predecessor Corps, is remembered at an annual commemorative service at Caloundra in Queensland. Northern Region's Colonel Win Fowles attends on behalf of the Corps.

All RACT Colonels Commandant share the view that the Corps is in good shape, particularly given the rapid rate of change within the Army in recent times. Numbers are growing, new equipment is in service or in the pipeline, and the organisation structure is now more rational.

Some things don't change, of course. The foremost of these is the need for good leadership at all levels. Good leaders mean an effective Corps with its people working harmoniously with the other services corps and, most importantly, in the best interests of the RACT's principal customer, the infantryman.

In summary, all Colonels Commandant are pleased to wish all RACT people the very best for the year ahead. In particular, those who are or will be on operations in the service of our country have our thanks, our respect and our best wishes.



## FROM THE CORPS REGIMENTAL SERGEANT MAJOR

Warrant Officer Class One Ken Golden, OAM



Hello again. As I commence my fourth year as your Corps RSM I reflect on what has been another very busy year, as was expected. My article this year will again cover several subjects to provide you with a snap shot of things that are going on in the Corps, however I have not tried to cover everything. That is your job by also contributing articles to the magazine to keep us informed. As I put pen to paper this year, we still have several Corps members deployed on operations overseas - all of whom are doing a great job. In the same period, we have witnessed some significant events:

- a. the passing of Mr Roy Longmore (the last ANZAC in Victoria);
- b. September 11th in New York;
- c. the release of our Corps magazine Par Oneri – the first for two years;
- d. the 100th Birthday of HRH Princess Alice;
- e. the re-raising of 30 Terminal Sqn and 35 Water Tpt Sqn in 10 FSB;
- f. the move of movements wing to Ross Island Barracks Townsville;
- g. the introduction into service of DRTI (replacing SOVO);
- h. the passing of the Queen Mother;
- i. the introduction into service of the new BLFT road train vehicles with 26 Tpt Sqn;
- j. the passing of Mr Alex Campbell (last ANZAC soldier in the world) and Mr Jack Lockett (last WW1 soldier in Victoria and Australia's oldest man);
- k. the loss of PTE Jeffrey Williamson RACT – 1st Field Regiment RAA (Driver and Air Dispatcher);
- l. the award of the Meritorious Unit Citation to 10th Force Support Battalion;
- m. the launch of the Corps history (1 June 1973 to March 2000); and
- n. the re-establishment of 'Linage' in CSSB Sub Units.

All these events and no doubt many others not listed here have impacted on our lives for various reasons. From increased awareness for security, to understanding the loss of a fellow soldier or several significant old soldiers and their part in shaping our nation or for providing us with a capacity to provide a better service to the Army and our nation through new units, doctrine or equipment. In hindsight, it has been a year of mixed emotions with small events passing relatively un-noticed to some quite dramatic events that effected us all deeply. I suppose we could summarize or analyze each year of our lives and find a similar list of significant events that occurred, however I think it is important that we should take time to remember some of these events and their effect on us and our world.

### Head of Corps Staff

The posting cycle 2002 has provided us with some new Head of Corps personnel and as we go to print there may be more changes for 2003:

Deputy Head of Corps – LTCOL Adrian Overall – CO/CI DD ALTC; and

Staff Officer Two Corps – MAJ Paul Rosenberger (MAJ Debbie Gibbons as of 2003).

MAJ Paul Rosenberger leaves the SO2 Corps position on posting to OC 9 Tpt Coy 3 CSSB.

### Visits

The HOC and I attended the SQ RACT Corps birthday dinner held in Enoggera. Congratulations to WO1 Carl Edwards and

WO2 Peta Dawe for a great night. To those RACT personnel in SQ who complained to Carl that nothing social ever happens in the RACT world and failed to show up – stop complaining, get off your backsides and start supporting the functions that are conducted.

I have managed to visit several Corps units or training activities again this year some being ALTC Maritime Wing, a CSST (deployed element of 1 CSSB supporting 2 Cav Regt for Ex PG02), 26 Tpt Sqn, 176 AD Sqn Det both of 9 FSB, JMCC (det from J Mov Gp) and a postal and Terminal det from 10 FSB. During Ex Predators Gallop I was on board a 38 Sqn RAAF Caribou when LCpl Hawkins (promoted to Cpl 18 Aug) and PTE Webb dispatched an A22 load for 2 Cav Regt to see it hit the centre of the DZ. I also witnessed PTE Haigh conduct a night DZ as part of the training program for HQ FSG/9 FSB personnel deployed on PG02. Certainly a good job all round. Everyone I have met seems to be working very hard and all appear in good spirits and the feed back from across the Corps personnel is that we are in good shape as a Corps.

### RACT Pipes and Drums

For many RACT personnel you may not realise that the RACT Pipes and Drums are now an Australian Army Band Corps unit and that they are under command Defence Force School of Music, and part of Training Command. They continue to wear the RACT Corps embellishments and support any Corps activity they are requested for and they should be congratulated for their ongoing dedication and assistance. To date they have supported the Corps Conference and annual dinners held in ALTC and the ANZAC Day parade in Sydney. Should any Corps units want their support contact the 2IC DFMS MAJ Grant at Watsonia. In particular be quick if you want their support for any regional Corps 30th birthday activities, as they need to plan well in advance.

We look forward to their support to the major Corps birthday activity to be held in October 2003.

### Corps Growth

Again this year, Army has been conducting SED reviews and the Corps has seen a few new positions open up especially within Training Command. ALTC has seen an increase with new positions approved, or about to be approved for Distribution Division. This growth will take sometime, as we have to first grow recruits and the JNCO accordingly. Each trade will grow at different rates due to the trade complexities however over the next few years we expect we will see growth in the following areas:

HQ DD (Bandiana):

RSM DD – may one day be designated as the Corps RSM position.

Maritime Wing (Townsville):

WO1 MOV Instructor to replace a WO2 MOV Instructor – awaiting authorization.

A Spt Tp for Maritime Wing (basically increasing current single boat crew to two crews of three with a Sgt OIC. This will spt the increase from one to two LCM-8 plus the new LPA Landing Craft which is due early 03 - if the contract gets signed – TBC). Two x Sgt Spvr Marine, two x Cpl Marine Spec 2, two x Cpl Adv Cargo Spec and one x Cpl Op Mov to work in Ops.

Transport Wing (Puckapunyal):

Up Gunned Adv Trg Tp in Tpt Wing. To include a Sgt with five

x Cpl (main focus is Mack trg but also OSV and OSV Adv).

Mobile Trg Team to be based out of Tpt Wing to conduct training around Aust. There is to be a Sgt plus three x Cpl and the main focus is to be on Mack Trg.

Motor Cycle Trg Tp with Tpt Wing - A Sgt plus five x Cpl - pending approval.

A fifth BDC Tp for Tpt Wing - Lt, Sgt, eight x Cpl - pending approval.

#### Road Trade:

Until this year the 381 trade WO2 (58 personnel) have been competing for one 381 WO1 position (ADF CDI). Under the SED reviews conducted this year IAW AIB 2003, there are several new 381 WO1 positions expected to open over the next couple of year. This will provide better trade/career progression and so you 'rubber wheelies' can see the new jobs to aim for I have listed these below.

#### New Units

This year we will also see the official re-raising of:

30 Terminal Squadron, 35 Water Transport Squadron both in 10 FSB; and

87 Tpt Tp (88 Tpt Tp was also re-raised but as an OLOC Tp) in 26 Tpt Sqn and 1 AD Tp in 176 AD Sqn both in 9 FSB.

#### Key OR Jobs for the Corps:

Currently we have 1 x Cpl Mover, 2 x Cpl 381 and 4 x Pte 109 posted to the Federation Guard. We also have JNCO and WO/SNCO posted as instructors at ARTC Kapooka, WO/SNCO posted as instructors at HQ RTC Canungra, and SNCO posted to RMC/ADFA. These key postings in a non-Corps environment provide us with great exposure across Army and to the very impressionable young officers and soldiers entering the Army. These jobs also allow the incumbent to gain valuable experience to bring back into the Corps, which improves our competitiveness for All Corps positions.

Our Corps is very competitive, particularly in the regimental environment. The Corps only has two dedicated RSM positions (RSM 9 FSB and RSM DD ALTC), however due to the strong performances of our senior soldiers we are currently holding many other logistic coded RSM positions. We have also exceeded the number of Level 2 RSM positions the Corps has held. Listed here are the key RSM/WO jobs both in the Corps and ones Logistic Corps are holding across Army at present or will hold in 2003. These are correct as at time of submission for print and some may be changed by the time the posting cycle is actually settled for many and varied reasons. Some are subject to a special PAC at SCMA at the end of OCT hence TBC (therefore I seek your forgiveness if these do not actually come off as written, remember this is not the official posting authority document):

#### Level 2 RSM appointments:

RSM ARTC - WO1 Ken Golden RACT  
RSM LSF - WO1 Greg Oakley RACT  
RSM ALTC - WO1 Paul Zeck RAAOC  
RSM 4 Bde - WO1 Garry Alterator RAAMC  
RSM 5 Bde - WO1 Rod Scott RAAMC  
RSM DC-H - WO1 Danny Wolfe RACT

This is the strongest position at this level for logistic Corps RSM that we have ever had, given that we have picked up appointments at ARTC and within the Brigades for the first time.

#### RSM Level 1 appointments:

RSM 1 HSB - WO2 Mustaffa Jecenkevic RAAMC (on prom)  
RSM 2 HSB - WO1 Wayne Smith RAAMC

RSM 3 HSB - WO1 Brett Dale RAAMC  
RSM 2 FSB - WO1 Graham Blackwell RAAMC  
RSM 9 FSB - WO1 Jim Armstrong RACT  
RSM 10 FSB - WO1 Tony Irwin RACT  
RSM 1 CSSB - WO1 Steve Betterton RAAOC  
RSM 3 CSSB - WO1 Allan Beatty RAAOC  
RSM 4 CSSB - WO1 Gary McGrath RACT  
RSM 5 CSSB - WO1 Mark Kjellgren RAAOC  
RSM 7 CSSB - WO2 Brett Pates RAAOC  
RSM 8 CSSB - WO1 Peter Kelly RACT (on prom)  
RSM 9 CSSB - WO1 Peter Seeley AACC  
RSM 11 CSSB - WO1 Mark Barber RACT  
RSM 13 CSSB - WO1 Glenn Lee RAAOC  
RSM PSD ALTC - WO1 John Murphy RAAMC  
RSM MSD WO1 Kingsley Packer RAEME  
RSM DD ALTC - WO2 John Frazer RACT (on prom)  
HQ RTC Command, Staff and Ops Wing WO1 (RSM) Instructor - WO1 RACT TBC.

#### GRes RSM Appointments:

RSM AUR - WO1 Chris Holmes RACT  
RSM QUR - WO1 Lester Mengle RACT

#### Corps or Trade WO1 appointments:

WO1 CM SCMA (381 position) -  
WO2 Geoff Carthew (on prom)

ADF CDI (381 position) - WO1 Stafford Kelly  
381 WO1 HQ LSF - WO2 Graham Thompson (on prom)

381 WO1 LWDC WO1 Dev (posn at ALTC Bandiana) -  
WO2 Ron Webb (TBC on prom)

381 WO1 HQ 3 Bde - WO2 Lyn Foster (F) RACT (on prom)  
WO1 Movements instructor ALTC MW - TBA  
WO1 Marine - TBA.  
WO2 Road Safety DSMA - WO2 John Martin  
WO1 AD - WO1 Garry Massey  
WO1 Terminal - WO1 Rob Hyde  
WO1 Postal - WO1 Dayle Kerley (F)  
WO1 Movements - WO1 Cheryl Frawley (F)

Under continued SED reviews yet to be completed there maybe two other 381 WO1 jobs pending for 2004. Time will tell.

#### Key Trade or SM appointments:

30 Terminal Sqn WO2 Martin Lenicka  
26 Tpt Sqn - WO2 Greg Forsyth  
CSM 1 Tpt Coy - WO2 Dave Kear  
SSM 2/5 Tpt Coy - WO2 Mitch Dimech  
SSM 9 Tpt Coy - WO2 Peta Dawe (F)  
SSM 35 Water Tpt Sqn - WO2 Wayne Lelievre  
176 AD - WO2 Trevor Worland  
WSM DD Div - WO2 Greg Barron  
WSM MW - WO2 Dave Pearsall  
CSM ARTC Coy - WO2 Paul Bodsworth  
WSM Movt Wg - WO2 Vivian Northover (F)  
CDI Army - WO2 Ian Mitchell.

The Corps continues to grown in strength in both trade and in the regimental appointments. This reflects the individual high caliber of our soldiers, the ability of our Corps members to display excellence in trade knowledge whilst in Corps trade postings, the desire to accept a challenge, to have a go and to do well in the non-Corps regimental environment. Combine this with sound long-term career management and the Corps is in a very strong and competitive position at present. The strength of the regimental trade continues to grow and the RSM Course to be held in October - November 2002 will see three of our original five nominees from our Corps, as members on the course, our largest single number of students on the course ever. I wish them good luck and am sure they will be Par Oneri - as usual.

Our female soldiers are doing well with WO2 Lynne Foster the

first to complete the RSM course last year and 2003 will see her step up on promotion into her trade this posting cycle. In due course looking forward to taking up an RSM appointment. Congratulations.

To date, over the years we have had RSM from the following trades - Road, Air Dispatch, Cargo Specialists and Movements. Still waiting on someone from Marine Specialist and Postal. Anyone interested should read Corps Policy Statement 29 for the career path to this appointment. This year the Corps has an embarrassment of riches, as it has several other WO2 who are extremely competitive and who have just missed the cut this year due to the numbers of highly competitive individuals in the top group. I would ask these soldiers to continue to look after their soldiers and keep up the hard work at the coalface, as you will get your chance very soon.

To everyone in the Corps who was promoted this year, I hope I managed to get a personal letter to you all (OR). In this forum I would extend to you all again my congratulations.

#### New Equipment:

Over the last 12 months we have seen the introduction into service the following equipment:

#### Road transport fleet:

Trailer Cargo 20t x 31;

Trailer Cargo 8t x 43;

Mack CH Fleet Liners Fuel Spec Road Train x 3 (rated lift capacity 43 000 lts each);

Mack CH Fleet Liners x 74; and

SCANIA 4 x 4 x 62 to be issued to low readiness units.

#### Terminal Fleet

Introduction of a Kalamar 54 Tonne container (ISO) handling machine.

#### Meritorious Unit Citation

On April 13th, 10th Force Support Battalion was awarded a Meritorious Unit Citation for the work the unit did on deployment to East Timor in 1999 - 2000. A remarkable achievement and only the second ever awarded (the first ever to a logistic unit). Well done to every member of the unit regardless of your Corps.

#### Corps History:

LTGEN P. Cosgrove, AC, MC launched our first Corps history book at Duntroon House RMC on Monday 27th May 2002. Several past Corps Directors, Corps RSM and soldiers along with many currently serving personnel attended a very proud moment in our Corps life. I commend the book to you all. If you missed out on ordering a copy please contact COL Ted Love (02) 96658691 (Colonel Commandant ER). Many thanks to our previous Corps Directors (COL Regan, COL Florance) whose vision started the project and to BRIG Wilkinson and COL Love for their drive to see the project to completion.

#### The end of the Force Logistic Squadrons tenure in East Timor

On June 4th and 5th the HOC and I (disguised COMD LSF and RSM LSF) visited Townsville to welcome home the Force Logistic Squadron 4 personnel at the end of the mission. Since Sep 99, there have been four FLS rotations and some logistic statistics for the mission were:

#### FLS 1

Road Operations - Delivered 1,032,946.8 tonnes of cargo by road - travelling 156,512 km

Marine Operations - moved 992 tonnes of cargo - sailed 7,314 nautical miles

Air Dispatch - delivered 342 tonnes of cargo by air (choppers - external lift)

Terminal Operations - processed 3,331,684 tonnes of cargo across the SPOD and APOD.

Delivered 26,345,942 litres of drinking water

Delivered 2,778,200 litres of ground and aviation fuels

#### FLS 2

Road Operations - Delivered 13,781 tonnes of cargo by road - travelling 186, 913 km

Marine Operations - moved 1,151 tonnes of cargo - sailed 11,402 nautical miles

Air Dispatch - delivered 460 tonnes of cargo by air (choppers - external lift)

Terminal Operations - processed 48,868 tonnes of cargo across the SPOD and APOD.

Delivered 28,510,816 litres of drinking water

Delivered 1,498,480 litres of ground and aviation fuels

#### FLS 3

Road Operations - delivered 8,890 tonnes of cargo by road - travelling 208,599 km

Marine Operations - moved 1,185 tonnes of cargo - sailed 12,191 nautical miles

Air Dispatch - delivered 708 tonnes of cargo by air (choppers - external lift)

Terminal Operations - processed 149,300 tonnes of cargo across the SPOD and APOD.

Delivered 27,242,672 litres of drinking water

Delivered 1,649,925 litres of ground and aviation fuels

#### FLS 4

Road Operations - delivered 40,868 Tonne of cargo by road - travelling 174,975 km

Marine Operations - moved 1,100 tonnes of cargo - sailed 11,000 nautical miles

Air Dispatch - delivered 400 tonnes of cargo by air (choppers - external lift)

Terminal Operations - processed/moved 1,414 ISO containers at the SPOD.

Moved in excess of 2,348 passengers

Delivered 22, 230,500 million litres of drinking water

Delivered 614,180 ltr of ground and aviation fuels

#### Mail to Date (AFPO 5)

To date AFPO have processed a total of 111,676 bags of mail with a weight of 1,235,832.7 kg.

Whilst an important chapter has closed in logistic history with the return from active service of these logistic Corps personnel, the job is not yet complete and our CSSB personnel continue to serve on operations supporting the Bn Gp as the BSG. These soldiers are setting high standards and doing a magnificent job, one I am sure they are truly proud of. Keep safe and well done.

#### Re-Establishment of Linage in CSSB Sub-units

The Representative Colonel Commandant, COL Win Fowles last year wrote to the Chief of Army seeking his support in giving our RACT units back their names (numbers) which we lost when the reorganization of the BASB/CSSBs occurred back in the 1990s. This request of course had far reaching ramifications, as it also impacted on the other logistic Corps. A submission from LHQ was considered at the 'Generals Day' 12 Dec 01, and endorsed. WEF 13 Jun 02, we (and the other logistic Corps units) received notification that our Corps sub-units be re-named as follows:

##### a. Within 1 CSSB:

- (1) Tpt Coy to 1 Tpt Coy,
- (2) Fd Sup Coy to 1 Sup Coy,
- (3) Fd Wksp to 101 Wksp Coy, and
- (4) Within Hlth Coy, Fd Dent Pl to 35 Dent Pl.

##### b. Within 3 CSSB:

- (1) Tpt Coy to 9 Tpt Coy,
- (2) Fd Sup Coy to 3 Sup Coy,
- (3) Fd Wksp to 102 Wksp Coy, and
- (4) Hlth Coy to 2 Hlth Coy and Fd Dent Pl to 16 Dent Pl.

##### c. Within 4 CSSB:

- (1) Tpt Sqn to 7 Tpt Coy,
- (2) Fd Sup Coy to 4 Sup Coy,
- (3) Fd Wksp to 105 Wksp Coy,
- (4) Med Coy to 6 Hlth Coy, and



(5) Dent Coy to 3 Dent Pl (within Hlth Coy).

**d. Within 5 CSSB:**

- (1) 3 Tpt Sqn to 3 Tpt Coy,
- (2) 5 Fd Sup Coy to 5 Sup Coy,
- (3) 103 Fd Wksp to 103 Wksp Coy,
- (4) 5 Fd Amb to 5 Hlth Coy, and
- (5) 2 Fd Dent to 2 Dent Pl (within Hlth Coy).

**e. Within 7 CSSB:**

- (1) Tpt Coy to 2/5 Tpt Coy (recognize both 2 Tpt Coy and 5 Tpt Coy),

(2) Sup Coy to 6/7 Sup Coy,

(3) Maint Coy to 104/106 Wksp Coy,

(4) Hlth Coy to 11 Hlth Coy, Fd Dent Pl to 1/33 Dent Pl.

**f. Within 8 CSSB:**

(1) Tpt Coy to 16 Tpt Coy;

(2) Sup Coy to 8 Sup Coy;

(3) Maint Coy to 111 Wksp Coy;

(4) Med Coy to 1 Hlth Coy; and

(5) Dent Coy to 6 Dent Pl (within Hlth Coy).

**g. Within 9 CSSB:**

(1) Tpt Coy HQ to 8 Tpt Coy;

(2) Fd Sup Coy to 9 Sup Coy;

(3) Field Wksp to 107 Wksp Coy;

(4) Fd Med Coy to 3 Hlth Coy; and

(5) Dent Coy to 4 Dent Pl (within Hlth Coy).

**h. Within 11 CSSB:**

(1) 4 Tpt Sqn to 4 Tpt Coy;

(2) 108 Fd Wksp to 108 Wksp Coy;

(3) 9 Fd Amb to 9 Hlth Coy; and

(4) 15 Fd Dental to 15 Dent Pl (within Hlth Coy).

**i. Within 13 CSSB:**

(1) Tpt Coy to 10 Tpt Coy;

(2) Sup Coy to 13 Sup Coy

(3) Maint Coy to 113 Wksp Coy;

(4) Med Coy to 7 Hlth Coy; and

(5) Dent Coy to 5 Dent Pl (within Hlth Coy).

I think this is a very important step in recognizing our unit lineages and that of our fellow logistic Corps. Whilst I understand that the CSSB have established a proud history of their own since raising and that some personnel in these units have never served in the old units, this history is not lost and now adds another chapter to the long lineages our units enjoy. Do we return these units to their old Unit Colour Patches within their greater CSSB organizations – why not?

**Corps Funds**

In 1997 the Corps committee decided to suspend Corps Funds donations by Corps members as it was decided that we could cover Corps outlays with the interest earned on our funds investments. Over the last five years this has taken a toll on our funds and this year the Corps committee has decided to recommence the annual Corps Funds donation system from Corps members with a view to strengthening our financial position. The annual/fortnightly subscription rates for RACT personnel are:

Major and above: \$2.00/FN or \$50/pa  
Sgt to Capt: \$1.50/FN or \$35/pa  
Pte to Cpl: \$1.00/FN or \$25/pa.

For a soldier this equates to a beer per fortnight, not much indeed. There are three payment options are now available for the collection / payment of individual amounts and if you read the article written by the SO2 Corps in this edition you will get more details. Your support would be greatly appreciated.

**Keep in Contact with Ex Corps Members**

Keep in contact with your fellow Corps members on a regular basis so we can all keep up with the current information and further strengthen our Corps affiliations. Where possible get involved with the RACT Associations in your regions.

Anyone passing through Tenterfield, if time permits drop in and see Jim Stuart (RACT WO2 retired 2001). He is now the next generation of 'The Tenterfield Cobbler' as he has taken over the business (350 Rouse Street Tenterfield 02 67363118) with his

lovely wife Roxanne. As he is the only canvass machinist in the region and still making his famous swags he is very busy, but will welcome truckies anytime. In his spare time he is the president of the local RSL, seems you cannot stop him.

Also WO2 Steve Grant (ex 158 Tpt Pl) is at Range Control Shoal Water Bay Training Area and always has the kettle on, so next time you are in the 'bay' drop in and say gi'day.

**Families**

Without the support of our families we could not do our jobs as effectively as we do. I would like to take this opportunity to personally thank every family for the sacrifices they make on a daily basis that allows us, the Corps officers and soldiers to get on and do the task at hand. We may not be able to provide you with 'quantity time' but I trust we can and do provide you with 'quality time'. I think you more than live up to our Corps Motto – Par Oneri - Thank you.

**Corps Colonel in Chief – HRH Princess Alice**

Colonel-in Chief, HRH Princess Alice, Duchess of Gloucester, GCB, CI, GCVO, GBE, Grand Cordon of Al Kamal - celebrated her 100th birthday on 25th December 2001 and remains in good health. In this edition you will find an article on her as it has been some time since we last wrote about her life and it is important that all Corps members know all about her, especially in this her centenary year.

**Future Corps Activities:**

44 Tpt Sqn is celebrating its units' 50th birthday on the week end 9/10 Nov in Devonport Tasmania. Congratulations to you all in 44 Tpt Sqn, 2 FSB, we hope the parade and birthday festivities go well for you.

26 Tpt Sqn, 9 FSB is holding a parade to recognize the re-raising of 87 Tpt Tp on Sat 30 Nov 02 at Puckapunyal. Any old and bolds of 87 Tp most welcome.

In 2004 we will have our trades face the start of the DFRT process which determines trade structures and remuneration. Many of you will be involved in one way or another, so be ready and willing to assist the HOC/ALTC Dev Br staff plan, prepare and present your respective trade cases or risk possible DFRT gains.

The Corps will celebrate its 30th birthday on 1st June 2003. Corps units are encouraged to organize regional celebrations for the actual date thus allowing everyone to participate. The HOC, Colonels Commandants and the HOC staff are all available and willing to participate in any of your regional activities and are only a phone call away.

It is proposed that the major celebration will take place at ALTC Bandiana on Thu 23 to Sun 26 Oct 03. Plans are to have a parade with four guards escorting the Corps Banner on parade. If HOC and the Corps committee accept this, RACT units will be approached by the HOC seeking support.

This article provides you with a snap shot of things going on in the Corps at present and I believe an exciting time to be in the Corps. To assist you keep up with the happenings in the Corps see our web page on the INTRANET.

**Conclusion**

I know that the Corps is in great shape due to the personnel in it and their strong belief in the Corps Motto – Par Oneri. I believe the Corps is the strongest and most dynamic or proactive of all the Corps in Army at present. If you all continue this momentum and enthusiasm, then we will see great things being achieved over the next few years (the others are wallowing in our dust). If I can be of any assistance to you please call.

As we enter our 30th year as a Corps I ask you all to continue to be – Par Oneri.

Good soldiering. RSM

## ARMY RESERVE - YOU GET OUT WHAT YOU PUT IN

I had wanted to join the Army ever since I was a little girl, after seeing my dad go off to work each day in his cams!

I looked forward to the day when I would finally reach the age that I was able to get myself into cams, and start to see what the Army was really all about. I enlisted on the 20th December 2002, and began parading with 15th Transport Squadron Bendigo.

This is where the opportunities opened up: in my first week with 15 Tpt Sqn, I became a member of the unit's Mil Skills team. The competition was held at Puckapunyal, where we were lucky enough to win the Trophies for Best Shot and the Obstacle Course.

During the competition at Puckapunyal I was selected to be a part of the 9FSB team that was competing in the LSF Mil Skills held in Sydney! I couldn't believe that some of the team training included abseiling down the Sydney Harbour Bridge and running up Centrepoint Tower!

I am also hugely into sport, so when the time came for me to put on the PT gear, I jumped at the chance! Since being at 15 Tpt Sqn I have been able to attend Inter-Service Netball tryouts, and I have competed in the ADF Cross-Country Championships, in which I placed third overall in the women and was the winner in the 21/U age-group. Recently I took part in running the City 2 Surf in Sydney as a member of the ADF women's team! It was a long 14km but the experience of being part of such a huge event was all worth it!

In my July University holidays I took the opportunity to do my first drivers course. I was off to Tasmania to learn how to drive a Unimog. What a great time I had, not to mention the fun being behind the wheel, and taking the first step in my progression as a driver within 14 Troop.

I was also lucky enough to be involved in the ANZAC Day and Vietnam Veterans (Long Tan) Day cenotaph parties.

This year has been great! The places I have been and the people I have met, I wouldn't change a day of it! The Army ..... You live it!

By PTE Shayleen Curtis  
15 Transport Squadron



Squadron's Mil Skills Team -  
Back row - CPL Sharman, CFN Holmes, CPL Ward, PTE McKinnon, LCPL Murphy. Front row - PTE Brown, PTE Rawlinson, PTE Fernie, PTE Curtis



PTE Curtis on the RSL Cenotaph, Long Tan Day, 18 August 2002



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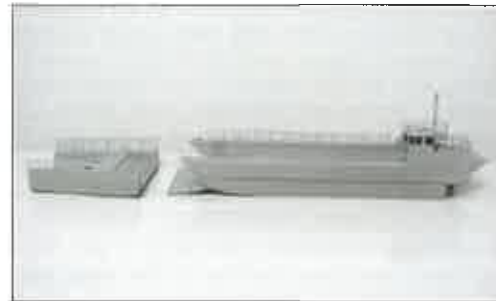


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# A BRIGHT FUTURE: FOR TERMINAL OPERATORS, WATER TRANSPORT & AIR DISPATCH

by MAJ Ron Armstrong Dip Tpt Mngt, BMngt, MMngt



## ADI Watercraft

The ADF is looking to improve on the current amphibious system in speed, survivability, ergonomics, carriage capacity, launch capability, efficiency, ability to operate in higher sea states, weapon systems, reliability and general suitability to support future concepts. Studies to date have already identified certain affordable designs and technology that will greatly enhance the ADF's amphibious capability.

The introduction of the LPAs represented an enhancement to the ADF amphibious capabilities. However, the current system should be regarded as an interim capability due to the following shortcomings.

### Lift Capacity

The MOLE concept calls for a deployable fighting unit of a Battalion Group. The current platforms provide the lift requirement for approximately half the envisaged one time lift requirement for the Battalion Group, deployed HQ staff, Special Forces, helicopters and their support crew. To give you an idea of the numbers involved the current LPAs together are limited to embarking a landing force of only 726 personnel (compared with the total two-ship capacity of 900 personnel). This limitation arises from the requirement to supplement the LPA crew with additional personnel for the Joint Task Force, rotary wing operations, landing craft, LARC-V and medical facilities. The LSH (HMAS TOBRUK) can embark up to 314 troops for extended periods. Therefore, additional sea or air transport is required to deploy an indicative Battalion Group.

### Manoeuvre

Manoeuvre requirements call for rapid embarkation/disembarkation of troops in a time that beats the enemy's decision cycle. Aspects of the current system that prevent this rapid action are:

- LSH maximum speed of 15 knots and LCH maximum speed of 10 knots limit their ability to integrate with a task group.
- The operation of current watercraft is sea-state limited both in launching/recovery from either LPA/LSH and in stern door marriage operations. The current system is limited to maximum sea-state 2. The future system will be likely to be able to discharge loaded watercraft in a minimum of sea-state 4.

### Airlift

Airlift shortcomings are:

- The current ADAS Force does not have the capacity to simultaneously land a Company Group of 120 troops by air. Although the LPAs have three helicopter spots, the forward one is used for watercraft stowage. Future vessels are likely to have a minimum of four helicopter pads.
- RAN Sea King helicopters are not suited to operate in a land combat environment. In addition, RAN aircrew are not currently trained to support combat operations over land.

Many Corps members no doubt remember watching specialist Regiments such as 10 Tml and 1 ATSR be reduced to Squadrons during the mid 1990s. With the reduction of these specialist trades followed less funding, the loss of "corporate knowledge" and arguably a reduced profile in strategic planning. In 1999 operations in East Timor demonstrated just how limited our ability to deploy and sustain an operation over an air and sea gap was.

It is my opinion that the relatively low tempo of operations (e.g. minimal ammunition resupply and casualty evacuation) provided us with an insight into our systems deficiencies without serious repercussions.

Thankfully the Defence 2000 White Paper recognised that, and subsequently thrust RACT back into the limelight as part of some big ticket joint projects. The projects to which I refer are Joint Project (JP) 2048 Amphibious Deployment and Sustainment (ADAS), JP2027 Landing Platform Amphibious (LPA) Replacement and JP2063 Airdrop Capability.

Emerging concepts and doctrine such as Manoeuvre Operations in the Littoral Environment (MOLE) and Entry from the Air and Sea (EAS) coupled with the White Paper have provided Director General Land Development (DGLD) and Director General Maritime Development (DGMD) with the guidance to establish project teams and commence capability development. JP2048 seeks to provide enhanced watercraft for operations with the LPAs.

Subsequent project activities are aimed at replacing the capability provided by the Landing Ship Heavy (LSH) HMAS TOBRUK and associated watercraft (LCM8 and LCH) by 2010. JP 2027 seeks to replace the capability provided by HMA Ships Manoora and Kanimbla and the associated watercraft by 2015. Research into future ship, watercraft and hovercraft designs are currently being undertaken by DGLD, DGMD, Defence Science Technology Organisation (DSTO) and Defence Industry.

The Land Warfare Development Centre is conducting experimentation to assist in determining the most suitable ship and watercraft characteristics to support future concepts.



- The Blackhawk helicopter is not marinised and is therefore unsuited for prolonged embarkation.
- The LPAs/LSH are not fitted with air traffic radar and are thus deficient in their capability to carry out airspace control in a single or multi-ship and multi-helicopter environment. This limitation constrains tactical amphibious operations in poor weather and at night. Future command and control networks will be capable of managing the additional air traffic requirements of the new ADAS system.

### Other Shortcomings

Other shortcomings that will be addressed by the new ADAS system include:

- Command and control arrangements are inadequate for an amphibious operation.
- The LPAs have limited facilities, and the LSH has no capability, for conducting collaborative and/or distributed planning.
- Appropriate amphibious concepts, operating procedures, and training need to be further developed.
- The LPAs, LSH and LCH are not well suited for a hostile environment. LPAs and LSH have large radar signatures, neither ship type provides situational awareness, and EW and defensive weapon systems are limited.
- The extent to which displacement landing craft can approach a beach is limited by the draft.
- Self-recovery limitations of landing craft.

It is anticipated that a lot of issues with current equipment that create heartache for the Ships Army Detachments and watercraft operators will be addressed. It is worth noting that DGLD is not just simply looking to describe the next generation ship or watercraft. Rather it is a systems approach which is adopted in capability development that considers all of the Fundamental Inputs to Capability (FIC) such as personnel, organisation, collective training, major systems, supplies, facilities, support and command/management requirements needed to support and operate the capability.

### JP 2063 Airdrop Capability

JP2063 will study and procure improved aerial delivery equipment (ADE). The aerial delivery system should be in place in 2011. It is planned at this stage to acquire a system that will be interoperable in a coalition environment. Its hard to speculate at this stage exactly what form this new look equipment will take, although there is development in industry which indicates greater deployment accuracy, reduced rigging times, slower rates of descent for personnel deployment systems, increased load survivability, better release and deployment mechanisms. This project will be closely linked with ADF aircraft projects to ensure operational compliance between airdrop and aircraft systems.



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# SCMA Corner

SCMA has continued to be a busy place for RACT career managers since we reported in the last edition of PAR ONERI. This period has brought some major changes to both the RACT cell and SCMA as a whole.

The first major change was the move of SCMA (less CARO) from Victoria Barracks Melbourne to Fort Queenscliff on the Bellarine Peninsula in Nov 2001. Fort Queenscliff was previously the site of the Command and Staff College prior to its move to Canberra and is now the home of SCMA, complete with all-round ocean views.

The other major change since the last edition was the posting and promotion of WO1 Dayel Kerley. Dayel was posted to 10 FSB as Troop Commander of the Australian Forces Postal Office (AFPO) and replaced by CAPT Chris White in Nov 2001. CAPT White's background consists of postings to the Army School of Transport, NORFORCE, Support Command, 1 CSSB and ADFA.

On a sadder note we will see the departure of WO1 Jodie Clark prior to the end of 2002. Jodie has made the decision to separate from the Army after 21 years of service. Jodie has had two separate postings to SCMA and has been a prominent member of the Corps and her experience will be sorely missed by SCMA and the Corps as a whole. WO2 Jeff Carthew will replace Jodie in 2003 on promotion to WO1.

At the time of writing the Promotion Advisory Committee (PAC) has been completed and all who were presented should be aware of the outcomes. Of all 149 personnel from the ranks

of CPL to WO2 presented to the 2002 PAC, 81 were cleared for promotion. Statistics for soldiers taken to the 2002 PAC by rank and trade, where eligibility is determined by a minimum of three years in rank and at least one subject course to the next rank prior to PAC, are as follows:

ECN	Rank					
	CPL - SGT		SGT - WO2		WO2 - WO1	
	Eligible	Cleared	Eligible	Cleared	Eligible	Cleared
035	15	7	12	5	5	2
099	3	1	3	2	4	2
171	4	2	3	2	2	NIL
218	3	3	2	NIL	3	1
381	48	28	28	23	16	3
<b>Total</b>	<b>73</b>	<b>41</b>	<b>48</b>	<b>32</b>	<b>30</b>	<b>8</b>

The aim of the PAC is to promote the best soldiers within their ECN. To achieve this, Career Managers have a great deal of preparation prior to presenting a soldier to the PAC. The message that we would like to get across is for all soldiers to ensure that all of their administration relating to AIRN compliance such as BFAs Weapons Training and medical boards is up to date and that annual reports have been received by SCMA on time. Whilst these are mainly a unit's responsibility, soldiers should also ensure these requirements are satisfied (especially those expecting promotion).

Most trades have gone through changes since the last edition and some are as follows:

1. ECN 381 has been through a significant asset/liability increase and this has caused unusual vacancies for promotion from CPL to WO1. This has resulted also in significant shortfalls in CPL 109/274/381.
2. The Air Dispatch trade (ECN 099) has increased with the raising of a new troop at 176 Air Dispatch Sqn and five positions at 4 RAR. This will now allow some flexibility with postings for air dispatchers adding to AMTDU, 3 RAR, SASR, and ALTC.
3. ECN 171 and 218 have now been given their own identities with the separation of 30/35 Water Transport Terminal Sqn. The two Sqn's are 30 Terminal Sqn and 35 Water Transport Sqn,

both still at 10 FSB.

4. ECN 035 has seen an SED review to the HQ 1JMOV GP that has provided more WO1 positions in the trade, but has reduced the amount of CPL positions across the group. PTEs and JNCOs in the trade should now start to consider options such as postal, ARTC and Unit Movement Clerks (mostly male positions with combat units) to diversify their options at the CPL level.

Contact details for the Career Managers for specific trades are listed below, although it is important to ensure that contact is either made through the appropriate chain of command, or your chain of command is aware that you are contacting SCMA:

- CAPT Chris White – ECN 035, 171 and 218 (all ranks): 03 5258 0496
- WO1 Jodie Clark – ECN 099 (all ranks) and 381 (SGT and above): 03 5258 0497
- WO2 Duncan Milne – ECN 109 and 381 (CPL and below): 03 5258 0498

Finally a very good tool for soldiers is the SCMA web site and the address for the site is <http://vbmweb.defence.gov.au/scma/>

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# RACT Corps Awards

The RACT Soldier and JNCO of the year awards were decided in October 2001.

The winners were each presented with a cheque for \$500 and a certificate commemorating their achievements

The recipients of the awards were:

RACT Full Time JNCO of the year:  
CPL B.F. Goodwin 3 CSSB

RACT Part Time JNCO of the year:  
CPL R.J. Symmons 2/10 MDM REGT

RACT Full Time Soldier of the year:  
PTE G.P. Orlicki 9 FSB

RACT Part Time Soldier of the year:  
PTE G Katahiotis JMCO Melbourne



CPL B GOODWIN



PTE G KATAHIOTIS

Did your unit nominate members for these awards in 2001?

Will members of your unit be nominated for future awards?

The awards are open to all RACT soldiers and Junior NCOs and supervisors or other unit staff should forward nominations to the Corps RSM in accordance with Corps Policy Statement number 34.

# Your central funds - Your money

By now, you may or may not know that the Head of Corps (HOC), BRIG Tyers, has written to the RACT CO/OCs around the country calling for you to support the RACT Central Funds - Your Fund.

Some of you may have seen a presentation developed by the HOC staff to give the Corps' members (you) a better understanding of what the Central Funds are for and where they are going. This article summarises the presentation, however if you still want more info, go to the RACT website at <http://defweb.cbr.defence.gov.au/armyltc> and view the presentation and Corps Policy Statement No. 5.

So what is the RACT Central Fund and its purpose? The Fund is a Non-public Monies Account (NPMA) just like Tp/Unit /Sqn Funds - but this is the RACT Corps Fund. The purpose of the fund is to:

- support Corps Regimental Activities (Parades, Corps Birthdays etc)
- encourage JNCO's and Soldiers (Annual ARA and GRES Awards receiving \$500 each)
- support RACT projects and activities (The Memorial Wall, History Book and Museum)
- safeguard and maintain Corps property
- recognition of service (Certificates and farewells for 20years + service)
- purchase wreaths / messages of condolence etc
- other stuff directed by the Corps Committee

As at 1 Aug 02, The Central Fund was positioned as follows:

- S50 Working Account - \$2,673.50
- S3 Allotment Account - \$160.00
- 17.1 Term Deposit - \$109,909.77
- I13 Term Deposit - \$39,531.42

These figures may look impressive but please read on. We spend about \$8000 a year on 'fixed' expenditure but receive only \$7000 a year interest from the term deposits above. So our investments are going backwards slowly and our annual income is going to become smaller. However the question is - How do we fund major projects in the future? The types of project the Fund has supported in the past are:

- \$60,000 - To underwrite our latest history book.
- \$20,000 - grant to Museum on transfer to Bandiana in 1998.
- \$5,000 - to supply glass etched RACT Badge on door at Kapooka Chapel.
- And the list goes on.

The Fund has a grand plan, a cunning plan, so cunning you could get a weasel .... (sorry). We need to fix the problem! We need to plan for future projects! We need to boost our income! Thus the call for Corps Subscriptions. The Corps Committee has asked the Corps membership to pay what amounts to being less than a beer a fortnight to the Central Funds. If the Corps, being at least 2000 people all pay \$1 per fortnight to the fund, we could have our problem solved. \$52,000 a year is a lot of money, if all the Corps contributes so where is all that money going to go?

If the Fund receives the desired support from all members of the Corps, the plan is to allocate monies to each Region in support of RACT Birthday celebrations, to pay for those members who have completed 20+ years service being dined out at Tobruk Dinners. Additionally it is planned that \$5000 / year and \$4000 / year is placed into sinking funds for the next history book and the 50th birthday celebrations respectively. This will give \$100K and \$80K for the organising committees at the time to do what they please. Now you may not be in the Corps in 20 years

time but previous Corps members have paid the \$60K that was required to release our current history book. Additionally, we would like to contribute about \$2000 a year towards our displays in the Museum. The key thing to take away though is that the planned expenditure comes to about \$26K so the surplus funds can be directed to supporting the soldiers and RACT Units around Australia. Essentially the more the Fund receives, the more support it can give back to you.

How do you pay? There are three methods with the suggested amounts dependent on your rank:

- Allotment through the pay system (\$1-2 per fortnight);
- Electronic Funds Transfer (\$25-50 / year); or
- Cheque sent to the treasurer.

The preferred method is the allotment through the pay system to Defcredit account "RACT Central Fund" BSB 803205 Account 87440. However Unit collections or cheques from individuals made out to "RACT Central Fund" are acceptable, particularly for GRES Units and members.

If you have any questions, can offer any suggestions, or would like further information, please contact the SO2 Corps on (02) 6055 4544. Remember: The RACT Central Fund is your Fund and if you or your Unit has something that you believe is worthy of financial support - contact the SO2 Corps.

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## DEVELOPMENT IN ARMY DRIVER TRAINING - TRANSPORT WING

The Army has been subject to a number of substantial changes over the last few years, both in the way business is conducted and the policy that governs it. Every unit within the Defence Force has felt these changes as they have been implemented. Of note is the change and development that has occurred within Transport Wing ALTC and the delivery of driver training.

### Facilities

Over the last few years, the Net Training Liability (NTL) for drivers has increased significantly. In 1997 the NTL for Puckapunyal was a mere 690. It has increased steadily since that time to reach 1343 for training year 02/03 (TY02/03). Despite the increase to the training throughput, the facilities within Puckapunyal have not been upgraded to cater for the additional workload. Thus, office space, the Safe Driving Area (SDA), trainee and staff accommodation has remained at poor, and deteriorating level, meeting only the bare minimum standards required to complete the task. One of the main reasons for the facilities situation was due to a pending decision about whether or not Transport Wing should relocate northward to vicinity of ALTC Bandiana. The decision has now been officially made: Transport Wing will be remaining within Puckapunyal.

As a result of the decision, a substantial facilities improvement program will soon be implemented. An Estate Capability Requirement (ECR) has been submitted to formally identify the facility and training area requirements of the Wing. The ECR was pending approval at the time of writing. It is anticipated that development will commence within the next 12 months.

Potential development of the Wing's facilities will include the construction of purpose built HQ, staff offices and training classrooms to replace the array of ATCO style facilities currently used. The former 'Bushranger' Yard, now called the C2 Yard, will be developed to accommodate the additional C2 training. The development of the C2 Yard will effectively duplicate the existing yard facilities. The SDA will see a major upgrade to its capacity by the addition of two legs. The new capability will include extra hill start areas, reversing bays, three point turn facilities and an extra length of road to reduce congestion. Two new shelters are to be constructed shortly to augment the existing shed with potential for a further two in 2004.

### SED Review

An SED review was conducted on the Wing as part of the wider ALTC review earlier this year that identified additional required resources in manning and equipment. Some of the most interesting results to have fallen out of the SED review are that Transport Wing have been allocated an additional 11 positions for 2003. The additional positions will provide an Advance Driver Troop that will be responsible for the conduct of mack and semi trailer training, effectively reconstituting the former Advance Driver Platoon. The troop will reduce the assistant instructor burden on 26 Tpt Sqn in supporting the OSV and OSV Advanced courses.

The capability of Wg 2IC, SQ, Standards WO and PTI are additional positions to be established within the Wg HQ from the review. They will provide the additional management capability required to sustain the increased training capacity placed within the Wing. There is a further 24 positions (a motorcycle troop and fifth BDC troop) pending approval at Army Headquarters. If approved the Wing could expect to see personnel being posted into the new positions from Jan 04.

### Plan Rover

Historically, C2 training has been conducted within units for personnel who require the code. Transport Wing would generally conduct several C2 courses in each training year for LOBCs, and several IET trades requiring the code. Transport Wing's primary focus is however, directed towards RACT

trades (predominantly ECN 109 IET), promotion courses and trade progression driver training, such as the mack and semi trailer. C2 training was allocated a lesser priority due to the increasing pressure for Basic Driver courses conducted by the Wing.

With the increased operational tempo for Land Command units, an increase in the number of trainees requiring a licence code has been identified. There has been a significant requirement to train a range of IET courses on various licence codes. As the Wing has a finite capability, most have received the required training through opportune courses or on arrival at their unit.

Despite the proposed development and improvements to Transport Wing, it is not possible for the Wing to handle all of the required driver training for Army. This realisation has led to the development of PLAN ROVER.

Army contracted TRANSQUAL, a civil driver training company, on two separate occasions over the last two years to trial driver training supplementation. The trial was to examine whether supplementation could occur and what was necessary to ensure success. As a result of eight C2 courses being conducted over the two years, the trial has proven that supplementation by a civil contractor can work and achieve the standards expected by Army. The success demonstrated by TRANSQUAL has proven the feasibility of PLAN ROVER.

PLAN ROVER proposes delivery of contracted C2 driver training to Army over the next nine years by a civil company with training conducted in Puckapunyal and Bandiana. Selected recruits and officers will receive the C2 training with their initial employment training to reduce the time away from their unit and improve the standard of trainee leaving ALTC. ECN and Corps to be trained will be identified by Training Command.

A Military Liaison Officer (MLO, rank of SGT) will be attached to all C2 courses run by the contractor. The four SGT are yet to be identified for the role with new positions being created as part of the contract. The role of the MLO is provide discipline and interface with the military administrative system used within ALTC.

The contractor will utilise the Perentie Land Rover 4x4 with the supplementation of commercially available Land Rover Defender 4x4 hardtop vehicles. Each course will use six of each vehicle and maintain a trainee: instructor ratio of 3:1.



Land Rover Defender



Water obstacle training



## DEVELOPMENT IN ARMY DRIVER TRAINING

### - TRANSPORT WING *continued*

There is significant facilities works to be constructed in both Puckapunyal and Bandiana in preparation for the contract establishment. At Bandiana, the Wirlinga site (2 km east of Albury Airport) will be developed as an SDA and required training facilities while Puckapunyal will get three more demountable buildings to meet the training requirement.

The request for tender for the PLAN ROVER contract was advertised nationally on 07 August 02, with considerable interest from civilian industry. A Transport Wing Industry Day was held at Puckapunyal on 28 August 02 in which all prospective companies attended.

It is now just a matter of waiting for the tenders to be submitted, reviewed and evaluated to see who the successful company will be; with the signing of the contract expected to be in December. It is anticipated that the delivery of contracted C2 training will commence in mid 2003. The contract will continue for nine years with possible expansion in the future.

For those who are being posted to Transport Wing, Puckapunyal next year it is going to be an interesting year with all of these developments. I would recommend a posting to the Wing for all Corporals and Sergeants as a means of developing your trade skills and knowledge. So from the home of Army driver training, it is good bye for now.



Establishing Tp Ops - Fd LR 110

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## EAST TIMOR'S FIRST STAMP

By SGT Debbie Davis – Postal Manager AFPO 5 East Timor

A number of ADF personnel were fortunate enough to play a small but significant role in the release of East Timor's first stamps. The stamps were donated to the East Timor Government by Australia Post as a gesture of goodwill. It is anticipated that the revenue received from the sale of the stamps will assist towards the redevelopment of the new nation. Two soldiers from 10 FSB's Australian Forces Post Office (AFPO5), SGT Debbie Davis and CPL Bonnita Woodham, were requested to ensure that the stamps arrived safely into East Timor from Darwin. The soldiers were also responsible for the safe transportation of the valuable consignment into the hands of the Manager, Postal Operations (Dili).

The valuable stamp consignment arrived in Dili two days earlier than expected. Unable to make contact with the Dili Postal Operations, the stamps were secured at the Battalion Group Rear (BGR), AUSBATT 6, under constant surveillance by the duty staff. Great relief was experienced by all concerned when the consignment arrived safely to the appropriate authorities.

On 11 May 2002, Gary Highland, Australia Post National Spokesperson, handed the stamps over to the East Timor Government. A small number of ADF personnel were fortunate enough to be invited to the historical release. The stamps depict images that symbolise the new nation. The images selected for the first issue, feature a traditional crocodile design, ceremonial palm wreaths, the coffee harvest and the East Timor flag. All the stamps are linked by a border of Tais, which are intricate textile designs woven by the women of a local craft co-operative, Yayasan Murak Rai. To safeguard against forgery, written in Portuguese across the stamps, is the traditional story of the crocodile legend. The writing is not visible to the naked eye, and therefore must be read using a 10X magnifying glass.



Left to right: Pedro Braga – Director Information Technology Post and Telecommunication, CPL Bonnita Woodham – 10 FSB, AFPO 5, Samuel Okello – UN Head of Postal Administration, SGT Debbie Davis – 10 FSB, AFPO 5, Rui Fraga – Dili Postal Manager

Recognising the historical significance of the stamps, a large number of ADF personnel, force assigned to OP TANAGER have expressed a keen interest in purchasing the First Day Covers as a memento of their deployment to East Timor. Purchases of the stamps will greatly assist towards providing much needed revenue to the new nation, as it continues to recover from the devastating events experienced during September 1999.

## RACT Personnel recognised in 2002 Australia Day Awards

### Conspicuous Service Medal

WO1 Cheryl Anne Frawley, JMov Gp  
WO2 Peter Michael Bywaters, 16 AD Regt

### Meritorious Unit Citation

10 FSB awarded for INTERFET Service

## RACT Personnel recognised in 2002 Queens' Birthday Honours List

### Conspicuous Service Cross

LTCOL Michael Schlatter, 1 CSSB  
LTCOL Michael Fulham

### Conspicuous Service Medal

WO1 Stafford Kelly, 9 FSB



## FROM TRANSPORT OFFICER TO JOINT LOGISTICIAN:

Why a posting to Joint Logistics Command will benefit your career.

Written by Captain Kate Saunders Jessep

'You are now all logisticians', was the much vaunted phrase by staff and guest lecturers alike when I undertook the Transport Regimental Officers Basic Course (ROBC) in 1995. The intent of this phrase was to convey a mixture of messages from how clever you were to have chosen to become a logistician to how much responsibility you would assume by wearing the Federation Star hat badge. Not only did you need to know all about road transport, air dispatch, postal, movements, terminal operations and water transport, but you would also need to quickly learn all about logistics. Fortunately, I survived the ten-week ROBC and found myself in water transport/terminal operations and then movement control for the next five years, and, with a couple of short specialist courses, found myself reasonably within my comfort zone.

Many junior officers will find themselves spending their first few postings in transport related positions, but, there comes a time when it is necessary to become a real logistician, and I don't mean just completing Logistic Officers Basic and Intermediate Courses. The postings which will give you the real skills as a logistician are those in which you are not in a transport position or even a transport unit. For instance, on the headquarters of a Brigade (but not the transport/movement position!), in the operations cell of a Combat Service Support Battalion or at Headquarters Logistic Support Force. Any position in which you are taken well out of your transport 'comfort zone' and required to be a logistician. The ideal posting is one that is also a joint posting.

Joint Logistics Command's Mission is to provide designated logistic support to enable the ADF to train, fight and win. A posting to HQ JLC Operations Branch, at Victoria Barracks in Melbourne, is one Joint logistics posting in which a junior 'truckie' can become a 'loggie'. There are positions for captains as both a watchkeeper and a desk officer. A two-year posting would normally see the opportunity to fill both these roles. In such a posting you will work side by side with RAN and RAAF officers and be involved in providing logistics support to all of the major ADF operations and exercises.

You will develop your knowledge as both an Army logistician and an ADF logistician. For those who have run out of 'subbie' postings, there are also some challenging O4 level positions in supply chain operations, immediate planning, current operations, logistics intelligence and as a deployable liaison officer.

In my position as the Logistics Intelligence Officer I am finding myself making regular use of the Qantas Club as I visit other ADF organisations and build logistic data to support immediate plans and current operations activities. Anyone who is serious about their development as a logistician in the ADF should give consideration to a posting to HQ JLC. For more information please ring the watchkeeper on (03) 9282 6000.



CAPT Kate Jessep, J32 (SO2 Log Int) briefs two of the JLC Watchkeepers, FLGOFF Mark Krueger and LEUT John Nolan in preparation for the next Ops Brief.

## 176 AIR DISPATCH SQN BERET PARADE

On 5 Oct 2001, 176 Air Dispatch Sqn held a parade to mark the presentation of the 'cherry beret' to parachute qualified RACT members of the unit. The parade represented the culmination of many years effort by successive OCs of 176 and COs of IATSR to win official recognition of the unit's airborne status.

176 had been recognised as a 'parachute unit' many years prior. This had allowed unit members to become trained as Stick Commanders, DZ Safety Officers and Parachute Jump Instructors, however an entitlement to wear the Cherry Beret did not automatically follow.

The parade was reviewed by MAJGEN Ferguson (RL), himself a former Air Dispatch officer. MAJGEN Ferguson's address is reproduced below.

Address to 176 AD Sqn on the occasion of the Dull Cherry Beret Presentation Parade on the 5th October 2001.

Firstly I would like to extend appreciation to the members of the Air Dispatch Association, the Base Commander, Wing Commander Richards and in particular the spouses and families of the fine soldiers and officers on parade this evening.

Whilst this evening's parade is primarily to recognise the awarding of the dull cherry beret, it also presents a much-desired opportunity to meet with the many people who make the sacrifices of these Defence Force members possible.

My time in the Air Dispatch trade and subsequent affiliation with the Air Dispatch Association has brought me much joy throughout my service and post service life, establishing many friendships with the interesting individuals that are inevitably drawn to this niche trade within the Army. As I look upon this parade I see the same camaraderie and the same bond that distinguishes those of the Air Dispatch trade from the broader Army.

Since the first airdrops in July of 1942, Air Dispatchers have flourished in their service to their country throughout World War Two, the Malayan Emergency in 1961, deployments to New Guinea commencing in 1963, the deployment to Borneo in 1964 and the Vietnam War from 1966, which I was privileged to participate as the Operations Officer.

The fine tradition of service continued with consecutive deployments to Darwin and East Timor to participate in Operations Spitfire, Warden and Tanager, which is subject to continuing support. To further demonstrate the Air Dispatchers flexibility and employability within the Australian Defence Force, this Squadron performed admirably in its short notice support to the Olympics as part of Operation Gold commencing in September of last year.

It is with great gratification that I preside over the presenting of the dull cherry beret given the lengthy and arduous process of such an achievement. For those on the parade who may understandably not comprehend the importance of the beret, it



MAJ GEN Ferguson speaks with CPL Foster of 8 Air Dispatch.

is recognised throughout the western military forces as the foremost symbol of members belonging to the airborne fraternity. A fact that is reinforced by responses received from all over the world including congratulations from the closely affiliated United Kingdom and New Zealand Air Dispatch Associations.

To the men and women before me today, I say well done and whilst not always apparent to the broader community, it is people such as myself, the members of the air dispatch association and your chain of command that recognise your efforts and greatly appreciate the sacrifices extended by yourselves and as I discussed earlier, by your families.

To all here present tonight, well done, and thank you.



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# 10FSB AWARDED MERITORIOUS UNIT CITATION

After a well-deserved break over Easter, members of 10 Force Support Battalion returned to work to find their normal place of duty had shifted to a Parade ground. Suddenly, those of us who haven't done drill since Kapooka or Duntroon found ourselves immersed in the delights of forms and march pasts.

The presentation of the Meritorious Unit Citation to the unit for sustained outstanding service during warlike operations in East Timor during 1999 and 2000, was a special occasion. On the 13th of April, 2002, the Governor of Queensland, Major General Peter Arnison presented the citation to the Commanding Officer, Lieutenant Colonel Kim Faithfull as well as one member from each sub-unit.

Captain Karlo Terz (Logistics Support Squadron), Sergeant Michael Hanson (2 Force Supply Company), Corporal Adam Keenahan (35 Water Transport Squadron) and Private Christian McLean (30 Terminal Squadron) were personally presented the unit citation to wear on their uniform permanently, as they were all members of the Battalion at the time.

10 Force Support Battalion is the Army's first logistics unit to be awarded the highly prestigious Meritorious Unit Citation.

The Chief of Army, Lieutenant General Peter Cosgrove attended the parade, which was hosted by the Commander of the Logistics Support Force, Brigadier Doug Tyers. The 1st Royal Australian Regiment Band supported the parade, which saw over 300 unit members march. The Commanding Officer and Regimental Sergeant Major, Warrant Officer Class One Greg Oakley, received extensive praise for the unit's excellent display of dress and bearing and Lieutenant General Cosgrove himself complemented the Commanding Officer before departing with a firm "Well done".



10 FSB marches past the Reviewing Officer, Major General Peter Arnison.



The Governor of Queensland, Major General Peter Arnison presents the Meritorious Unit Citation to Lieutenant Colonel Kim Faithfull, Captain Karlo Terz (Logistics Support Squadron), Sergeant Michael Hanson (2 Force Supply Company), Corporal Adam Keenahan (35 Water Transport Squadron) and Private Christian McLean (30 Terminal Squadron)

Following the parade itself, members of the unit and their families were invited to the Chauvel Mess for a buffet lunch. This provided personnel an opportunity to relax and congratulate those members of the unit who were a part of the Battalion during the time it earned this accolade.

Members of other units, such as 86 Tpt Tp, who were attached to the Battalion when it first deployed to East Timor were also recognised with the citation.

Major General Arnison specifically mentioned the enormity of the task which the Battalion took on during those early days of the Interfet force and praised each individual for their hard work and dedication to duty.

In addition, the Governor of Queensland thanked the families of those who deployed for their patience and support, particularly during the first few months of the deployment when there was a lot of uncertainty about the operation.

All in all, the day of the Parade was an excellent opportunity for members of the Battalion and their families to be formally recognised for their contribution to the rebuilding of what is the world's newest nation – East Timor.

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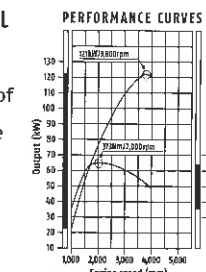
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# HRH PRINCESS ALICE DUCHESS OF GLOUCESTER GCB, CI, GCVO, GBE

(THE WOMAN BEHIND THE BANNER)

By Warrant Officer Class Two L. J. Fuller

HRH Princess Alice's Banner was presented to the Royal Australian Corps of Transport on Saturday 4 June 1983, by the Governor General of Australia, The Right Honourable Sir Ninian Stephen AK, GCMG, GCVO, KBE, KStJ. We pay great homage to our Corps banner, but what do we really know about the woman whose name it bears. Well let me enlighten you. Her biography, *Memories of Ninety Years*, tells of her remarkable life, which spans the entirety of this century.

Lady Alice Christabel Montagu Douglas Scott was born on Christmas Day 1901 in Whitehall. She was the fifth of eight children, of the seventh Duke of Buccleuch.

Her early years were spent in the company of the fellow children and servants, as the family roved between their many houses in England and Scotland. She remembers seeing practically nothing of her parents during those early years. Her father was an M.P. 'He also had things in Edinburgh to do with the railway, the North British Railway, so you see he was seldom at home. I don't think he was very interested in children.' Her mother was a 'shy retiring person who never came to the nurseries and always seemed to be busy in her own little sitting-room or lying on a sofa with a headache.'

In *Memories of Ninety Years* she records that, although she saw little of her parents when she was very young, there were always nurserymaids, so there were plenty of people to care for them. She goes on to reflect that when she came into contact with foxhound puppies at the family's home at Eildon (in England) '...I was somewhat starved in my affection. These were transferred from my teddy bear to the puppies. Up until then I had prayed fervently every night for my teddy to come to life.'

An incident which changed her life, was when she was fourteen and almost drowned. She was on holiday on the Cumbrian coast when she waded out at low tide to give her younger sister Mary a swimming lesson. When the water was up to her knees, she told Mary to stop. Alice, not a strong swimmer either, waded out until the water came up to her waist, planning to coax Mary to swim to her '...suddenly a wave came, I found myself up to my neck, then out of my depth.' Mary splashed back to shore but Alice could find no footing. 'I swam and swam but it was no good. Whenever I searched with my toes for the bottom there was a frightening void. I guessed I was in the grip of the current.'

Eventually, as her strength began to fail, she thought: 'I'll drown and be done with it. So I gave up and as soon as I did the shock of the water closing over me brought me to my senses. I thought I don't want to die! I'm too young. Surely I'm too young to die now! I've hardly had any life. And I prayed "Oh God, give me my life and I promise I'll make use of it if you'll give it back to me". Almost immediately my toes touched rocks.'

Throughout her early adult life, Prince Henry, youngest of three sons of George V and Queen Mary, had been a friend of her brothers and was a regular visitor to their homes. His visits were his refuge from the 'prim and proper' life at court. In her book she says that she somehow knew that one day she would marry him, and in 1935 Princess Alice accepted Prince Henry's marriage proposal. They married in November 1935 amidst much pomp and ceremony. Her junior bridesmaids included Queen Elizabeth and Princess Margaret.

The twenty years between her drowning incident and her

marriage haunted Princess Alice, in that she had failed to honour the covenant she had made with her Marker. Her life was filled with many social activities, but even these became boring. Whilst in her twenties, Princess Alice decided she would visit her uncle in Kenya, making this journey several times, and on her own- quite extraordinary for a woman at that time. Her spirit of adventure also took her to India during this period where she also made an illegal entry into Afghanistan dressed as a man! Princess Alice knew that when she accepted Prince Henry's proposal, she would exchange her freedom and private life for a life of public duty. She said: '...for me a very special pledge was honoured.' By then she was a woman in her mid thirties.

Her marriage brought her into the heartland of the Royal Family. She was with Queen Mary when Edward VIII came to her he had decided to abdicate. Princess Alice remembers Wallis Simpson as 'good hostess' but pretty hard boiled.'

Two hectic years, 1945-1947, were spent in Australia when Prince Henry was Governor General; the only member of the Royal Family to hold this position. Princess Alice accompanied him on many official duties.

Her early forties were years of joy when, after several miscarriages, she had two sons, William and Richard. Prince William was a spirited, adventurous boy, a keen rider, altogether very much like his mother. Tragedy struck when he was in his early thirties when he died in a plane crash in 1974, Prince Henry died after a series of strokes and several sad years in which it had become almost impossible to communicate with him. Her younger son, Prince Richard, is now Duke of Gloucester.

You may well ask why Princess Alice became our Colonel in Chief. HRH Prince Henry, Duke of Gloucester was appointed the Colonel in Chief of the Royal Army Service Corps in 1953 (he was also the Colonel in Chief of the Royal Army Service Corps of transport.)

In the later years of life, when ill health prevented him from attending functions, Princess Alice stood in for him. After his death in 1974, Her Majesty appointed Princess Alice as the Colonel in Chief of the Royal Corps of Transport on 8 February 1975. As a result of the ties between the RCT and the RACT, she became the Colonel in Chief of the royal Australian Corps of Transport.

The Colonel in Chief to the Army School of Transport honoured the Corps in March 1979, with a visit. During a private visit to Australia Her Royal Highness took time to meet members of the RACT at the School as she had not had the opportunity to do so since her appointment.

In February 1981 the Chief of the General Staff Sir Donald Dunstan, KBE, CB gave approval in principal for the RACT to be granted a Banner. This followed HRH Princess Alice's 1979 visit to Australia in which she informally agreed to present such a Banner. HRH Princess Alice's Banner was presented to the RACT on 4 June 1983. Being 95 years of age, Princess Alice is frail and in ill health, however she continues to maintain contact with her Corps through the Lady-in-Waiting.

# LIFE AS A TRUCKIE AT AUSTRALIA'S FEDERATION GUARD (AFG), THE ADF'S FIRST CEREMONIAL DRILL UNIT.

Australia's Federation Guard (AFG) has now made its mark as a permanent unit and holds a couple of opportunities for truckies to be able to be a part of a unique tri-Service unit and work life.

As a Guard member within AFG you are expected to learn SLR drill (if you don't already know how!). You will be part of many ceremonial parades in local, interstate and possibly overseas. AFG provides an annual catafalque party to Gallipoli and France for ANZAC Day as well as some 'one off' overseas ceremonial activities.

This year's overseas deployments for AFG have included Singapore for the 60th anniversary of the fall of Singapore, Belgium for Menin Gate 60th anniversary of Isurana, South Africa for the 100th anniversary of the Boer war and PNG for the Kokoda Track.

Local parades and gun salutes are usually held for the many Heads of State and other important people that arrive in Australia. They are also held to mark and remember significant days or events in Australia's history. As a truckie not only will you be apart of these parades, you may be required to conduct driving tasks for the Guards interstate deployments. That means a few good trips for all you truckies out there with a HR3 coach licence.

You will be able to conduct interstate and local drives. AFG is now the only unit where ARA members can be employed to drive coaches, now that all ARA units are now civilianised. And those that are interested but don't have a coach licence, here is your chance. AFG run coach courses for those that are interested and meet requirements.

What about 381 NCO's you say? There is soon to be a position made up for a Transport Supervisor 381 for AFG. The 381 needs to be DTO qualified but not necessarily coach coded, as the off going 381 will run a course prior to your march in date, providing that your unit will release you. As the 381 you will run a fleet of nine vehicles, including three coaches, an Isuzu, Coaster, Hiace, Mitsubishi van and two Commodores.

Jobs include normal day to day fleet management including vehicle repairs, managing vehicle allocation, accident investigations, USI's. Other jobs include driver training and driver courses when required.

You may also be required to drive and help out on a few parades, which provides a break from being stuck behind a desk. There is no transport section as such at AFG. Drivers are utilised from Guard members from each of the tri-Service divisions.

Life here at AFG is pretty good. A general week in barracks includes PT three times a week, Monday, Tuesday and Thursday. Wednesday afternoon is unit-organised sports followed by a social hour at the Fed Bar. Friday is adventure-training day including cycling, rock climbing, sailing, hiking and abseiling, organised by the unit's own PT staff.

The rest of the time is taken up by drill practice/rehearsals or other activities to keep soldiers up to speed on their normal soldier skills.



Overall AFG is an opportunity for soldiers to take a break from their normal job and experience a different side life/work within the Defence Force as well as a chance to have an enjoyable and relaxed time.

CPL C.L. HOUGH  
AFG TPT

## DEFENCE PURCHASES NEW SCANIA 4X4s

Defence is purchasing new Commercial-Of-The-Shelf (COTS) Scania 4x4 rigid trucks that should commence being introduced into service during Jul/Aug 02 and fished by the end of the year. There are four variants being purchased that are mainly being provided to GRes Units with nine variants being provided to the RAAF. The variants and quantities being purchased are:

- 67 x medium cargo,
- 8 x medium cargo with crane,
- 4 x medium water tanker, and
- 2 x medium tipper variants.

The vehicle presents as an impressive piece of equipment with all the 'mod-cons' including:

- GCM of 70,000 kg
- 14 speed transmission;
- twist-locks for 20ton ISO containers (GS Variants);
- diff-locks, transmission locks and axle locks;
- CD player
- Air conditioning
- Electric windows



# THE WHEEL HAS BEEN RE-INVENTED

## Well sort of!

By MAJ Paul Rosenberger

With the release of the CAs Directive 05/01 the Army saw a revitalisation of the Heads of Corps (HOC). Many of the functions of the HOC, were fulfilled by the old Corps Directorates and their staff – so if you stick around long enough you do see the wheel turning, or being re-engineered at least. So who are the HOC staff and what do they do? Essentially, the HOC is responsible for RACT capability, RACT Regimental activities and RACT heritage issues. Over the last 18 months, the HOC Staff have been working on things like our website, the Corps Conference, Corps Policy Statements, History Book, 30th Birthday Celebration plans, Museum, Par Oneri Journal and the list goes on. This article will give you a heads up of who your HOC Staff are and expand on some of the many activities that they have been working on.

The following appointments make up the HOC Staff.  
 Head of Corps (HOC) - BRIG Doug Tyers (Comd LSF).  
 Deputy Head of Corps (DHOC) – LTCOL Adrian Overell (CO/CI Distribution Division, ALTC).  
 Staff Officer to HOC - LTCOL Max Grimshaw (GRes SO2 position located in Bandiana).  
 SO2 Corps – MAJ Paul Rosenberger (located in Bandiana).  
 Corps RSM - WO1 Ken Golden, OAM (RSM LSF).

The RACT Website. RACT was the first Corps to develop its own website! This was a direct result of the DHOC in 2001 with a small team in Bandiana putting together a very detailed site. The SO2 Corps has taken over the responsibility as Webmaster and the site is intended to be dynamic and informative. The site is updated every two weeks, sometimes more often but is well worth a look at <http://defweb.cbr.defence.gov.au/armyltc/>.

Corps Conferences. The 2001 Corps Conference was organised by the previous DHOC and the DHOC/SO2 are feverishly working on a bigger and better show for 2002. Whilst the 2001 forum provided a flow of info to members of the Corps, the 2002 conference is intended to ensure a free flowing passage of information to and from the participants. The 2002 conference has been expanded to a two-day format, allowing much information to flow to and from RACT personnel in key positions around Defence and to ensure the resources consumed in participants attending the Conference are not wasted. For SNCOs and above these conferences are a must for diary – annually.

Corps Policy Statements (CPS). Corps policy whats! Yes these things exist and provide information that is usually not contained in other documents. They are available through the website and significant work has been completed in re-writing policy statements on each of the RACT Trades, Promotion of Soldiers, and RACT Regimental WO2s and all WO1 Appointments. These statements also cover such things as the Corps Banner procedures, Tobruk Dinners, RACT JNCO and Soldier of the Year awards, Student of Merit Prizes and the list goes on – a total of about 30 active statements in all.

The History Book. The latest version of our Corps history was started in 1997 by the Directorate, was kept ticking over by a dedicated few and was released earlier this year. The HOC and his staff organised the official launch by the Chief of Army on 29 May 02 in Canberra which was attended by a range of guests. The key lesson learnt from this project has been the preservation of our history which was notably absent to aid the author in writing the recent book. The HOC Staff have implemented plans to ensure that writing our next history book will not rely so much on the memories of the living but the previously documented word. It should be noted that although RACT is a very young Corps in the scheme of things, we now

have two Corps History Books published with plans being developed for our third. Other Corps are currently grappling with the task of their first book!

Corps Birthday activities. The HOC has actively progressed plans for the Corps' 30th Birthday celebrations. In short, regions will be left to celebrate the birthday as they see fit around 1 June, while the central Corps celebrations will be held to coincide with the 2003 Conference and Dinners around the 24-26 Oct 2003. It is hoped that with forward planning, RACT personnel from around the country may be involved, so please include this activity in you resource bids for the next financial year.

Army Museum Bandiana. With the amalgamation of the Army School of Transport into the Army Logistic Training Centre and the closure of the directorates in 1997, there was a reduced staff effort to support the operation of the RACT Museum in Puckapunyal. So when there was a review of all Army's museums, the Corps supported an amalgamation of our museum with the RAAOC Museum in Bandiana to form the Army Museum – Bandiana. This museum represents all the Logistic Corps and is one of the largest collections of military vehicles in the Southern Hemisphere – well worth the look when in town. RACT has its own display areas in the Museum and we control what is displayed and how, as well as when it is changed. LTCOL Grimshaw has spent an inordinate amount of time in the Museum this year to develop the displays that he hopes to have completed by Mar 03. Any volunteers and support would be most welcome. It is essential that we as a Corps continue to develop our display within the Museum.

Corps Banner Repairs. The RSM has organised for the Banner to undergo running repairs that should now hopefully see the banner last a few more years. Banners are expected to have a life expectancy of 25 years – so at the latest we as a Corps need to be looking at a replacement by about 2008? A significant activity which will warrant financial support by Commonwealth funding and from the RACT Central Funds.

Par Oneri. The SO to HOC is the editor and the SO2 is the sub-editor of our Corps Journal, Par Oneri. The HOC staff have overcome the problems associated with changing publishers and the like which is the reason for the double-issue in 2001.

RACT Finances. Both public (Commonwealth) and non-public monies for the Corps are managed by the HOC Staff. Considerable effort has been directed toward the RACT Central Funds to develop a clearly articulated plan to finance future projects and activities. See the article in this edition of Par Oneri or visit our website to view the presentation, to find out about the future plans for the RACT Central Fund.

The RACT Corps Committee. This Committee advises the HOC on all those aspects for which he is held accountable as the HOC. All the HOC staff are on the committee and there is also a number of other 'representatives'. See the relevant CPS for more details. The key thing to take away though, is that any member of the Corps can make a submission or bring something to the attention of the Committee. So if there is an RACT Issue that you think the Committee should be made aware of, I encourage you to raise it – preferably through your chain of command.

The initial POC for Corps concerns / matters is the SO2 Corps who will ensure that the matter is dealt with appropriately. The SO2 can be reached on (02) 6055 4544

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# M113

The Australian M113AS Family of Vehicles is made up of 7 variants:

- M113AS4 APC(S)
- M113AS4 ALV
- M113AS4 AF
- M125AS3 AM
- M577AS3 ACV
- M677AS3 AA
- M808AS3 ARVL

The M113 APC upgrade requires: improvements in protection, habitability, mobility and firepower.

Ability to carry a complete section of nine fully armed and equipped infantry – plus air portability within C-130 cargo bay.



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Improved crew compartment stowage system.

Increased engine power, steering yoke and disk brakes. Suspension modifications and new track.

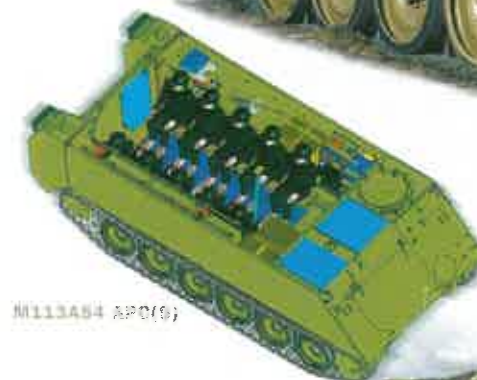
New turret design – day/night image intensifier. 12.7mm M2HB quick change barrel machine gun.



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# The History of the Corps

The CA, LTGEN Cosgrove, AC, MC officially launched the latest Corps History Book A History of Australian Army Transport 1973-2000 by Dr Albert Palazzo. The launch took place at Duntroon House, RMC on Monday 27 May 2002.

The Canberra weather was gracious allowing the gathering of current and retired members of the Corps as well as some notable industry representatives to view the 'old and the new' equipment that was on display - thanks to 26 Tpt Sqn and RMC Duntroon Transport. After drooling over the F1, Diamond Rio, Fleetliner TTW and S Line the masses moved into an elegant Duntroon House for morning tea and addresses from the Army Historian, the Head of Corps, the Author and The CA. Attempts were made to have a LARC V at the launch, however it did not want to play!

The launch was attended by approximately 80 people: amongst the crowd were previous Corps Directors / Heads of Corps and retired Corps RSMs, Lindsay Fox and Col Partington (CEO Mack Aust). It was great to see a number of soldiers making the launch, as well as the newest Officers about to graduate from RMC to RACT.

The HOC staff are firmly focussed on ensuring that we 'capture' our history so that when the Corps releases the next chapter, we have the past well documented. Unfortunately, there was a distinct lack of official records and unit files etc to support the writing of our latest history book, so steps have been taken to rectify this oversight.

The key tool in maintaining our history is the RACT Unit Historical Records Corps Policy Statement. Those people who have not heard of this 'Unit Report' should view the Policy Statement available on our website: <http://defweb.cbr.defence.gov.au/armyltc/> to ensure that our next book is a success. The website also has an abbreviated version of our history, pictures of the Banner and it also plays the Corps March - for those Regimental types.

For those who have not yet purchased their copy should do so - you will possibly find your name or photo in it somewhere. There are literally hundreds of people mentioned along with heaps of photos. See the adjacent add for details on how to obtain your copy.

## RACT History Book Orders

'The War Book Shop' is now handling all orders and payments directly. Please contact them to place an order. The RRP of the book is \$45. (Although if you mention you are a member of the Corps - you may get a discount)

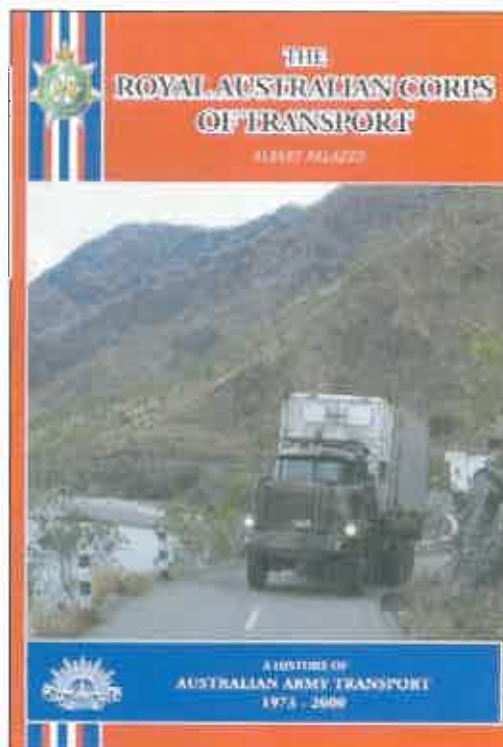
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Book cover



Current HOC with previous HOC/Corps Directors (L-R BRIG Wilkinson, COL Regan, BRIG Tyers, COL Fowles and LTCOL Bonnett)



The CA (LTGEN Cosgrove) marvelling at some of RACT workhorses of the past and present with the Author (Dr Palazzo)

## RACT in Bougainville

By MAJ Bob Davis

The RACT had an unusually large representation in Bougainville recently due to coincidence of personnel filling staff appointments and a training requirement.

The Peace Monitoring Group in Bougainville is still functioning although, on a much reduced manning from a few years ago. Manning is down to 85 personnel including 14 Civilian Monitors, 11 Fijian's, NiVans (Vanuatu), 20 Kiwis and 40 Australian Army and RAAF personnel. Not included in those figures are the personnel aboard the LCH alongside.

In December 2001, the role of the PMG changed to support the UN Ambassador's weapons disposal program. There are three stages to the process. Stage 1 is the containment of weapons into plastic trucks at the village level where the villagers retain the key to the trunk. Stage 2 is the containment of plastic trunks in a BMSS at the district level and the UN has the key. The PMG has made significant advances in the Weapons Disposal process this year with numerous Stage 1 and 2 containments. Stage 2 is completed when the UN certifies that the majority of weapons have been contained and Stage 3 is the process of either destruction of the weapons or storage.

RACT was prominently represented around July with the Commander being BRIG Wayne Jackson, LTCOL Andrew Gillespie his Chief of Staff and Major Bob Davis in the position of X4, the Logistic Officer for the Group. Transport consisted of SGT Glenn Sharp, and the Terminal Operators, CPL Mark Reidy and LCPL Damian Short.



L-R. CPL Paul Smyth, Instr, SGT Glenn Sharp Tpt SGT, LST, LCPL Damian Short Op Tml, WO2 Bill Witon Instr, CPL Mark Reidy Op Tml, MAJ Bob Davis X4/OC LST, BRIG Wayne Jackson COMD PMG, SGT Brett Foon Instr, LTCOL Andrew Gillespie COFS PMG,

Swelling the RACT presence was a fly-in driver training team to conduct a five day cross country course for half of the civilian monitors. The instructors were SGT Foon, WO2 Wilton and CPL Smythe.

## Australian Peacekeepers & Peacemakers Association

The Australian Peacekeepers and Peacemakers Association (APPA) is an association for all currently serving and ex Peacekeepers and Peacemakers.

Membership of APPA is open to all Australian and New Zealand Servicemen and women, Federal and State Police, Philanthropic Organisations or Defence Civilians who have served in any area of Peacekeeping or Peacemaking.

Australia's involvement in Peacekeeping commenced in Indonesia in 1947, with the United Nations Good Officers Commission (this was also the world's first), and has included some 27 areas of operation and 48 missions up to the present day with East Timor (INTERFET, UNTAET).

The Roles recognized by our association include Peacekeeping, Peacemaking, Military Observers, Truce Supervision, Emergency Forces, Special Commissions, Humanitarian Aid, Monitoring Forces, De-mining Teams and Training Teams.

### The ORGANISATION of APPA

**National Headquarters: Brisbane**

**State Branches: Victoria, Queensland and NSW**

### VIC Committee Contact

**Secretary: Paul Copeland 0419 355 226**

**Vice President: Mr Mat Burke OAM 02 6059 1522**

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1. In conjunction with other ESO's and Veteran organizations assist members with applications to DVA to have service related injuries and illness's accepted and pensions and medical support granted. To this end we have members that have completed training as Advocates, Pension Officers and Welfare Offices.

Promote fellowship among those who have served in Peacekeeping and Peacemaking operations.

2. To raise the profile of the skills used by members in their contribution to world peace.

Further information can be gained by either

- Logging onto our website [www.peacekeepers.asn.au](http://www.peacekeepers.asn.au), or
- Phoning Mr Paul Copeland 0419 355 226 or Mr Gary Mansfield (02) 6056 3567 A/H



# A history of 87 TPT Platoon

Mr Jim Thompson, a former member of 87 Tpt PI RAASC has recently completed a history of 87 Tpt PI RAASC. His book primarily concentrates on the Platoon's 1966 - 1967 tour of Vietnam, and comprises approximately 200 pages and about the same number of illustrations.

Jim advises that the book is not about 'tonnage carried', but concentrates on the stories of Platoon members, many of them humorous. MAJGEN David Ferguson and LTCOL John Hoare are among the authors contributing to the book, which closes with advice from the COMD LSF that the Platoon is to be re raised.

The book is being published by Jock Tarres (an ex Corps member) of D.J. & M Desktop Publishing and is sponsored by the 87 Tpt PI Association. All funds generated from book sales will remain with the association.

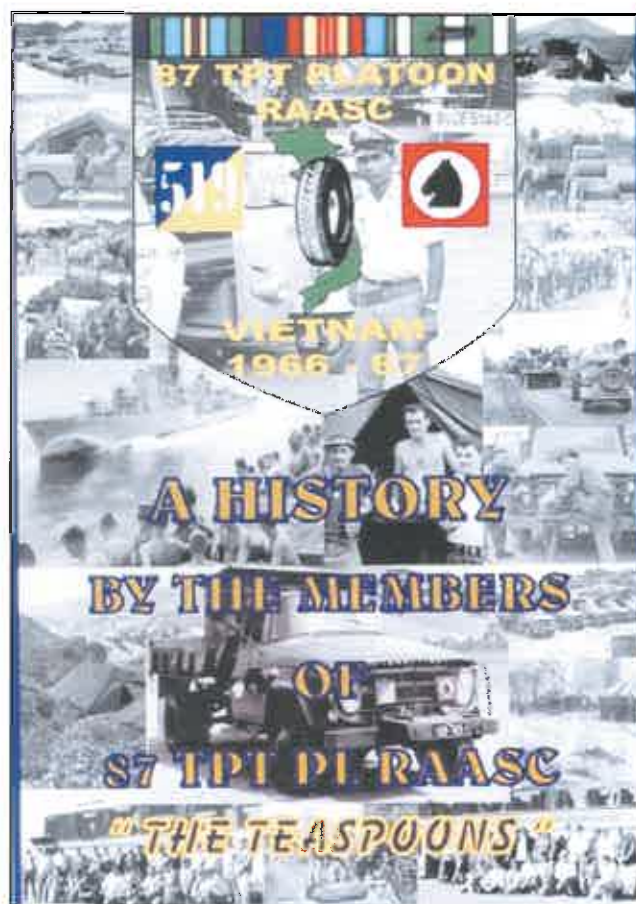
Copies of the book are available from Jim at :

2 Brighton St  
Woody Point QLD 4019  
Tel: 07 32833335  
Fax:: 07 32833455

E Mail : [pippa-t@bigpond.com](mailto:pippa-t@bigpond.com)

Cost of the book is \$50 plus \$8 postage. Postage is free to Brisbane residents.

A CD is also available at a price of \$10 (including postage) containing an additional 190 photographs which could not be published in the book due to space limitations.



## VALE

3806433 PTE Marc Christopher Brown ('Brownie') passed away on 30 January 2002 following a motor vehicle accident. Brownie enlisted in the GRES in 1991, and was a well-known and popular member of 15 Tpt Sqn.

He was a very keen truckie, and was never happier than when behind the wheel of his Mack.

His love of driving is perhaps reflected in his trade qualifications; he had completed a number of trade courses and at the time of his death was panelled to attend the 274 Op Spec Course.

Brownie served with INTERFET in Timor from 1 Oct 99 to 8 Feb 00 as a member of 86 Tpt Tp and was awarded the AASM and INTERFET medals.

Brownie is survived by his parents, John and Helen, and by his 3 year old daughter Kaitlyn.



## *Mack Trucks Australia's association with the Australian Defence Force is a long and distinguished one, spanning over 20 years.*

Since 1981 trucks have been built for the Australian Defence Force (ADF) at Mack's manufacturing facility at Richlands, Queensland. In December 1999, Mack won a contract to supply 21 CH Fleet-Liners. These Fleet-Liners feature state-of-the-art driver comfort and the latest in electronic engines and helped fill the void after numerous vehicles were sent to East Timor.

Since 2000 Mack has provided more than 100 CH Fleet-Liners to the Army, Navy and Airforce. On 28 March 2002 the Australian Defence Force took delivery of their 1000th Mack in a celebration which also marked the relocation of the manufacturing operations from Richlands to larger Wacol facilities. It was almost 20 years to the day since ADF took delivery of their first R Model.

In their time in the services, Mack trucks have been used throughout Australia and the world in locations such as Rwanda, Somalia, Bouganville and East Timor for a variety of applications including cargo, crane, dump, bitumen sprayer, concrete agitator, water, fuel, bridge laying and concrete batching.

The CH Fleet-Liner vehicles are now located throughout Australia including Puckapunyal, Moorebank, Bendigo, Richmond and Townsville with the RAAF. Since going into service the Fleet-Liners have proved their durability through use in major transport tasks, such as Tandem Thrust and an AACAP task earlier this year.

In October 2001 six heavy specced Fleet-Liners were delivered to 85 Transport Troop, Moorebank. Rated for road train bulk liquid fuel haulage and heavy haulage work. These special units are the highest capacity Mack Fleet-Liners ever built.

In May 2002 Mack strengthened its relationship with the ADF by taking part in a mid life rebuild trial involving seven 6x6 R Model vehicles. All seven trucks are purpose built water and fuel tankers recently returned from East Timor. The vehicles, requiring 1500 man-hours each to strip and rebuild, will be dispatched to Army units throughout Australia.





## Thanks from the OC of 21 Const Squadron

Readers of the most recent Par Oneri will have read the article on HMAS TOBRUK SAD and its involvement in OPs WARDEN and STABILISE, perhaps the busiest period the soldiers of the SAD have seen for some time. The period since that article was written has not seen the SAD participate in such a large operation or exercise but nevertheless has provided many a challenge.

2000 saw TOBRUK involved in the evacuation of civilians from the Solomon Islands under OP PLUMBOB, and two subsequent deployments to the Solomon's under OP TREK. After the second of these deployments, which saw TOBRUK spend over two months away from home over the 00/01 Christmas period, the ship underwent an extensive period of maintenance.

TOBRUK finally left the wharf around mid-August 2001 and underwent an intense period of training and assessment, under the watchful eye of Sea Training Group (STG). STG has the 'enjoyable' job of making life hell for the crew by letting off smoke bombs, throwing Able Seaman 'Useless' over the side, or instigating a 'flood' in the lower decks, all in order to assess the ships company's Marine Skills, and their reaction and action during Damage Control incidents.

Two weeks of this intense training in particularly poor sea conditions off Jervis Bay was enough for the crew to earn a short break in Sydney before heading north for what we expected was a period of Amphibious training with 1 RAR and 10 FSB.

Unfortunately, at around the same time (early September 01) the northern waters of Australia's territory was seeing an influx of Unauthorised Arrivals (UAs), a crisis which essentially started with the TAMPA incident. TOBRUK therefore had to cancel all training opportunities and head straight out to Ashmore Reef and commence what would be a totally new type of operation (another to add to the list of TOBRUK's impressive achievements); that of transporting UAs. In the next four months TOBRUK transported a total of approximately 620 UAs, the first group being taken to Nauru and the second group to Christmas Island.

While there was little call for cargo operations during this period, the soldiers of the SAD were by no means short of work, with a continual flow of Humanitarian Aid stores and food being delivered to the ship via LCH.

TOBRUK finally made it home for Christmas and what would be a well-earned break. Several members left the ship at this time, some returning to 30 Tml Sqn and some deciding to take the leap and join the civilian workforce.



21 SQN END LOADER LIFT AACAP

The new year saw four new termites join TOBRUK including the new SSM, WO2 Steve Daffy, replacing WO2 Pete Macdonald who is now serving out the year in Brisbane before retirement. 2002 looked promising in that it was likely that we would complete the amphibious training planned earlier in 2001. Again 1 RAR and 10 FSB came to the party and all looked rosy for a two week period of training at Cowley Beach.

Unfortunately, our priorities didn't match those of the governments and TOBRUK was duly sent back to Darwin to support OP RELEX II. While the period in Darwin didn't see any need for TOBRUK to transport UAs, it did give the ship the opportunity to do its first live load in over two years, when we finally got to East Timor to backload a small element of the FLS and the AUSBAT ASLAV Tp. For most soldiers of the SAD it was the first 'green' load they had seen or been involved with.

Soon after, we were tasked to head down to Brisbane to pick up a large portion of 21 Construction Squadron equipment and deliver it to Broome. 21 Const Sqn had been deployed to Beagle Bay, north of Broome, as part of AACAP. The ship was fully loaded (both vehicle and tank decks) with an array of equipment only the RAE could employ. TOBRUK set sail from Brisbane on 06 May 02 and all was going well until three days later when disaster struck.

After hearing and feeling an unusual vibration in the ship divers were sent down to check for underwater damage. Sure enough, the port propeller had been severely damaged by an unidentified submerged object and TOBRUK had to return to Brisbane for an emergency docking and repairs to the propeller.

A week later TOBRUK sailed again and arrived in Broome to unload the vehicles and equipment on 01 Jun. During this period the soldiers of the SAD won the admiration of many a sailor and officer for the hard work they did in being able to fully load and unload the ship in two days. (It must be remembered that because TOBRUK had not been tasked like this since 1999 many of ship's company had not actually seen what sort of work rate the SAD can achieve when it needs to).

At the time of writing this article TOBRUK was on its return voyage to Sydney to undergo a short period of maintenance. The remainder of the year will see TOBRUK once again take duty in the northern waters for OP RELEX II, return to Broome in order to backload 21 Const Sqn to Brisbane and finally, take part in EX CRIOUX DE SUD (transporting elms of 6 RAR to Noumea).

All in all, 2001/02 has been a particularly interesting period of time for the soldiers of the SAD. While we didn't get a tax-free holiday over to the Persian Gulf like the other SADs, we have managed to maintain the same work rate and reputation built by the personnel of previous years, but through a slightly different operational climate. As CPL Warren Hubbard states, "being posted to TOBRUK is an outstanding experience for a cargo specialist, due largely to the fact that the termites on board have to carry out facets of their trade skills every day."

For those of you in the terminal trade who are looking at a future posting to a SAD, (and lets face it, most of you will be at some stage in your career), you can be sure to find the most rewarding to be TOBRUK, the stalwart of the ADF's amphibious capability.



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# 30 Term - Back on the Orbat

By Captain Andy Scanlan  
Second In Command 30th Terminal Squadron.

After 5 years of absence the 30th Terminal Squadron is Back.

2002 saw the de-merger of the previously combined 30th/35th Water Transport and Terminal Squadron into their previous entities of the 30th Terminal Squadron and the 35th Water Transport Squadron. Major David Rodley was the new Officer Commanding for the Squadron and has had the responsibility of moulding and shaping the Squadron into existence.

The sub-units of the 30 TERM now comprise of the Headquarters, the 68th, 69th (GRES) and 72nd Terminal Troops. With 68 Troop coming back into existence Maritime Wing ALTC has had its hands full delivering fresh IETs to swell the ranks and it is anticipated that the regular soldier positions will be fully manned by the end of the year.

The extra positions created by the SED changes have resulted in a number of opportunities for the Squadron's senior soldiers to potentially fill the large amount of CPL vacancies that now exist.

It is envisaged that a number of these soldiers will be promoted into these vacancies for the start of 2003 or, as they become fully qualified. The section structure has also gone through a facelift with each section having two CPL positions, allowing further flexibility in the deployment of Terminal elements.

69 Troop, (GRES) was relocated from 176 Air Dispatch Squadron to form the third troop of the Squadron and currently have a posted strength of two. Townsville has proven a very competitive environment to recruit GRES members, however we are expecting the cadre position to be filled for next year resulting in better numbers.

The first eight months of the year have been very busy at all levels of the Squadron. Due to the rapid expansion of the SQN, level of trade qualifications and experience is very limited in many junior members. The resulting individual training liability has seen McCrossan Training Area become a second home of many of the Squadron's personnel, with the conduct of Mack, Forklift, Crane, Trailer and motorcycle courses.

With another series of these courses happening at present McCrossan Training Area is again besieged with Termites. The Termite-A-Thon, range practises, IMTs and swim tests have also been wedged into this period. The Squadron has also been busy confirming and developing basic solder and trade skills. The Headquarters have not escaped the melee with both the Q store and Orderly Room having to start from scratch.

The Squadron has also been engaged the seeing into service new pieces of equipment. Two rough Terrain container handlers, produced by Kalmar, have recently been delivered to the Squadron. These vehicles were procured as a result of a major shortfall identified early in the Timor deployment. At 53 tonne these green monsters will provide the Squadron a unique capability which will greatly augment the current fleet of vehicles.

The building process is anticipated to continue at a hectic pace for the rest of the year. Squadron members both new and old, have contributed greatly to the achievements this year and the enthusiasm that has been displayed is commendable given the challenges that have presented themselves.

All Termites, especially the few who had been members of the previous 30th Terminal Squadron, cheered heartily to once again be a sub unit totally focused on the Cargo Specialist trade. To sum up the feelings of the Squadron in five words, " It's great to be back".



Kalmar lowering boom into the travel position with the top handler in the 20" position



Kalmar with the boom at maximum extension with the top handler in the 40" position.



# 5/7 RAR (Mech) Transport Platoon

by CPL M.G. Ryan

Hello to all our fellow truckies from the Transport Tigers at 5/7 Royal Australian Regiment (Mechanised) Transport Platoon. We are located in the Binh Ba Lines at Robertson Barracks in Darwin. We belong to Log Coy and our role is to support the Battalion in all aspects of Road Transport.

We are proud to be almost full strength this year in 2002, and doesn't it make life easier for all concerned.

We are happy to welcome our new Transport Boss WO2 Mark Partridge who has jumped the back fence from 1st Armoured Regiment and CPL Matt Ryan who escaped from 23 Field Regiment (RAA) in Sydney who will be looking after the servicing side of the house. We are pleased to still have SGT Chris Natt as the TPT SGT and CPL Dave White as the Bookings CPL who both have worked extremely hard last year with a good bunch of 10 boys who graduated from the School of Trucks late 2000 and .

The main focus this year is OP Citadel (previous Tanager) in East Timor (EM). 5/7 RAR (Mech) will deploy in Oct 02 this year for a six month tour. It will be the first time that most of us have had the opportunity to deploy on overseas service little known with an Infantry Battalion doing first line transport, we are looking forward to this role. We will be working very closely with elements of 1 CSS BN who will be deploying a CSS Team.

Up to date we have been very busy truckies here in 5/7 RAR. We have been supporting the Battalion on numerous activities in which include sending some of our drivers to various parts of Australia. So far we have had drivers in Cultana, South Australia supporting a M113 Course. We had drivers in Tully, Far North Queensland supporting the grunts doing the Infantry thing. Drivers at Kangaroo Flat Training Area in Darwin supporting live fire range shoots and drivers at Mount Bundy Training Area also in Darwin supporting IMT drills for the Battalion.

Recently we all took part in Ex Tiger Rage. This was a exercise where elements of 1 BDE come together with 5/7 RAR to form Battle Group "TIGER" an Armoured battle group based on the M113 carriers of 5/7 RAR. TPT PL's jobs were to provide unit level CSS to 5/7 RAR as well as all the other units in 1 BDE that participated in this exercise. This was a job well done by the truckies of 5/7 RAR.

We are now preparing for our Pre Deployment exercises Timor Dawn and Timor Prelude, both expected to be a challenging and rather interesting. I have no doubt TPT PL will once again produce some outstanding results and efforts on the high expectations that we are proud to hold as the Truckies of 5/7 RAR.



TRUCK STOP NEWS

TRUCK STOP NEWS

# Puckapunyal's RACT Birthday Bash

CAPT A. Carroll-Keays

What started out as a quiet area function to celebrate the Corps' 29th birthday rapidly became bigger than Ben Hur. Originally, the feelers were put out to RACT personnel in the local area to celebrate the Corps' birthday, however word quickly spread and a number of well known 'party animals' were demanding invitations. And so, on Friday the 31st of May 2002, more than 60 Officers, Warrant Officers and Sergeants gathered at the Tobruk Barracks Sergeants Mess to celebrate.

Amongst the guests were the COL Comdt Sthn Region, COL Rob Regan, the Distribution Division CI, LTCOL Adrian Overell and the SO1 CSS for LWDC, LTCOL Vic Doust. Also amongst the crowd were the RSM of 9 FSB, WO1 'Kiwi' McGrath, the WSM of Tpt Wg, WO2 'Red' Barron, and the SSM of 26 Tpt Sqn, WO2 John Frazer. There were a substantial number of units well represented at the function including Tpt Wg, 15 and 26 Tpt Sqns, the School of Artillery and Combat Training Centre at Puckapunyal.

Under the direction of the Dining President, WO2 Barron, the dinner progressed well with a great meal provided by the mess. There were also a number of quality wines provided with the meal, which not only encouraged a good atmosphere for discussion, but also made the break after the main course very welcomed! A number of speeches were made during the evening and in particular, COL Regan emphasised the importance of maintaining our lineage and the esprit de corps that has developed since formation. LTCOL Overell spoke of the increasing focus on logistics since our involvement in East Timor and the high demand on logistic schools to provide trained personnel for Land Command units.

Unfortunately, the firm hand of the Dining President was not able to control the after dinner antics of a certain Sergeant, identified only by the initials of C. W. Y., who entertained the diners with some very realistic impressions of a giraffe in one of the longest jokes ever told. The after dinner games gave everyone an opportunity to further develop their skills in a number of areas, including lanyard tying, model car building and 'hum that tune'. Needless to say, the function progressed well into the early hours of the next day, although one diner had to retire early when his trousers dramatically surrendered to the increased level of stress on them caused by his recent attendance at LOIC.



The dinner provided a great opportunity for many people to catch up and no doubt, some 'horse trading' between units. It was encouraging to see the high level of attendance and clearly demonstrated that the corps spirit is alive and well, especially in Puckapunyal.





# CSI-CANUNGRA Transport Services

by PTE Trudy Hiron.

Corporate Services and Infrastructure Transport Services has been through alot of changes throughout its days, and for us military personnel posted here it will be the last change that will affect us, or anyone in the future. The future will now be in the hands of SERCO, who will take on the task of providing all transport for the area.

Formally raised in 1969, 109 Transport Company, as it was known then, was established due to the heavy transport and supply work load that was required for members allotted for duty in Vietnam. Throughout 33 years at Canungra the Transport yard has seen a number of name changes which include: Canungra Transport Unit (CTU), Canungra Movements and Transport Unit (CMTU), Defence Corporate Support Office - Canungra (DCSO-C), Corporate Services and Infrastructure Office - Canungra (CS&IO-Can), and as it is known today Corporate Services and Infrastructure - Canungra (CSI-C).

Currently CSI-C is under the civilian management of Mr Jock Fraser, AM, JP and for all of the military personnel left here, we are awaiting postings at the end of the year. Although this year the manning has diminished slightly, the workload has not. The unit supports a number of activities such as Battle Wing Canungra's trips to Townsville, RTC-SQ (Canungra Det) promotion courses and SERCO for any unscheduled tasks.

This brings us to what could be the final goodbye from Canungra as a Military posting for transport, and certainly the end of an era. We would like to wish SERCO all the best with the take over and good luck in the future.



# RACT BIRTHDAY

Past and present RACT personnel from South East Queensland joined together to celebrate the 29th Birthday of the Corps. The function was held at the ANZAC Sergeants Mess, Gallipoli Barracks, Enoggera on the 1st June 02.

Guests that attended the evening were; Head of Corps Brigadier Tyers, Representative Colonel Commandant Queensland Region Colonel Fowles and Corps RSM Warrant Officer Class One Golden OAM. Past and present personnel were able to reminisce about the past and catch up with old mates. The evening was topped off with Brigadier Tyers giving us an insight of where the Corps is going in the future and an impromptu speech from the RSM 7 Combat Service Support Battalion Warrant Officer Class One Edwards calling the Corps RSM the "side kick". A great night was had by all.

PAR ONERI



COL. Fowles & WO2 Wormington



BRIG Tyers & SGT Lombard



WO1 Edwards & WO1 Golden



# 176 Air Dispatch Squadron RAAF RICHMOND

June 2002 Update

On behalf of the OC and members of 176 AD SQN I would like to extend our compliments to all within the Corps.

To say we have been busy so far this year would be a masterpiece of understatement. Initially our year started with preparations to deploy to East Timor as the Force Logistic Element from Jun 02. We however, were stood-down from this task with the Australian Army no longer to provide that capability to East Timor post UNTAET. This necessitated a complete re-design of our training schedule and subsequent commitments. I am happy to say that now we are back to full steam and the Squadron has just returned from an IMT's deployment to Wide Bay Training Area in QLD. It would seem also that given the continued current tide of world events, the Squadron is not likely to be without an operation for long.

In April, 18 members of the Squadron deployed via C-130J to the Australian Dominion of Norfolk Island. Our task on the Island was to provide training assistance to the Island Cadet unit - whom we foster. We also used the opportunity to conduct a full recon of the Island for potential drop zones, and exercise areas. Members of the Squadron also greatly enjoyed the beauty and history of the unique Territory. Our reconnaissance of the Island showed great promise and community support for an exercise there in the future, so stay tuned. I also had the very great pleasure of staying on the Island to represent the Squadron and the Australian Army for ANZAC Day 2002. It was a very great honour to meet Edward Kenna VC, and the other array of VIP's on the Island with whom I was able to discuss our Squadron and the Air Dispatch capability at length.

Parachute jump trails on the C-130J are to commence soon. For those that don't know - the J model is the latest RAAF toy in service and has replaced the 60's vintage E model C-130. The increased capability that the aircraft provides is very impressive. The aircraft is a stretched version of the well-known Hercules aircraft, but the differences do not end there. The 'J' has new evolution engines, propellers, extensive use of composite materials, and a two pilot (only) glass cockpit that impresses the heck out of me every time I see it. It also goes without saying that the performance of the J is streets ahead of the older models. Any serviceability problems that the aircraft has seem to be solved with the plugging in of a laptop computer and the pressing of the 'reset' button - much to the bemusement of a simple Air Dispatcher! However initial parachuting trails produced some problems and more engineering is required on the airframe. The trails will be continued in August 02, and should clear the way in the future for the aircraft to be used for pers para, and cargo airdrop.

July 02 will see the Squadron again deploy on EX PELICAN's ROOST 02 - this time based out of Rockhampton QLD, and supporting 7 Brigade. We will have detached and working with us aircraft and crews of 36 & 38 Squadron RAAF. I might add that the DHC-4 Caribou fleet (38 Squadron) are approaching their 40th year of service, with most of ours manufactured in 1964. The old workhorse continues to provide Air Dispatch with sterling service, especially for an aircraft that was supposed to be thrown away after 5000 hours.

SGT South (1 AD Troop) deployed recently to represent the Squadron on EX AIR WARRIOR 2 with the RAAF to the United States (Little Rock AFB Jacksonville) for a four week period. Similarly we have had CPL Meldrum deploy on EX LONG LOOK to the UK, and CPL Oliver on ANZAC Exchange to NZ. Replacements have in turn arrived from these exchange countries, and will greatly benefit from working with a 'sporting superpower'.

176 Air Dispatch Squadron continues to grow in numbers, given that 1 Troop has been re-raised. This increase (resulting from recent historical lessons learnt) is certainly building an exciting capability that will greatly supplement the projection of ADF assets throughout the region. The number of riggers has also increased commensurately to support additional Air Dispatch tasking. The year so far has seen a considerable increase in tasking from 4 RAR (CDO), in the absence of 3RAR in Timor. Trials have also been conducted into further options of delivering ships-at-sea containers for 4 RAR.

The Squadron airdropped a Caterpillar D3 Dozer back in April, which again produced a valuable training opportunity for the RAAF, 17 Const Sqn, and ourselves. The open ocean near Manly in Sydney provided a spectacular backdrop to a water jump conducted by us in late May. As you would imagine a great deal of public interest was created in such close proximity to Sydney Harbour, and those jumping were afforded a unique experience. 30 personnel from a variety of Sydney based units were dispatched 1 nautical mile off Manly Beach.

'Good To The Last Drop' (Motto of the 'Air Dispatchers')

Captain Marcus Blackie  
Second-In-Command  
176 Air Dispatch Squadron  
RAAF Richmond NSW 2755

TRUCK STOP NEWS

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# HMAS TOBRUK'S Ship's Army Department: Update for 2000-2002

Readers of the most recent Par Oneri will have read the article on HMAS TOBRUK SAD and its involvement in OPs WARDEN and STABILISE, perhaps the busiest period the soldiers of the SAD have seen for some time. The period since that article was written has not seen the SAD participate in such a large operation or exercise but nevertheless has provided many a challenge.

2000 saw TOBRUK involved in the evacuation of civilians from the Solomon Islands under OP PLUMBOB, and two subsequent deployments to the Solomon's under OP TREK. After the second of these deployments, which saw TOBRUK spend over two months away from home over the 00/01 Christmas period, the ship underwent an extensive period of maintenance.

TOBRUK finally left the wharf around mid-August 2001 and underwent an intense period of training and assessment, under the watchful eye of Sea Training Group (STG). STG has the 'enjoyable' job of making life hell for the crew by letting off smoke bombs, throwing Able Seaman 'Useless' over the side, or instigating a 'flood' in the lower decks, all in order to assess the ships company's Marine Skills, and their reaction and action during Damage Control incidents. Two weeks of this intense training in particularly poor sea conditions off Jervis Bay was enough for the crew to earn a short break in Sydney before heading north for what we expected was a period of Amphibious training with 1 RAR and 10 FSB.

Unfortunately, at around the same time (early September 01) the northern waters of Australia's territory was seeing an influx of Unauthorised Arrivals (UAs), a crisis which essentially started with the TAMPA incident. TOBRUK therefore had to cancel all training opportunities and head straight out to Ashmore Reef and commence what would be a totally new type of operation (another to add to the list of TOBRUK's impressive achievements); that of transporting UAs. In the next four months TOBRUK transported a total of approximately 620 UAs, the first group being taken to Nauru and the second group to Christmas Island. While there was little call for cargo operations during this period, the soldiers of the SAD were by no means short of work, with a continual flow of Humanitarian Aid stores and food being delivered to the ship via LCH.

TOBRUK finally made it home for Christmas and what would be a well-earned break. Several members left the ship at this time, some returning to 30 Tml Sqn and some deciding to take the leap and join the civilian workforce.

The new year saw four new termites join TOBRUK including the new SSM, WO2 Steve Daffy, replacing WO2 Pete Macdonald who is now serving out the year in Brisbane before retirement. 2002 looked promising in that it was likely that we would complete the amphibious training planned earlier in 2001. Again 1 RAR and 10 FSB came to the party and all looked rosy for a two week period of training at Cowley Beach. Unfortunately, our priorities didn't match those of the governments and TOBRUK was duly sent back to Darwin to support OP RELEX II. While the period in Darwin didn't see any need for TOBRUK to transport UAs, it did give the ship the opportunity to do its first live load in over two years, when we finally got to East Timor to backload a small element of the FLS and the AUSBAT ASLAV Tp. For most soldiers of the SAD it was the first 'green' load they

had seen or been involved with.

Soon after, we were tasked to head down to Brisbane to pick up a large portion of 21 Construction Squadron equipment and deliver it to Broome. 21 Const Sqn had been deployed to Beagle Bay, north of Broome, as part of AACAP. The ship was fully loaded (both vehicle and tank decks) with an array of equipment only the RAE could employ. TOBRUK set sail from Brisbane on 06 May 02 and all was going well until three days later when disaster struck. After hearing and feeling an unusual vibration in the ship divers were sent down to check for underwater damage. Sure enough, the port propeller had been severely damaged by an unidentified submerged object and TOBRUK had to return to Brisbane for an emergency docking and repairs to the propeller. A week later TOBRUK sailed again and arrived in Broome to unload the vehicles and equipment on 01 Jun. During this period the soldiers of the SAD won the admiration of many a sailor and officer for the hard work they did in being able to fully load and unload the ship in two days. (It must be remembered that because TOBRUK had not been tasked like this since 1999 many of ship's company had not actually seen what sort of work rate the SAD can achieve when it needs to).

At the time of writing this article TOBRUK was on its return voyage to Sydney to undergo a short period of maintenance. The remainder of the year will see TOBRUK once again take duty in the northern waters for OP RELEX II, return to Broome in order to backload 21 Const Sqn to Brisbane and finally, take part in EX CRIOUX DE SUD (transporting elms of 6 RAR to Noumea).

All in all, 2001/02 has been a particularly interesting period of time for the soldiers of the SAD. While we didn't get a tax-free holiday over to the Persian Gulf like the other SADs, we have managed to maintain the same work rate and reputation built by the personnel of previous years, but through a slightly different operational climate. As CPL Warren Hubbard states, "being posted to TOBRUK is an outstanding experience for a cargo specialist, due largely to the fact that the termites on board have to carry out facets of their trade skills every day." For those of you in the terminal trade who are looking at a future posting to a SAD, (and let's face it, most of you will be at some stage in your career), you can be sure to find the most rewarding to be TOBRUK, the stalwart of the ADF's amphibious capability.



21 SQN END LOADER LIFT AACAP



# 42 Troop

WO2 Alistar Scott, Tp WO 42 Tp

The year started out quiet for the Troop but the tempo has picked up quite a bit thanks to exercises, courses and even some adventure training. After members were reshuffled around the marine trade, engineer trade and terminal trade the ABT finally ended up with operators that now make up the troop.

Earlier in the year, we were successful in creating havoc while conducting stern door marriages with beloved HMAS TOBRUK. This allowed the Tp to come away with experienced operators and only minor damage. The exercise was conducted around Townsville Harbour area just off Magnetic Island.



42 Tp LARC V operators conducting stern door marriages with HMAS TOBRUK off the coast of Townsville.

Then it was time to conduct a touch of 'PR' and put in the 'hard yards' for the Sqn. A LARC V and its crew were sent to the Vincent Day Care Centre so the Kids could have a play on a 'funny boat'.

Now, back to more important work, LARC crews, along with selected members of 42 Tp, took turn in deploying to Cowley Beach Training Area to conduct Dracone Trials, both on the beach and along side HMAS SUCCESS in two successive periods. Not only working with the RAN but also spending time with our fellow 10 FSB mates the 'PETOPS'. The trials went well and once again the boaties proved that anything is possible whilst working in heavy seas. These activities allowed experienced operators to conducting valuable training.

In June, some troop members had the luxury of attending Adventure Training in the form of White Water Rafting and from all reports it was great fun and a good experience.

The Beach Team element of the Tp was involved with some exercises of their own with 3 Brigade's, 4th Field Regt. They set a new record in offloading 4th Field Regiments Equipment from a LCH in about 11 minutes over Cowley beach. Well done team.

The remainder of the year has been spent supporting Maritime Wing ALTC, with instructors and equipment during their training of the Marine Specialist One Course, Small Boat Operators Course and two LARC V Courses.

The remainder of the year looks just as busy and I'm sure the Troop will prevail in all circumstances. Welcome to the new members, I hope you can step into the job with the same attitude shown by your predecessors.

# 36 Water Transport Troop - Darwin

LT Dan Turner, Tp Comd 36 Tp

After two years of having the 36 Tp LCM8s operating in EM, and having the majority of the Tp members deployed on Operations in either EM or more recently in the Persian Gulf on OP SLIPPER, the Tp has finally returned home to sunny Darwin ready to start supporting ADF units up in the North.

Unfortunately for the Tp our ability to start operating in the North was delayed due to the amount of maintenance work required to get the boats to a task worthy condition after their long tour of duty in EM.

So in June, after many long hours, the Tp was ready for their first tasking up in the North since September 1999. Since June the Tp has had tasking throughout its entire AO ranging from Derby, WA to the Sir Edward Pellew Group of islands in the vicinity of the NT/QLD Border.

Our tasking through this year have been dominated by providing support to NORFORCE training tasks and more recently supporting NORFORCE on operational tasks. On these operational tasks the Tp ties in with the Australian Customs Service and Coast Watch as part of Australia's surveillance plan to detect illegal fisherman, smugglers and illegal immigrants.

Whilst on these tasks, the role of the LCM8 ranges from being used for amphibious troop lodgements to being utilised as a mother-ship for NORFORCE water operations around island groups in the North of Australia.

On top of these tasks the Tp has been kept busy by HMAS KANIMBLA with whom an LCM8 deployed to Christmas Is, and through ammunition loading tasks from the RAN ranging from the smaller Patrol Boats to the larger ANZAC Class Ships.

In closing, the Tp has enjoyed the ability to be able to support the ADF in the North and looks forward to creating new support relationships with other ADF units in the North.



CPL Radcliffe and his crew of AB 1064 conducting a marry up with a NORFORCE Patrol at sea.

TRUCK STOP NEWS

TRUCK STOP NEWS





# 70/71 Water Transport Troop

LT Ty Domin, Tp Comd 70/71 Tp

For the first time in five years 70/71 Water Transport Troop has had every one of its members on Australian shores, creating a posted strength of 67 as at June 2002. The fact that so many members have been in location has provided quite a challenge for all. However, the year began with members deployed on such operations as OP Slipper and Tanager as part of FLS 3.

The members deployed to the Arabian Gulf were lucky enough to experience a unique and challenging deployment that very few Australian soldiers were privileged to. Working hand in hand with the Australian and United States Forces, they conducted various Logistics Over The Shore (LOTS) and security tasks in Middle Eastern waters, proving that LCM8s and their crews can adapt to any situation.

With FLS3 concluding, a fresh batch of Troop members were deployed to support UNTAET and become the last of our kind to grace the shores of East Timor. A short deployment saw them arrive back after just over a month in country. However, the short trip still allowed some of the junior members of the Troop to experience a deployment first hand.



Boaties - they have the best workplace going around!

With various sporting and AIRN requirements punctuating the maintenance schedule throughout the year, the Troop has remained busy. With its large numbers constituting a majority of most of the Squadron sporting teams, we have proved our strength in all arenas, ensuring the age-old rivalry with the Termites has remained strong.

## TPT Wing ALTC

Tpt Wg has seen another busy year. The first six months of the year saw a constant throughput of trainees as well as a second trial of contractor delivered C2 training by TransQual. To date, the Wg has been responsible for the conduct of; nine Basic Driver Courses, one C2/MR2, 10 C2s, one HR2, one OSV course, one OSV Adv course, one Tpt Manager Course, one Trade Testing Officer course as well as one Sub 4 CPL and one Sub 4 SGT. The Wg has also provided support to other ALTC training, such as Exercise Wandering Wheels during LOBC.

Also this year was the ALTC SED review, which resulted in the Wg being allocated an additional 11 people commencing 2003 for the Advanced Driver Training Troop. This troop will primarily conduct Mack and Semi Trailer training. The review is ongoing and may result in sufficient positions being allocated to have an additional Basic Driver Tp and Motorcycle Training Tp in 2004. SCMA have identified the eleven people for the positions and their presence here next year will greatly assist the Wg in achieving its role.

As well as the SED review was the development of Plan Rover, now Project Rover, which is aimed at overcoming the shortfall of C2 qualified personnel across the Army. The Wg will be responsible for the conduct of nearly 60 C2 courses to be delivered by a civilian contractor at both Puckapunyal and Wirlinga near Bandiana. The project is a substantial commitment by Army and has resulted in planning at all levels in an effort to procure the best outcome for Army.

The Wg is also endeavouring to replace the temporary accommodation that the majority of Wg personnel work from and have forwarded an Estate Capability Proposal to examine our current and future requirements. As you can imagine, with the increasing tempo of operations, the Wg is certainly making an impact on the Puckapunyal Military Area and support infrastructure, so it is not only us that is planning for the future.



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# 7th Signal Regiment - Transport Section

LT Ty Domin, Tp Comd 70/71 Tp



7th Signal Regiment provides the Electronic Warfare expertise to the ADF. It's located just outside Toowoomba, at Cabarlah. A drive past the barracks would suggest that it's a sporting unit, majoring in 'Golf', but be assured we keep as busy as any other unit. The Transport Section is part of Support Squadron that provides the logistic support to the Unit. Transport Section's main tasks include; providing driver/vehicle support to deployed unit elements, conducting driver training for unit members and providing the day to day transport support and advice.



Recent Recovery Action at Wide Bay Training Area



The majority of the soldiers in the section are used as assistant driving instructor's (ADI), who after attending a 3 day course are then capable of assisting with the conduct of the course, passing on their knowledge of the vehicles to other unit members.

Since then we have run a Hiace/Coaster Course, Toyota Landcruiser and CL Vehicle Training and are currently in the middle of another Landrover and 6x6 Course. We plan to run an 8t Trailer Course towards the end of the year.

The Truckies currently posted to 7 Sig Regt are; WO2 Steve Kersnovske, SGT Steven Lamont, CPL Ian Rowbotham, CPL Scott Calthorpe, LCPL Denise Brooke, PTE Callan Ford, PTE Bianca Sandy, PTE Michael Preston, and PTE Steven Bateup.

The section has had a busy start to the year after a big turn over of key staff. Brookie was our lynch pin, ensuring the bases were covered while the new members settled in. After our familiar start to the year, Unit IMT's and Range Shoots, it was down to the business of driver training, mainly RASIGS personnel, to operate the vehicles held within the unit. The majority of which include LR 110, LR FFR and LR 6x6. Our first course for the year was a Landrover and 6x6 Course. The first part of the course was conducted from the barracks, with the remainder being conducted in Wide Bay Training Area (WBTA). A very good area for Driver Training. A revamped Camp Kerr has all the facilities to be comfortably based from, with a short distance to a challenging quarry, boggy areas for recovery and many kilometres of tracks in all types of condition.

The unit is also involved with the field trials of a Landrover 6x6 mounted Formation Light Electronic Warfare System (FLEWS). Some driver training was required to familiarise the operators with the capabilities of the vehicle with the FLEWS loaded.

Just a final thank-you to those truckies who have left the section this year. Firstly PTE Mick O'Dea who's Service Transfer has seen a long ambition to



become an Aircraft Fitter realised. Secondly to PTE Jason Davis for trying another stint in the Army but now discharged and finally to PTE Bianca Sandy (formerly O'Neill) who married another truckie from 1 CSSB, who'll discharge in Sep 02.

All the best for the future.

PAR ONERI



Cross-Country Driving at the Quarry within Wide Bay Training Area



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# HMAS KANIMBLA - "CRY HAVOC"

Captain Matti Stanfield, 2IC SAD, HMAS KANIMBLA

**"Amphibious flexibility is the greatest strategic asset that a sea power possesses"**  
*Captain Sir Basil Liddell Hart (1960)*

Since HMAS KANIMBLA sailed out of the dock yards at Forcacs, Newcastle in mid Dec 2000, she and her sister ship HMAS MANOORA have been proving the value and versatility the LPA (Landing Platform Amphibious) ships provide not only the Royal Australian Navy but the Australian Defence Force.

The LPA's, formerly known as Landing Ship Tank (LST), were purchased from the United States in 1994 and entered a modernisation period in 1995 where they spent the following five years under going extensive structural modifications in Newcastle. During that time the ships suffered a great deal of negative press as questions were raised over the initial purchase of the two LSTs as budgetary blow-outs ensued.

However, in the two years that KANIMBLA and MANOORA have been in RAN service they have certainly answered the critics questions by playing major and varying roles in Operations PLUMBOB, GOLD, TREK, RELEX, SLIPPER and the multi-national amphibious Exercise, TANDEM THRUST. All whilst squeezing in First of Flight Class Trials, Contractor Sea Trials, Mariner Skills Evaluation and Operational Work Ups.

It is the extraordinary capability that the LPA offers the ADF that makes them such a versatile asset, particularly as the ADF realises a need for an amphibious capability. Both KANIMBLA and MANOORA can be deployed as either one or a combination of the following four primary roles:

1. Amphibious assault ship (capable of accommodating an additional 450 soldiers in bunks or 650 utilising stretchers, Tank Deck capacity of 28 Leopard Tanks or 42 APCs, and the forward flight deck can accommodate two LCM8 watercraft deployable using the 70Tonne Kenz Crane),
2. Command platform (with extensive communication equipment and range),
3. Level III hospital (including two operating theatres, a 10 bed high dependency ward and a 32 bed low dependency unit), and
4. Helicopter platform (3 flight spots, a hangar capable of holding 4 x Black Hawk or 3 Seaking helicopters, and a large storage capacity of JP5 aviation fuel).

The LPAs have the ability to provide a comprehensive logistic source to a deployed land force through its fuel and water holdings. The massive fuel holding capability enables the LPAs to sail one and a half times around the world without refuelling, and they also have the ability to produce 50,000L of fresh water a day through the three reverse osmosis plants.

With the attributes listed above, and the LPA's shallow draft due to a flat bottom hull allowing her to manoeuvre in shallow waters, HMAS KANIMBLA has also demonstrated she is an excellent platform for special forces operations.

On the 22nd October 2001 HMAS KANIMBLA was deployed on Operation SLIPPER to the Arabian Gulf as part of the United Nations Allied Force contingent in the 'War against Terrorism'.

However, it wasn't until the INCHOP briefs held in Bahrain on the 7th Dec 2001 that KANIMBLA was assigned the following mission and taskings;

- Conduct Maritime Interception Operations (MIO) in the North Arabian Gulf,
- Conduct non compliant boardings of suspected smuggler vessels by boat and helicopter insertion with the Ship's boarding teams,
- Conducting night VBSS (Visit Board Seizure and Search) with a Clearance Diving Element, and
- Provide a platform for United States Naval Special Warfare (US NSW) elements to operate from.

The NSW element consisted of a platoon of SEALs and a SBU RIB (Special Boat Unit, Rigid Inflatable Boat) Detachment, comprised of 2 x 11m boats, crewed by 7 operators. In addition the SEALs utilised a Mk V watercraft which acted as mothercraft for MIO and SEAL platoon rotations on to and off KANIMBLA.

Through the embarkation of the SEALs and SBU watercrafts a number of activities were conducted for the first time requiring new Standard Operating Procedures (SOPs) to be developed. Of note were the Launch and Recovery Procedures for NSW 11m RIB and the VERTREP (vertical replenishment) procedures utilised to back load the NSW RIB trailers to Kuwait using the embarked Navy Seaking helicopters. During Operation Slipper the Ship's Army Department (SAD) conducted over 200 lifts in order to launch and recover the NSW RIBs using the 70-Tonne Kenz Crane located on the forward flight deck. Each of these lifts were performed in a 'Black Ops' environment including EMCON silence (nil radio emissions) resulting in the SAD reverting to the use of whistle blast signals and night vision goggles. The speed at which the SAD was able to launch the SBU RIBs and disembark a platoon of SEALs (under 20 minutes) significantly enhanced the manner in which the NSW element had previously been operating in the Arabian Gulf. By allowing the SEALs to stay 'feet dry' on board KANIMBLA for longer periods of time, considerable reductions in terms of fatigue on both operators and watercraft resulted. Substantial interest was also generated amongst senior United States Naval (USN) officials as to how the Australians were carrying out this evolution safely and so quickly.

The VERTREP of the NSW RIB trailers also generated similar interest by the senior USN officials as it was the first time a NSW RIB trailer had ever been transported by helicopter as an underslung load by any allied defence force. Until the 23 Feb 02 the USN believed this evolution could not be accomplished and subsequently the SOPs generated by KANIMBLA's SAD are now being utilised by the USN and US NSW elements. The positive feedback from the United States Navy alone proved the worth of these evolutions and have made a significant enhancement on the way the USN operate with their own NSW teams.

The embarkation of the NSW element during Operation Slipper provided the Ship's Army Department with the opportunity to conduct darkened craning and terminal



# TRUCK STOP NEWS



VERTREP of SBU RIB trailer, Operation SLIPPER, North Arabian Gulf - KANIMBLA 2001



SAD HMAS KANIMBLA launch SBU RIB during Operation SLIPPER, North Arabian Gulf 2001 - KANIMBLA. (Photo taken through NVG.)



Mk V acting as mothercraft to SBU RIBs, Operation SLIPPER, North Arabian Gulf - KANIMBLA 2001

operations for the first time. The launch and recovery of the NSW RIBs developed and refined the RACT terminal trades' SOPs and allowed personnel to see first hand how efficient and effective whistle blast commands can be when conducted properly in the theatre of war.

The operational experiences that were gained through embarking the NSW element on HMAS KANIMBLA during Operation Slipper have been invaluable, resulting in members of the entire ship's company and particularly the SAD gaining unprecedented knowledge and unique experiences through working with an Allied country's Special Forces.

Whilst on Operation Slipper, HMAS KANIMBLA also conducted 53 non-compliant and compliant boardings of suspected smuggler vessels using its own integral boarding parties (consisting of both Navy and Army personnel from the ship's company).



LCM8 offload from Kanimbla's Forward Flight deck..)

# TRUCK STOP NEWS





# North West Mobile Force-Norforce

S. M. Dobbie, Tpt Spvr 2IC

To all of us out there, the ones we know and those who want to know. This is all made up as I go as long. I hope it dose for some quick interesting reading so we can all get back on the road, in the air, on the water, at the terminals, sorting mail and loading and unloading.

To start this year off we had the usual, bring all that mob from the outstations into the big smoke, we'll put em in flash hotels, en feed em posh tucker, let em go shopping, but not to long they won't want to go back to where they belong. That's good value to see them mob now en then, because you don't see many of them throughout the year. Which is almost certainly due to it's the culture, no it's the great expanses or could it really be the climate of the top end that makes the word remote overrated and misunderstood from many southerners, myself included. The role of NORFORCE is to conduct surveillance and reconnaissance within the Northern Territory and part of Western Australia. The AO overlays nearly one quarter of Australia's landmass - covering 1.8 million square kilometres. The boundaries are from Broome in the west stretching way across to the Gulf of Carpentaria in the east, the vast desert region of Central Australia and all the hundreds of Islands in close proximity to the mainland are included. Which the terrain is interwoven with very harsh and to barren dry deserts, mashed in swollen, croc infested river systems.

Our entire AO is then divided into four separate areas with a squadron in each of these. Within the squadrons' headquarters are our "Playtime" elements, the 381 Corporals, they're out there doing the things that they do and love it. How they go about it is totally up to how they set the priority of their work, and is determined by closely liaising with their Sqn OCs & Training WOs.

## Kimberley Squadron

HQ Loc- Broome, Western Australia GR  
Tpt NCO- Cpl V. Provost  
Pref name- Vaughan

### Fleet

- 3 x Toyota Landcruiser W/winch & Codan
  - 1x Mitsubishi Canter
  - 18x Surveillance Vehicles, and
  - 1x Truck Cargo Mdm Unimog MC2

From the north west in Kimberley Squadron AO with it's HQ located in Broome is Cpl V. Provost an ARA member posted there and maintains his fleet to tolerate that part of our country.

To get a Unimog with winch has been a priority of Vaughan's this year. He has also been seen several times in the big smoke. Just recently as a course trainee, which involved living out in the scrub looking at things. He has allegedly commented that on an observation he'd made, about the prowess of a motorcyclist. Earlier on in the year, on our C2, surveillance vehicle course and it's obvious how he was involved there. Vaughan has got some plans up his sleeve be interesting to see how it'll go. Good to see you arrive, participate and depart the units' birthday. I don't believe you got on TV though, like some others of your mob did.

## Central Squadron

HQ Loc- Alice Springs, Northern Territory GR  
Tpt NCO- Cpl J. Kelly  
Pref name- Ned

### Fleet

- 2 x Toyota Landcruiser W/winch & Codan
  - 1x Mitsubishi Canter
  - 14x Surveillance Vehicles, and
  - 1x Truck Cargo Mdm Unimog MC2

Shooting from the heart of Australia in Central Squadrons AO and its HQ situated at Alice Springs resides Cpl J. Kelly also an ARA member. Ned had arrived there awhile ago from the "Barp-barps" at Moorebank and he has never has looked back.

With his fleet now of 1 x Mdm & Lt Wt vehicles, he still racks up the "K's" by deploying to the communities within central's AO conducting their training teams. With all of these fellahs they have many hats to wear. In April this year the Trg team remembered Anzac Day at a place called Borroloola. Ned drove a borrowed MC2 Mack to get their gear there, thanx Ned good to see you there, ended as being a good trip for Ports & I, to bring that Mack back to Darwin. Ned has also been to ALTC Tobruck Bks this year for a bit of schooling, which has been awhile in the coming, but no worries there. One of Ned's priorities is not to get a 6 seat landcruiser to replace the old preferred 11 seater, which he doesn't have to worry about anymore, coincidentally the old DAS fleet mob had the old one exchanged for a preferred landcruiser.

We never saw Ned at the unit B'day and regretted his absence.

## Arnhem Squadron AO

HQ Loc- Nhulunbuy, Northern Territory GR  
Tpt NCO- Cpl D. Trippier  
Pref name- Trips

### Fleet

- 4 x Toyota Landcruiser W/winch & Codan,
  - 1x Truck Utility MC2 FFR,
  - 1x Motorcycle Patrol Honda XR250,
  - 14x Surveillance Vehicles, and
  - 1x Truck Cargo Mdm Unimog MC2.

Over to the east in the midst of Arnhem Squadron AO with its HQ sited at Nhulunbuy has arrived Cpl D. Trippier early this year & is also from the "Billy Barp-barps".

Trips finally had all his pers gear sent, to that place, considered to be one of the remotest places in Australia. Trips has been currently running an authorised decentralised C2 surveillance drivers course for selected pers in Arnhemland and was seen he in the big smoke, to kill a couple of birds with one throw. Some maintenance problems have arisen out there, in particular to whose paying for what and why don't you go here, sounded like it got out of hand, never the less it'll be an ongoing thing since southerners don't understand the mileage to get to these places.

Tripps arrived in Darwin for the unit B'day a day late for whatever reason, always good to see you drop in & then go again.

## Darwin Squadron AO

HQ Loc- Darwin, Northern Territory GR  
Tpt NCO- Cpl P. Nelson  
Pref name- Nelly

### Fleet

- 2 x Toyota Landcruiser W/winch & Codan,
  - 1x Truck Utility MC2 FFR,
  - 1x Motorcycle Patrol Honda XR250,
  - 14x Surveillance Vehicles, and
  - 1x Truck Cargo Mdm Unimog MC2

Right here in Larrakeyah Bks, Darwin is the HQ of its same namesake Squadron with Cpl P. Nelson right behind the wheel. Obviously he is our most regular visitor, and he can seen to travel upto six times a day back & forth if he needs to.



# TRUCK STOP NEWS

The tempo that Nellie runs at can be observed quite easily, & definitely mirror images his counterparts from the other squadrons. His big advantage though is location, lines of communication are shorter and faster. He then otherwise misses the numerous small dramas, which the others can and do take some time to work out. Maintenance, parts, POL, spares, replacing old with the new to keep the wheels rolling and boats floating. Again due to location Nellie's squadron is given some extra tasks, one being, unique to Norforce and quite regularly to show our capabilities & assets to the many of the CO's visiting VIP's. Nellie had also been missed at the unit birthday, it was a good night.

## Operational Support Squadron

Loc- Darwin, Northern Territory  
Tpt Spvr- Sgt R. Burnett

### Fleet

180 Vehicles within 1.8 million square kilometres

I will only tell you some of the ranges of things that fill this plate. As there maybe only a few other special positions within RACT that I can think of, that compares with this, within my experience. Actually I will not list any thing but leave you with this. "You'll never never know if you never never go".

## Loc- Darwin, Northern Territory

Marine Spvr- Cpl B. Floyd  
Pref name- Ben

### Fleet

- 1x Boat Cargo LtWt Javelin,
- Qty x Aluminium Tinnies, and
- Qty x Patrol Boat Zodiac.

Ben arrived here with us to replace Sgt M. Lindsell whom left after a short stint. Ben has spent a considerable amount of time & effort to get the Javelin to

a state in which he can take it to sea, particularly due to some inherent manufacturing under-specification materials.

One of Bens other tasks since arriving was a driving one, where he drove our Host guests "the Nackerroos" around the traps during our unit's birthday weekend, I believe he got a lot out of being with some of the original members. They had served as the predecessors of Norforce in WWII, every year they take the pilgrimage to Darwin as our guests. To know more of this type of stuff, which indeed is very interesting, you can find it, it's there.

## Loc- Darwin, Northern Territory

Tpt NCO- Cpl S. M. Dobbie  
Pref name- Dude

### Fleet

- 6x Toyota Landcruiser,
- 1x Toyota Hiace,
- 2x Truck Cargo Medium Isuzu OH&S,
- 2x Truck Cargo Medium Unimog,
- 1x Mitsubishi Canter,
- 1x Truck Utility Lt Wt W/Winch, and
- 21x Truck Surveillance Lt Wt.

I just fit in whatever I can in a day, I'd like to tell you more about what I do & get up to but don't think I'd come up with the time. Time! watz the time? Gotta Go, catch ya, drop me a line if ya can, if ya can't to bad so sad.

PS. There are ARES RACT within Norforce filling spots and as far as I'm concerned more the merrier. Give it a thought if you are out or getting out of ARA and living in the Top End, see recruiting thou not me.

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# The Wheel continues to Rotate - Movement and Cargo Operations Troop

By Captain Wayne Reed

TRUCK  
STOP  
NEWS



Movement and Cargo Operations Troop ALTC - Maritime Wing eventuated in February 2002 due to the relocation of Movement Platoon from Bandiana to Townsville in November 2001. Now, some of the more senior ladies and gentlemen of the CORPS will be saying the big wheel has completed one more revolution.

History shows that the Movement element of the CORPS started its journey at Chowder Bay in the early '70's, when it was part of the Transportation (Tn) Centre. Since then the Movers have "moved" several times, Puckapunyal, Albury and finally (hopefully) to Townsville to be back with the "Boaties and Termites".

The relocation has been a success, as there are many more options available in Townsville to enhance training. RAAF Base Garbutt, 3 Bde units, LSF units and all their associated equipment are readily available to view and the High Range Training Area beckons constantly. The Townsville Port and other sea ports from Cairns to Mackay all offer significant training opportunities, not only for the 'Movers', but also for the Termites (Cargo Specialist).

The recent SED Review has seen an increase in our manning which will enable the troop to cater for the increased demand in training. The troop consists of two sections, the Cargo Specialist Training Section (CSTS) and the Operator Movement Training Section (OMTS). The troop conducts all training for ECN 171 Cargo Spec and ECN 035 Op Movt as well as Movement Officer courses throughout each training year.

Staffing for the troop will undergo a significant reshuffle in 2003. The CSTS will retain the expertise of WO2 Greg Collins and CPL Gary Player, and bid farewell to SGT Mark (Mouse) Cockburn and SGT Mick (Gio) Giampino, both heading for 10 FSB. We wish them both the very best in their new unit. We will welcome SGT Glenn (Duds) Durrant, SGT Tim Blad and CPL Terry (Huck) Cahill into what will be a full training year for the Termites.

OMTS welcomes in WO1 Andrew Wormington, WO2 Derrick Richardson and SGT Debbie Davis. SGT Brett Canning remains to provide the continuity. We bid farewell to WO2 Kerrie Pashen who is posted to the JMCC, WO2 Andrew (Molly) Milloy who is going on LSL and SGT Trudy Fisher who is posted to ARTC Kapooka on promotion to WO2.

All who enter ALTC-MW can be assured that they will receive the very best of training by enthusiastic and dedicated staff. It certainly is a job that gives great satisfaction and I extend an invitation to everyone to consider a posting to ALTC-MW as a highlight in their career.



Trainees undertaking a forklift course



ECN 171 Cargo Specialist trainees learning to splice wire rope



# Transport Company 7CSSB Company HQ, 5 Platoon (ARA) and 2 Platoon (GRES)

## Transport Company Headquarters

Transport Company of the 7th Combat Service Support Battalion has leapt into 2002 without looking back. The year started with the new appointments taking post. Firstly, it was great to see the new Company OC (GRES), Major John Eddington arrive and WO2 Peta Dawe move in as the CSM. The Company shooting results have certainly improved as a result. WO2 Dawe, who is now the Acting RSM juggled the two positions until finally the outgoing RSM WO1 Carl Edwards signed the dotted line to retire - or move on to a new career.

WO1 Edwards has certainly influenced the direction of RACT over the past few decades and his contribution is going to be surely missed. Well done on his career and certainly his influence as a mentor to many young aspiring RACT soldiers. WO2 Ian Stahlhut has now taken over the reins of CSM Transport Company with zest.

The year started with a spate of driver courses to qualify the Battalion in C2, MR2 and LR3. There is no second guess that at times we should be acknowledged as a branch of ALTC. Transposed over the top of the driver courses was CHOGM. With CHOGM in town on the Sunshine Coast, Transport Company was able to flex its muscles to support the array of units and 2500 ADF personnel who were in support for the event.

It didn't take much convincing to send the soldiers to the Coast during the week; however, The Hyatt Coolum (sun, surf and no bikinis?) and Nambour (showgrounds, Sonia and sugar cane?) differ somewhat - location, location! The Macks were given a solid run too and from the coast. The soldiers didn't have time to scratch themselves.

March was over and 7 Brigade (2/14 QMI) beckoned for our support with a series of APC lifts to both Wide Bay Training Area and Shoal Water Bay Training Area. These jobs are the bread and butter of any good 'tyre biter'. With seventeen APCs on the back of twelve Macks and five 20T trailers it is not hard to feel a sense of pride on the road.

Following the local Brigade tasks, the Battalion set about to determine who was the superior Company (or Corps). The athletics and swimming carnival arrived and Transport was postured well for the carnival. Corporal Philip deBomford, the resident Transport Subunit PTI, had instigated his rigorous selection program and cut the crew of Transport above the other Companies. With 'Super Fish' and 'legs like steel springs', the Company roared forward to win the swimming carnival and only to be beaten by a bees wing with the athletics carnival. There were certainly no performance enhancing drugs used - as per ADF policy.



TRUCK  
STOP  
NEWS

In May, the Battalion grasped the opportunity to refine soldier skills with two weeks of IMTs. The Battalion quickly formed an Infantry Company with four Platoons with a well researched and planned scenario. This was one opportunity where the soldiers of Transport Company were confined to the old 'boot and pack' as a means of transport. Swags were not an option in this case. The IMTs went well, especially with the large number of ex-infantry within the Company - the ones who have seen the light.

The Corps birthday on 1 June was celebrated with a dine-in night at the ANZAC Sergeants Mess. We were honoured to have the Head of Corps attend for the evening. It was a great night to catch up with the Corps, past and present. There were also representative RACT Lieutenants on board during the evening providing some light entertainment for the guests - as they do?

In June, the Battalion deployed the CSST to Shoal Water Bay as part of Exercise BLUE DIAMOND II. It was also an opportunity to welcome back the soldiers who had deployed to East Timor with FLS - a job well done and no they did not deploy to Shoal Water Bay on return.

The remainder of 2002 remains busy with the focus on the CSST (-) (-) (-) deploying again to Shoal Water Bay to support 6 RAR. It was to be a large deployment; however, has been reduced in size over time due to external factors. October to December will consist of driver courses and some relished small team training activities.

Now a few words from Corporal Brian Whish (381 Corporal) from 5 Platoon.

## 5 Platoon "Stay Alive in Five" by Corporal Brian Whish

The year started off relatively busy with the Platoon being involved in an ADI, LR3, C2 and MR2 course. All Driver Testing Officer's and the majority of drivers involved in the running of the courses for the Battalion. The courses were completed without incident, apart from somebody cracking a windscreen when playing baseball with a pick handle and a rock, I believe it was a crafty (RAEME!)??

After the courses were finished the Platoon Commander, Lieutenant Maxwell decided to take the command team, which included all Lance Corporals, Corporals and the Platoon Sergeant for a bonding session. The activity was 'basically' a walk up Mount Barney, which is only slightly smaller than Mount Kosciusko. I believe it was to test our determination? The walk took two days in total. We were carrying webbing, packs and a minimum of 10 litres of water. There were some extra stores that had to be carried as well (radios, NVGs etc)? Most participants enjoyed the walk, except for Corporal (are we there yet) Fenton, who managed to complain just about every step of the way. He did manage to keep morale high though. "Good on ya Craig."

The Battalion Sports Carnival Day in early March was a huge success with Transport Coy winning the Swimming Carnival. Transport Company was the overall Champion Company for the day. Lance Corporal Kate Teske was awarded with the Best Athletics female award.





Athletics Carnival Tugowar



Lance Corporal Kate Teske throwing the javelin



DPCU swim relay

The Platoon activity day was conducted in April with the RSM, WO1 Carl Edwards giving an insightful power point presentation on his career. Following this, the Company headed for paintball to improve weapon handling and general skills?

It was back to work and 5 Platoon was involved with the deployment of 2 HSB to Purga. We tried to get back to the basics with "Secco's" and the 381 Corporal on bikes; except for Corporal Bills (as you can see below) who does not have a licence. Direct from a task to ANZAC Day.



2 HSB Lift and CPL Bills without a bike



5 Platoon convoy for 2 HSB at RAAF Shenger

ANZAC Day arrived and certainly was an eventful one for the Platoon Sergeant 'Snow' Lombard escorting the RACT Banner and Lieutenant Maxwell as the ensign for the Army Banner. Following the parade through the city streets the Company finished off a massive day with a few ales at the Borlace Club.



ANZAC Day 2002 Lieutenant Maxwell ensign to the Army Banner



# Transport Company 7CSSB

continued

The next major event for the year was IMT's in May. IMT's consisted of three phases. Phase one were a couple of days training within the Enoggera area, basically rehashing soldierly skills. Phase two, the participants then went to Greenbank to put their skills into practice. On the whole it was a pretty good effort by most people. Phase three was a couple of days at Meeandah conducting some low level operations.

Some of the boys had a bit of fun during phase 3, with the belligerent civilians (some of the Sergeants (Sam Sommer - Bob's Chicken?) from the Battalion) getting a little carried away with their role playing. They did calm it down when Sergeant Glenn Bouwhuis got his leg snapped in a couple of places. Some of the highlights were Private Dale Salis. If he wasn't using trees as references for his target indications or forgetting his pack he was shooting his Section Commander. The training was good during IMTs, and the Platoon participants got a lot out of it.

The Platoon then deployed to Shoal Water Bay Training Area on Exercise BLUE DIAMOND. A Brigade exercise over a three week period in July. The Transport Platoon supported all units from the Brigade whilst conducting additional Battalion training. The exercise highlights included Private Terrence O'Donnell's frequent tyre blowouts, PTE Michael Munro's familiarisations with Sergeant's in the deep set trench latrines and Private Ned Devine's ideas of using green cordial to sterilise our latrines. Great thinking scientific two? The rest of the year will see a small portion of 5 Platoon

deploy to Shoal Water Bay to support 6 RAR in September. We may squeeze in a C2, MR2, LR3 course and some small team training activities in late November.

## 2 Platoon

2 Platoon, Transport Company is made up of GRES soldiers - from taxi drivers to veterinary scientists. The Platoon Sergeant role is performed by Corporal Philip deBomford (ARA). 2002 has seen some changes for the Platoon with new march-ins and a relatively new team. It has been great to see some dedicated 2 Platoon soldiers deploying with 5 Platoon on tasks and exercises.

In early August, 2 Platoon deployed to Wide Bay Training Area to practice themselves as a Platoon within the field. It was a beneficial exercise and great opportunity to bond. The remainder of the year will see 2 Platoon complete their DG and driver courses on Tuesday evenings and allocated weekends.

From the team at Transport Company 7 CSSB,

'Par Oneri'

## TRANSPORT COMPANY (8TH TRANSPORT COMPANY) 9 COMBAT SERVICE SUPPORT BATTALION

Transport Company 9CSSB has had a busy year so far, taking part in many activities in and around South Australia.

Members from Alpha Troop (Warradale) joined Bravo Troop (Port Lincoln) at the annual Tunarama Festival in Port Lincoln, during the Australia Day weekend. A combined guard from both troops paraded during the flag raising and naturalization ceremony co-ordinated by the local council. As usual the troops on parade performed well after a brief rehearsal that morning and their efforts were praised by the Mayor of Port Lincoln, Mr Peter Davies. After the official activities had concluded the soldiers were able to enjoy the festival and take part in such things as the tuna toss and other equally challenging events.

On the 3rd of March the RACT Central Region exercised it's right of Freedom of Entry to Port Lincoln. Soldiers from 8 Transport Company, JMCO Adelaide and RTC-SA took part in the parade which featured the Princess Alice Banner and Adelaide University Regiment Pipes and Drums. The standard of drill was excellent and the local community embraced the presence the soldiers in their community after the parade at a reception in the Civic Centre.

Company and Battalion training continued in the early part of the year with both troops conducting deployment training and other activities. The Corps Birthday was

celebrated on the weekend of 1-2 June. During the weekend a memorial to those South Australian RACT members who have lost their lives while on non-operational duty was dedicated at Warradale Barracks. This event was well attended by past and present full and part time members of the Corps and family members of the deceased members. That evening the OR's held an informal function at Warradale and the OFFR/WO/SNCO's came together for a mixed dining in night at Keswick Barracks SGT's Mess. Both functions were well subscribed and a good time was had by all.

Since June Transport COY remains busy and is now preparing to take part in Exercise Rhino Charge 2002 in the Woomera area during Nov/Dec.







# TPT COY 9 CSSB *delivers again.*

CPL G Holt  
Alpha Troop TPT Coy 9 CSSB TPT SGT



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Transport Company 9th Combat Service Support Battalion supported Exercise Magdhaba – Rafah for 3rd/9th South Australian Mounted Rifles and Royal Tasmania Regiment.

Alpha Troop was given the task of transporting 6 APC's and 1 Tonne of stores from 3/9 RSAR at Smithfield to the Port Melbourne Docks.

To comply with State and Federal legislation, as well as DRTI's was challenging and required extensive planning.

Due to daylight restrictions we needed to pre-position the loaded vehicles at 16 Air Defence Regiment located at Woodside approx 30 km outside of Adelaide. This was done on the weekend prior to the task commencing, giving us an extra two hours of daylight when we left on Wednesday morning.

Again, with daylight being our enemy we needed to get to Ballarat for our overnight stop before dusk. Losing half an hour as we crossed the boarder into Victoria, we knew we were cutting it close. Then, just as the convoy came in to refuel, a tanker came in to supply the fuel station with its diesel. This delay of about 30 minutes meant we were chasing the daylight.

Having pre-arranged with the Victoria Police at Ballarat became crucial at this point. Meeting us just off the Western Freeway, the two packets were lead in by the local constabulary with blue lights flashing. The locals knew RACT was in town with roads being blocked off and Mack trucks loaded with carriers taking the scenic route to 8th/7th Royal Victorian Regiment depot.

Having taken advantage of the infantry's hospitality we put ourselves on the road to the Port Melbourne docks to rendezvous with the ferry to Tasmania.

With many drivers not familiar with Melbourne nor its peak hour traffic, having the prepared route-card from JMCO Melbourne was key to the tasks success.

Arriving at the Port Melbourne Docks without incident was a major relief. Only thing to do was deliver our loads.

Liassing with the dock authorities, we utilised the ports ramps and Mechanical Handling Equipment. Under the watchful eye of 3rd/9th personnel our drivers unloaded the carriers, taking advantage of their 1st and reverse licence codes.

Having delivered our loads, we left the carriers under the charge of 3rd/9th SAMR personnel, and headed to RAAF Laverton where we would overnight.

With the rest of the day available we visited the sites of Melbourne.

With a chance we may exceed our driving hours on the return trip to Adelaide we had pre-arranged to overnight at 15 Transport Squadron, Horsham.

Arriving there by just after lunch we took advantage of the time and conducted some vehicle maintenance and monthly servicing. Having RAEME support on the task with us was very convenient and the vehicle mechanic definitely earned his pay that day.

The facilities at Horsham more than met our means and our thanks go out to 15 Trucks for their hospitality.

With our final leg before us, driver complacency can settle in. This was not the case with Alpha Troop, and the trip home was very uneventful. With the trucks put to bed after a few days hard work the drivers went home, knowing a job was done well.

The success of this task was brought about through the assistance of all the various units that supported us. With 16th Air Defence Regiment, 8th/7th Royal Victorian Regiment Ballarat, RAAF Laverton, and 15th Transport Squadron Horsham providing accommodation and secure parking. Joint Movements Control Office Adelaide and Melbourne providing task information and a detailed route card. Finally Victoria Police Ballarat giving us a police escort into Ballarat.

Delivering the APC's and stores to Port Melbourne Docks on time and without incident showed once again that Alpha Troop, TPT Coy, 9CSSB is equal to the task.



# 1 Aviation Regiment Transport Oakey



Troop training for the Oakey based section of Transport was, amongst other things, the introduction to the XT600 Yamaha motorcycle.

The aim of this course was to re-hone old skills and teach others the skills required to maintain an up-right position regardless of terrain. For some, this was the sore point of the course (in the literal sense!). After gaining the initial competencies, the course participants were eager to use their newfound skills and progress to bigger and better things.

The trek phase was planned to culminate all elements required of this code. It also provided the chance to experience some new scenery. The move was planned over a five day period, travelling from Oakey through to Innamincka, SA, up to Birdsville and returning to Oakey, some 3000km in total. The majority of this trek was your standard highway riding, however, Innamincka to Birdsville was where the fun began. A combination of sand, dirt, wet clay, mud flats and river crossings made this section very interesting and proved challenging even to the experienced riders.

It wasn't all smooth sailing, our RAEME course member had an altercation, with of all things, an emu. Given that the surrounding vegetation was no taller than waist high, you would think the odds of having a head-on collision with one of these animals would be slim. He proved that observation is the key to survival. Luckily, he received only minor injuries, the same could not be said for the emu.

The new posting cycle at the start of the year saw a change of guard with the farewell to our TPT SPV, WO2 Peter Crane (back to semi-retirement in Hervey Bay) and a welcome to his replacement, WO2 Scott Brown. This posting also stepped up the direction of some fellow truckies; CPL Nyree King who was posted in on full promotion and LCPL Sheridan who was promoted not long after his arrival. Our old hand, Richo, was also given one strip early this year – well done to all. We also received two members hot off the press and new to the corps, PTE Kenneth Cook (late last year) and more recently, PTE Liz Higgins. Welcome and Par oneri.

Exercise Redback Refresher, a 173 SQN troop-training deployment, was conducted in Weipa FNQ. CPL Dave Riach ensured that the road move (in early January during the wet season) went smoothly and where required, recovery knowledge was passed to anyone not successful in negotiating the countryside. CPL King and LCPL Sheridan supported a similar exercise that was held later on in the year at SWBTA by 171 SQN.

We have supported two Arial Fire Support (AFS) shoots, an aviation readiness requirement, the first at High Range and the second at Sam Hill in SWBTA. A further AFS is planned to take place later in the year. The main tasking for these exercises has been to provide assistance in the driving of the GS Mack with 20 tonne trailer, 6x6 Ambulance and the Merlo Forklift.

CHOGM was relatively quiet for Transport, although CPL Dave Riach and CPL Jeff Neil did manage to secure jobs working at Coolum for the duration (POR). PTE Kath Snowdon and PTE Brad Mackender had to be content with the Enoggera surroundings.

As for the day-to-day proceedings back at barracks, Oakey (situated 30 kilometres west of Toowoomba) is geographically removed from most of our general tasking, which predominantly lie in Brisbane. Therefore it goes without saying that our drivers have an intimate knowledge of the black line of bitumen that leads you to back to civilization but more specifically, as they will tell you, to the Brisbane airport.

With the Regiment heavily committed to exercises through until the end of the year, Transport will no doubt be kept busy suppling the trucks, and as we say, "Just because it hovers, doesn't mean it will get everything and everyone there".



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1 Avn Regt 01/01 Motorcycle Operators Course at Birdsville Hotel, Jul 01.  
Left to Right: PTE Love, CFN Martin, PTE Mackender, CFN Rodgers, SGT Davies, WO2 Crane, PTE Richardson, CPL Bowtell, CPL Williams, CPL Riach





# 15 Transport Squadron



TRUCK  
STOP  
NEWS

As the author sits here and ponders the year gone by, it is astounding just how busy a Reserve Truckie Unit in Country Victoria can be! In what was to have been a relatively quiet year after the highlights of 2001, there has been so much going on.

A number of manning changes have been effected in the past year. Significantly, CAPT Steff Lacey replaced CAPT Chris MacDougall as the 2IC, WO2 Ian Preisig was posted in as the SSM behind WO2 Danny Ellerton, who has taken a commission and is now the CAPT Recruiting Officer. WO2 Pete Winters TRG WO, 128 Tpt Tp (Horsham) has gone to 44 Tpt Sqn, and was replaced by WO2 Bob Lockwood, and the Chief Clerk, SGT Paul Moon was posted on promotion to DOCM, while SGT Bernie Parker came up from SCMA.

The unit also welcomed CAPT Kristina Basile in from the inactive list as the OPSO, and LT Dave Ellis saw the light, taking a commission and corps transferring from RAEME after being the Recovery Sergeant. Also new to the unit is SGT Paul Howarth, our resident RAAC black-hat ring-in who is fulfilling the role of Recruiting Sergeant. A special posting in was LCPL Anthony Murphy, an RAE Carpenter on compassionate grounds. Within a very short time, our notorious RSM, WO1 Kiwi McGrath had sniffed out his abilities and had submitted his order for a new pacestick holder. And a very fine pacestick holder it was too! After all, when the RSM is happy, we're all happy!

We have lost a few Reserves to the ARA - CPL Namani Valucava to ALTC DD, CFN 'PTE' Greg Holmes and Andrew Telfer to ALTC MSD and PTEs Jamie Robbins and Craig Foster to 26 Tpt Sqn.

The first major event of the year was not a pleasant one. PTE Marc Brown was tragically and unexpectedly killed on 30 Jan 2002. A hardworking and quiet achiever, 'Brownie' (as he was affectionately known) had been a valuable member of the unit since June 1991. The highlight of his Reserve career was arguably his deployment to Timor with 86 Transport Troop, as part of INTERFET. PTE Brown was farewelled in a very moving graveside service at the Bendigo Lawn Cemetery on February 4th. A great deal of the unit members attended, as did the CO and RSM 9 FSB. WO2 Rod Hosking prepared and delivered the Eulogy, which was a fitting tribute to mark the end of Brownie's life.

The Squadron has certainly made an imprint on Bendigo and Horsham with the public activities they have been actively involved in this year. The Squadron entered five 4-man teams into the Eaglehawk Dahlia and Arts Festival YMCA Half Marathon, and achieved excellent placings over the 22km distance against teams formed from local athletic clubs! The best placed team (3rd overall) consisted of PTEs Leigh Martin, Adam Beasley, Simon Barton and SIG Billy Lacey, in a time of just over 85 minutes. As part of the same festival, CAPT Lacey and WO2 Bill Wilton were chosen as 'celebrity judges' for the Street Parade, given the task of selecting the best Brass and Pipe bands, while strategically seated on the balcony of the Victoria Hotel!

The Squadron's next major public appearance was at the Sandhurst Trustees Bendigo Easter Fair, held over the Easter Long Weekend. The Squadron held a recruiting/information activity at Lake Weeroona on the

Good Friday, then held some prime Real Estate in Rosalind Park on the Saturday and Sunday. CAPT Ellerton's team was positively dynamite in their passing on information to the general public about life in the Reserves, and what it held for them, reaching over 80 prospects.

Across town, LCPL Matt Harrington was coordinating his own team of marshalls for the Gala Street Parade. His efforts, and those of his team, were well received as he successfully coordinated floats, school groups, marching bands, clowns and chinese dragons from the starting point of the parade. The Dragon City Marshalls were singing his praises for weeks after the event!

ANZAC Day saw the unit march as a squadron, leading the march through the streets of Bendigo. It was the first time that the squadron had marched en-masse as returned servicemen on an ANZAC Day since members had returned from their INTERFET and UNTAET deployments. The OC, MAJ Mark Bartetzko laid a wreath on behalf of the squadron, and after the march, SGT Parker provided musical entertainment in the mess as the members enjoyed a refreshing beverage or two.



PTE Daniel McKinnon leads the way over the Obstacle Course 9 FSB Mil Skills



CO 9 FSB presenting CPL Brendan Ward with the Top Shot and Obs Courses Trophies 9 FSB Mil Skills

CPL Brendan Ward and his team of 'super-soldiers' participated in the 9 FSB Military Skills Competition, held at Puckapunyal. The team performed exceptionally well, even with minimal lead-up training, claiming victories in the both the Falling Plate Shoot and Obstacle Course, ahead of 26 Tpt and 176 AD Sqs. Of particular note, PTE Shay Curtis was selected as a member of the 9 FSB Team and went to Sydney to compete in the HQ LSF competition.



TRUCK  
STOP  
NEWS



The 15 Tpt Sqn Mil Skills Team 2002

SGT Mark Willemsen and CPL Brian Taylor (ARA VM) were deployed to Timor with FLS4, meanwhile SGT Parker recently picked up a berth with HQ PKF, and is due home in January. Further opportunities for overseas deployments were afforded to members of 15 Tpt Sqn, in the provision of DTO Support to the PMG, Op BEL ISI. Three members deployed to Bougainville in a DTO role; WO2 Lockwood in April, and WO2 Wilton and CPL Paul Smythe in July. All three found the trip to be an interesting and beneficial experience.

The unit has been very fortunate with tasking, and we have been able to send members away to work with and for other units on selected tasks, such as JOSS-V for the SASR return to Australia, movement of cargo from Adelaide to Melbourne for DSTO, Predators Gallop 02 with 26 Sqn and to Broome for AACAP tasking with 21 Const Sqn.

On the local scene, members of the Rainbow Community approached the unit seeking Army assistance to move mass quantities of soil and fill for the building of their new local hospital. WO2 Lockwood coordinated the DACC task, and his team of ten people in five Mack Dumps over two days carted in excess of 2000m3 of rubble!

Much RACT training has been conducted over the past year. The Squadron has conducted MR2, HR2 and HR4 courses, as well as familiarisation training to upgrade HR2 drivers into the CH Fleetliners. Two unit members attended SUB 4 CPL at ALTC Tpt Wing, while CAPT Basile and LT Ellis participated in the RACT Specific to Corps phases of their LOBC.

Undoubtedly, the most significant Squadron event this year is the relocation from the 1913 Drill Hall in the CBD to a brand new \$5m Multi-User Depot (MUD) on the outskirts of Bendigo with a 660ha training area to the rear of the MUD. Passchendaele Barracks had been the home of 15 Tpt Sqn since its inception in 1978. As with any farewell, there were a host of lead-up functions, including a Squadron Dinner at the RSL, at which a number of past members also attended.



There was also a Last Hurrah and Reunion at the Passchendaele Barracks mess, to enable all interested past members of the 38th Battalion and 15th Transport Squadron to catch up and have one last beer before the depot was closed forever. The Squadron's 'Truckies Rock' Jam Band performed, and consisted of SGT Parker on Keyboard and Vocals, SSGT 'Doc' Doherty on Lead Guitar, PTE Daniel McKinnon on Bass Guitar, PTE Bernie Flynn on Drums, CAPT Lacey on Vocals and a special guest appearance from CFN Greg Holmes on Guitar. The band rocked on into the night, and much of the RACT Mess Stock was consumed, leaving less to stocktake later!

The Chief of Army, LT GEN Peter Leahy officially opened the Multi-User Depot on the 20th of July. A 48 person half-guard was formed, with members from 15 Tpt Sqn as well as the other co-residents of the new depot - 8/7 RVR, and the Army, Navy and Air Force Cadets. After the parade, the CA toured the new facility, chatting with members of all five units before enjoying a sumptuous afternoon tea magnificently prepared by our three cooks, CPL Mick Mallows and PTEs Leigh Dower and Shane Hooley.

A few cameo TV and Radio Performances and photographs in the Bendigo Advertiser gave the unit another round after round of excellent publicity in the eyes of the general population.

Aside from our display of musical abilities, the Squadron has produced some excellent athletic and sporting results throughout the year. As well as the teams' efforts in the half-marathon in March, we have been lucky enough to have representatives in: Kapooka 10s Rugby, Southern States Touch Carnival and Interservice Competition, Interservice Netball Competition, Australian Services Australian Football Association Carnival, ADF Squash Nationals, Southern Region Golf Tournament and RAAOC Cup, ADF Cross Country and Sydney's 'City 2 Surf' Run.

From these events, CAPT Lacey and CPL Ward were selected for the Southern States Touch Team for the December Nationals Carnival while CAPT Lacey, CPL Concol and PTE Curtis were selected to represent Victoria at the Combined Services Netball. PTE Curtis also ran exceptionally well at the ADF Cross Country, coming 1st in the Under 21's Age Group and 3rd overall.

Did you know that 15 Tpt Sqn has a vacant APN for an ARA 381 CPL? If you are looking to join a dynamic GRes RACT unit in country Victoria, then please, give your Careers Adviser a call and let him know that you are interested in a posting here.

Until next year, PAR ONERI





# Distribution Company 11 CSSB

By SGT Pam Dillon

Since our last bulletin at the end of 1999, Tpt PI Distr Coy 11 CSSB has had a change of scene. Early 2001 saw Distr Coy move from it's well worn and comfortable location in Garbutt to a freshly spruced location in Lavarack Barracks. For several months we had freedom through separation from our headquarters, but over the ensuing months the rest of the Battalion joined us and for the first time since its inception, all Coys of the CSSB are in the one location.



I don't think it will get out

2002 saw Distr Coy involved a variety of activities, under the watchful eye of SGT Juliet Payne our Training Warrant Officer. The primary role of the Battalion is the provision of a CSST to support the Force Protection Coy Group (FPCG) which is made up of infantry and engineering elements of 11 Brigade. The role of the FPCG is to conduct Rear Area Security operations for a major Joint Task Force. Distr Coy is responsible for providing 3 drivers to the CSST, one the rank of CPL and 2 PTEs, giving the CSST a B vehicle troop lift capability. The CSST is at 30 days notice to move. Therefore the focus of the Distr Coy has been to ensure that our soldiers were first given the corps training they needed to fulfill this role, followed by training in deployments as part of the CSST.

Therefore, our first training weekend saw the truckies with the rest of Distr Coy get back to basics with deployment procedures, cross country driving and wading & fording up at the Macrossan Training Area. All drivers enjoyed the training and gained valuable lessons.



Max Crosscountry

June training was a freezing experience. All who attended will never forget it. Distr. Coy deployed to High Range Training Area to practise MT Ambush & building clearances at the MOUT facilities. All who participated enjoyed the training until nightfall crept upon them. Temperatures dropped to zero and upon

waking we found that our hutchies were frozen solid. All was not over as the drivers then experienced for the first time fuel problems due to the freezing overnight conditions whilst trying to first parade their vehicles. These things are unheard of in Nth Qld.



Winching

July's training weekend saw the soldiers compete in a corps training and team building activity which included vehicle configuration, tent erection, orienteering and a driving navigation treasure hunt around Townsville. A special mention must go to PTE Robson and PTE Blows who somehow developed a tent erection with a side entrance, extra points for initiative.



Maj Haller

August saw our Tpt support 11 CSST out in the bush for the CSST's first deployment. All were involved in the deployment in the field, wading and fording, recovery, and our drivers enhanced their cross-country driving skills over a very challenging track.

Driving with NINOX was also a challenge for the younger drivers. Many interesting lessons were learnt, particularly associated with the lack of co-drivers. We will need to go back to the drawing board with some of our SOPs.

Throughout the year, the members of Distr Coy have been training hard to complete all elements of their AIRN and driver competencies. The drivers allocated to the CSST will be working hard for the rest of the year to get their skills up to speed for the annual 2 week camp to be held up at Weipa which is Exercise Northern Defender. The long drive up and back and activities whilst on camp will be a valuable experience for all involved.

On a more personal level, SGT Pam Dillon took leave from her civilian teaching job in February to come on board for 3 months of full time service to deploy on OP RELEX. CPL Jackie Davies departed our Coy to move over to 141 Signals to set up their transport office. We thank her for all her hard work and for keeping our trucks rolling. In April SGT Blue (Arthur) Ducat retired after nearly 30 years' service to the Australian Army, 23 years in the regular & 8 with Army Reserve. He will be missed but not forgotten.



# 26 TPT SQN

By LT Charmaine Benfield

Travelling the vast stretches of the nation, 26 Transport Squadron has driven the roads from Brisbane to Broome, Adelaide to Darwin and finally will come to rest in the home unit locations of Puckapunyal and Holsworthy at the end of September. This year has been quite busy for the Squadron, through involvement in AACAP tasking and Ex. Predators' Gallop, which we are currently deployed upon.

A major change to the unit this year is the re-raising of 87 TPT TP. Known previously as the "Tipping Teaspoons" for it fleet of Mack Dumps, the Troop now has a mixture of Fleetliners and R-Series Macks. The Troop will officially be raised on 30 November 2002 with a parade to be held at Puckapunyal. Currently at half-strength for a Troop of 26 Transport Squadron, 87 TPT TP has twenty nine new march-ins due after our return from the redeployment of 21 Construction Squadron from AACAP 02.

AACAP 02 is being conducted from May-October at Beagle Bay and Lombardina Aboriginal communities, both of which are situated approximately 110km north of Broome. The engineering unit conducting AACAP 02 is 21 Construction Squadron from Brisbane. Moving an entire engineering squadron provides many different and interesting loads, especially oversize plant equipment only suitable to be carried on tank transporter trailers.

Using Oakey as a base location, all equipment was concentrated there before driving across northern Australia to Broome. Eight days is all it required the Squadron to cross the nation from Oakey to Broome, travelling in two packets: the combined 86/87 TPT TPs with Fleetliners from Puckapunyal, and 85 TPT TP from Holsworthy with their S-Liners and 41 ft trailers. The Squadron staged at Toll West Transport Yard in Broome for the deployment and utilised both 21 CONSTR SQN assets and our own Floats to transport all equipment to Beagle Bay within a 36 hour period.

The Unit Mascots, Vernon and Penny, deployed with the SQN to Broome and enjoyed the hot weather. They provided a great interface with local communities and many children from Roma enjoyed a camel ride on the SQN's rest day.

Exercise Predator's Gallop 02 has provided a very interesting learning opportunity for the Squadron as we have worked as part of a composite 9 Force Support Battalion. This exercise is now in its closing stages, but has involved personnel from five different states: 26 TPT SQN from Victoria, 145 SIG SQN from New South Wales, 2FSC from Queensland, 3FST from South Australia, and members from the Reserve 2FSB in Tasmania. Commanded by Lt Col Condon, the exercise provided support to 1 CSST and 2 CAV REGT deployed in Shoalwater Bay Training Area. The composite Battalion operated from DCSO Rockhampton, which provided us with easy access to local fuel and water assets, the most requested items to be delivered to SWBTA. Under command for this Exercise were a section plus from 176 AD SQN. Opportunities were given to soldiers from 26 TPT SQN to fly in Caribous, ride in ASLAVs and undersling loads for Blackhawks utilised as part of Ex. Predator's Gallop 02.

Individual Troops practiced entirely different road transport roles on Ex. Predator's Gallop 02. 85 TPT TP

provided heavy lift capability to move 2 CAV REGT from Darwin to Rockhampton, with the ability to move approx. 45 ASLAVs in a single lift. A number of trials were conducted on the tying down methods suitable for ASLAVs under the direction on WO1 Kelly. The BLFTs also belonging to 85 TPT TP are under trials for the exact amount of fuel they can legally carry on public roads.

86 TPT TP primarily ran the Linehaul Operation. Three Staging Areas between Rockhampton and Darwin were established at Longreach, Mt Isa and Renner Springs. Using driver exchange, a vehicle and its stores could travel from Rockhampton to Darwin in 36 hours. This kind of road transport operation has not been conducted for at least ten years, and the new Fleetliners were perfect for this task. We enlisted help from the Radio Troop of 145 SIG SQN and 35 Field Squadron in Mt Isa to effectively run this operation. Every day two Fleetliners departed Rockhampton at 0800h and 2000h to be fed into the Linehaul system. It was a very successful method of moving stores quickly to dependencies in Darwin.

87 TPT TP provided vehicles and drivers for the Linehaul Operations and also were the main capability to support 1 CSST and 2 CAV REGT at SWBTA. A number of courses were conducted by the Troop during the deployment, including an R-Series Mack course for new march-ins from BDC courses, a Fleetliner conversion course for soldiers new to the unit, and 20 ton trailer courses in order to increase the lift capability of the Squadron.

Prior to deploying upon Ex. Predator's Gallop the unit has supported many different units with major movements to exercise areas, including 2/14 Lighthorse's deployment to SWBTA for Ex. Emu Storm and 176 AD SQN deployment also to SWBTA for their shakeout Ex. Pelican's Roost.

Support Troop and Workshops Troop have provided excellent support to the soldiers and equipment of the Squadron. Both TPs are integral to the workings of the SQN, and without their assistance 26 TPT SQN would not be able to complete its directed taskings. The skills of the members of SPT TP have been enhanced this year with the roll-out of SDSS and PMKEYS within the unit, allowing us greater access to other warehouse districts and a better personnel management system. WKSPs TP are also enhancing their trade knowledge with course conducted by Mack Australia and Cummins Engineering for the Vehicle Mechanics.

It is unsure who is responsible for the proliferation of blue, red and yellow coloured items in the SQN since deploying on Ex. Pred Gallop 02, but suspicions are cast upon the metalsmiths ('surgeons of steel') from WKSPs TP...

The unit will redeploy to home locations in Puckapunyal and Holsworthy and will spend the remainder of the year conducting Trade Training, Infantry Minor Tactics, Adventure Training and vehicle maintenance and servicing. 2003 is set to be a busy year with another AACAP task to Palm Island and a commitment to Croc 03.

The Squadron will continue to grow next year with the addition of new soldiers, new vehicles and a new Squadron hierarchy.

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# Ceramic Innovations

## The Heritage Collection

Most Aussie blokes have a corner of the home they call their own, it could be a study or home office, the bar, pool room, shed or outside work shop. You can always spot these sacred domains, the subtle decorative touches in the other parts of the house are hidden or stop at the border and the males influence is dominate. The personality and interests of the male occupant are on display. A mixture of auto memorabilia, sporting triumphs or heroes, the favourite alcoholic beverages and more is assembled with pride in way only blokes will appreciate and understand.

The challenge for the male and their partners is to find unique and interesting collectables that represent the persona and would fit into the surrounds. Not to blend in, just fit in while still attracting enough attention to be a talking point.

Ceramic Innovations is a company dedicated to fulfilling this need. An Australian company Ceramic Innovations is producing a range of ceramic decanters depicting typically Australian images. The extensive range includes the ultimate Aussie icon with The Ned Kelly Decanter, an impressive Bosch Spark Plug, the awesome Aussie Blown V8, Formula One Grand Prix cars, The Outback Water Tank and more.

One of the more innovative designs is the construction of a motorcycle piece by piece over 5 years. Each decanter is an integral part of the motorcycle designed to sit on a specially designed frame (a work of art in its own right). In conjunction with the Australian Grand Prix Corporation the motorcycle pieces are released to coincide with the Australian Motorcycle Grand Prix. The Tank and Engine are already available with the Seat to be released in October of this year.

Recently Ceramic Innovations launched the Ceramic Innovations Heritage Collection to pay tribute to Australians who put their lives on the line in the service of their country. Three ceramic decanters have been released in the series to date. The Digger, complete with slouch hat captures the spirit and character of the diggers legend. The Raafie commemorates the Royal Australian Air Force and Jack Tar is representative of the Royal Australian Navy. Each decanter stands approximately 23 cm tall, is meticulously detailed and contains 500ml of Bullocks Tawny Port. As each decanter in the series is limited to only 5,000 units they are sure to become sought after collectables.

In keeping with its corporate philosophy of giving back to the community, Ceramic Innovations will donate \$5.00 from the purchase price of each Heritage Collection Decanter to Legacy Australia an organisation that has a charter to assist the spouse and families of deceased veterans. A total of \$75,000 will be donated once all units are sold out.

Ceramic Innovations create the designs in house under the direction of artist Laurence Wolfe. As an artist Laurie has had his original art pieces displayed with much success in galleries all over Australia and was also employed as an art teacher. It is testament to the quality of Laurie's work that Ceramics Innovations are commissioned by companies and government departments to produce ceramic decanters to represent the company or specific event.

Featured on the back cover of Par-Oneri is the Army Transport Corp 44 Gallon Drum that was produced at the request of the Transport Corp hierarchy. A decanter was needed to be presented as gifts or to be used at specific functions without the need to produce a unique item each time. The Army Corp 44 Gallon is indicative of the job or function and contains 500ml of Tawny Port. The Pewter relief harnesses the Corps badge while an area is left for engraving any inscription desired. They are available in single units or bulk amounts. Ceramic Innovations have these units in stock and in most cases orders can be dispatched in seven days.

All Ceramic Innovations products are designed and manufactured in Australia from materials sourced from local manufacturers wherever possible. All Ceramic Innovations designs are created in house and are unique to Ceramic Innovations making each piece a true collectable.

Ceramic Innovations produce two main types of decanters. The 'Bar Piece' range is range of decanters, which comes filled, mainly with Australian Port sourced from the wine regions of Victoria. While the Bullocks Port is a nice drop many of the serious collectors do not open the decanters to maintain the collectability and value of the piece. The 'Eclectic Vessels' range are supplied empty and are capable of holding up to 3 litres of your favourite drop.



The Ceramics Innovations range and business has been growing at a rapid rate over the last seven years. "Our growth in recent years has exceeded our expectations. Our attractive designs and uniquely Australian feel is the corner stone to our continued success," said Peter Overton, a director of Ceramic Innovations.



"As a company we will maintain our Australian design and manufacturing. Giving back to the community is also very import to our business, supporting organizations such as Legacy Australia and others will always be an integral part of our business activities."



Currently there are three or four new designs in wings awaiting final approval for release in the near future, with many more on the drawing board. New markets are also being explored with a move into the kitchen and production of ornamental ceramics.

All the pieces make for great gifts, which will be displayed and appreciated for years. They are ideal for the home, office, bar or any mans domain. With the increasing range there is a decanter to suit most blokes.

To view the entire Ceramic Innovations range you can visit their website at [www.ceramicinnovations.com.au](http://www.ceramicinnovations.com.au) where they have an online ordering service or contact 03 9555 9011 for more details.



## TOYOTAS BUILT TO GO BACK OF BEYOND

Head out of Australia's urban areas and you'll soon find Toyota light commercial vehicles doing what they were built to do - workhorse duties.

You'll find them transporting personnel around mines and construction sites, keeping farmers mobile in all weather conditions, covering the lonely miles to maintain telecommunication services and, these days, taking adventure tourists outback.

Toyota sells more vehicles for the workhorse market than any other manufacturer.

Last year it dominated the light commercial vehicle market in Australia with 26.4 percent of the record 224,270 light commercial vehicle sales.

It was Toyota's 23rd successive year of commercial vehicle market leadership. Toyota led every 4x4 market segment in all terrain and workhorse markets in 2001. It has led the four-wheel drive market in Australia for more than two decades.

Toyota's flagship LandCruiser led the large all terrain wagon segment in 2001 and contributed to the company's dominance of the 4x4 workhorse segment.

In the workhorse market, LandCruiser 78 series with 13.9 percent and Toyota HiLux 4x4 with 26.8 percent combined to claim 40.8 percent of all sales. Among those workhorse Toyota models are the 78 Series Cab/Chassis and TroopCarrier, and the HiLux range of utilities and Cab/Chassis vehicles. The secret to their market success has been sticking to the fundamentals of quality, durability and reliability.

Toyota LandCruiser has a proud 50-year history and has built its reputation in Australia over the last 45 years.

Toyota has produced more than four million LandCruisers since 1951. One in every ten of those has been sold in Australia.

The first LandCruisers seen in Australia were imported in 1957 to transport construction workers across difficult terrain for the Snowy Mountains Hydro-Electric Scheme.

Since then, LandCruiser has become both a workhorse for Australian primary industry and communications, and dependable recreational transport - taking thousands of Australians and visitors to the great outback, and bringing them back.

When Toyota designed the LandCruiser 78 workhorse, it undertook a major a major investigation to tailor the vehicle to Australian customers and conditions.

The LandCruiser 78 Series development process included two specific major evaluations, in addition to regular scheduled engineering visits. They resulted in substantial improvements to LandCruiser in workspace, cabin ergonomics, seat comfort and position and increased storage areas.

Australia is an ongoing evaluation site for Toyota's LandCruiser programs - and it is part of on-going LandCruiser development. Two and a half years before the October 1999 launch of 78 Series, a LandCruiser workhorse survey team specifically visited Australia as part of its worldwide study prior - to the design of the new generation model.

The survey team test drove LandCruiser 75 Series and competitor vehicles in the Northern Territory and North Queensland, as well as visiting mine sites and meeting with 4x4 tourist operators and fleet operators.

Australian specification workhorse LandCruiser retains optional differential locks, split-rims, vinyl interior (floor mats and seats) and quarter vent windows - as a direct result of this study tour.

All were considered by users to be essential specifications. It also retains audio speaker location in the dashboard (rather than the door trims), to prevent unintentional damage to the speakers during creek crossings.

A LandCruiser 78 Series prototype evaluation was carried out during 1998, again with competitor vehicles. Importantly the major cabin improvements in the new vehicle were highly regarded by operators across the region.

The prototype testing resulted in further upgrades for Australian conditions, including increased battery capacity (for powering winches) and a new combination of intake air snorkel and air cleaner warning.

Evaluation of production models of LandCruiser 78 is a continuing process. LandCruiser's workhorse range maintains the reliability, durability and toughness of its famous predecessors. Reliability and durability features have been progressively added to the proven LandCruiser workhorse package - to meet local customer demands for a hard-working, long-lasting vehicle.

Such features include dual fuel tanks as standard equipment to increase range; an all-welded integral cabin on Single Cab models, for increased strength and safety, and reduced dust and water entry and corrosion; a high battery capacity to power winches and accessory lamps; five-bolt wheel stud pattern, with a larger pitch circle, to maximise clamping force; four-pinion differentials to maximise the size of the side gear and axle spline diameter of the drive shafts, for increased durability; and a High Altitude Compensator for the 4.2 litre diesel engine.

LandCruiser has 78 Series has an impressive payload and towing capacity. LandCruiser's GVM is 3200kg and its towing capacity is 3.5 tonnes where state regulations permit. LandCruiser's towing capacity is another measure of Toyota's ability to deliver reliability and dependability in its 4WD vehicles. It's no coincidence that over 90 percent of LandCruisers sold in Australia are fitted with a tow-bar.

They tow everything from caravans and horse floats to work trailers. But towing is just one example of where Toyota has put in the hard yards to build a better vehicle for outback conditions. LandCruiser 78's transfer box has a power take-off unit (PTO) breakout point, to power auxiliary equipment such as pumps or winches.

LandCruiser's latest diesel engine is a fine example of Toyota's attention to detail and reliability. Throughout the LandCruiser 78 and 100 Series Turbo-diesel engines, the emphasis has been on quality, durability and reliability.

This engine has a radial plunger-type electronically controlled injection pump. This produces high injection pressure, for improved engine performance and reduced exhaust emissions.

When the engine is being produced at Toyota's Hekkinen engine plant, the main bearing surfaces are machine bored to provide minute circumferential crests and valleys in the bearing surface. This improves engine break-in and oil retention, and hence increases reliability.

Other important reliability features include an enlarged water-jacket area around the injection nozzles and exhaust valves, for improved cooling.

The 4.2-litre Turbo-diesel engine also has optimum crankshaft rigidity for the fully balanced, forged crankshaft and specially developed pistons with large galleries and metal-matrix composite reinforced top ring grooves.

Attention to detail is just as through in LandCruiser 78 Series suspension.

Toyota's 78 Series was the first workhorse LandCruiser range with coil-spring front suspension. It has coil-spring rigid-axle front suspension and long-leaf rear suspension.

The 78 Series chassis package was designed for a balance of ride and handling, while retaining full one-tonne payload capability on all models except recreational RV Troop Carrier.

Approach and departure angles have been increased. The 78 Series chassis package was based on a wide track of 1435mm front and 1420mm rear, to maximise stability. LandCruiser 78 Series' coil-spring front suspension system was proved in Australia on 80 Series and 100 Series models. It optimised stability and wheel articulation, and improved suspension compliance - for increased ride comfort.

Adopting coil springs has meant the front spring rate could be tuned to provide a supple ride comfort, because the springs no longer had to fulfil an axle location function.

Durability features include the strong I-beam leading arms, which in addition to their axle location function serve to protect the steering arm from potential damage from rocks and obstacles in 4x4 driving. Long-leaf rear springs are used at the rear, for optimum ride comfort, while retaining load-carrying capacity. A rear stabiliser bar is fitted on all TroopCarriers. Low-pressure gas-filled dampers are used front and rear, reducing the chance of damper fluid cavitation.



# TOYOTAS BUILT TO GO BACK OF BEYOND





# CERAMIC INNOVATIONS



Ceramic Innovations are pleased to be a major sponsor of the RACT Corps Journal.

Our business is in the design and manufacture of specialised decanters, tailor made for a specific event or purpose

With advice from the brass of the RACT, we have developed a decanter specific to the Transport Corp.

The decanter is modelled upon a 44 gallon drum. Made in two pieces, the top third lifts off revealing the pouring neck to 500ml of Bullocks Tawny Port. The RACT Corps badge is mounted on a pewter backing that lends itself also to be engraved, commemorating any purpose or function of the Transport Corps. Decals can also be added.

This decanter is exclusive to the Transport Corp. You may order one to as many as you wish, at quite an inexpensive price.

If you're interested, give us a call or email us with your inquiry

**'PAR ONERI' - Equal to the task**

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