



ISSUE 36, 2004

PAR ONERI

The Official Journal of the Royal Australian Corps of Transport



Photo: Sgt [unreadable]



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Thinking Outside the Square

Records were broken and new standards were set on an Army contract recently completed by a close partnership between Mack Trucks Australia's (MTA) Brisbane branch workshop team and the Joint Logistics Unit South Queensland (JLU (SQ)).

Faced with a short lead time to refurbish 105 vehicles by the end of June, MTA working closely with JLU (SQ) applied a bit of lateral thinking to deliver the capability to the customer on time.

According to Commanding Officer, JLU (SQ), Lieutenant Colonel Alistair Anderson, the unit normally repairs vehicles on a case by case basis, 'for our many customers, the major one being the 7th Brigade.

'Research and industry briefings indicated that several companies possessed the capability to undertake the job, however when the contract was awarded to MTA work began the following day,' Lieutenant Colonel Anderson said.

MTA converted a disused facility into a dedicated Army repair centre where more than 100 staff gained valuable cross training by moving between the different projects.

'MTA and JLU (SQ) adapted to the normal way of doing business to deal with this one off task, and put in a one off contract to get the job done quickly.

'While conducting many of the repairs there, MTA still supports other JLU (SQ) and DMO workloads through the new Wacol facility,' Lieutenant Colonel Anderson said.

All the hard work and determination expressed by the whole team at MTA and JLU (SQ) paid off with over 80% of the refurbished vehicles delivered by the end of May.

As a result of this, the close partnership between MTA and JLU (SQ) was a great success, 'a highly cooperative relationship was formed between the MTA project manager and the key JLU (SQ) staff during this project,' Lieutenant Colonel Anderson said.





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Editorial

Welcome to *Par Oneri* issue 36, the first with our new publisher, DPI. In this issue you will find some articles detailing little known stories from our history. LTCOL (ret'd) Paul Asbury has provided an overview of patrolling activities conducted by members of the Task Force Maintenance Area in South Vietnam during 1971 and you will also find the little known stories of SGT R.S. Turner and PTE L.P. Saywell, AASC soldiers captured in Greece in 1941.

I would like to thank all contributors to the magazine, especially LTCOL (now COL) Adrian Overell for his articles on his Iraq experience. Articles such as this and the photos that accompany it are important as they preserve some of our Corps' history. I would like to take this opportunity to ask all of you to consider recording your operational (and peacetime) experience with an eye to assisting in this task. We haven't done well at this in the past and recent requests from an author contracted to write some ADF pams for photos of Movers plying their trade while on ops has failed to produce anything he can use.

We intend bringing forward the publication of the next issue of the magazine to June 2005 and thereafter producing an edition at the same time each year. Please start compiling your articles now. We are especially keen to receive full length articles, whether they be of an operational, historical or technical nature. Perhaps unit CO/OC can assist in encouraging the production of such material.

Finally, I would once again like to acknowledge the assistance of Mrs Lyn Gallagher, without whose mastery of all things computing, this magazine would not be produced.



A Message from the Head of Corps

BRIG Cris Anstey, CSC

Welcome to the 2004 edition of your Corps Journal. Last year I wrote about our personnel being deployed to the Solomon Islands as well as to other areas throughout the world. As you are aware, we continue to have members of the Corps being selected for overseas deployments, instructional duties and other representational positions. These people continue to acquit themselves extremely well, bringing great credit upon the Corps and the Army. On behalf of all members of the Corps, I wish them well on their deployments and a safe return home.

Last year, I also wrote about a number of challenges that continue to confront us. One of these in particular is the Hardened and Networked Army (HNA). HNA represents the most significant review of land force structure since the Force Structure Review of the early 1990s. It will position Army to survive and succeed in today's complex warfighting environment. HNA represents a journey that will continue out to at least 2012. Decisions regarding equipment, such as the M1A1 Abrams MBT and associated support vehicles as well as the replacement B vehicles in Project Land 121, have already been made. A number of options relating to Army's force structure are currently on the table and some important decisions will soon be made regarding Army's organisation and the way it does business. These in turn will have a significant impact on the RACT's organisation and the methods we employ to support the combat force. I believe it is important for the Corps to contribute to the HNA discussions to help ensure the best outcome for Army.

To this end, the 2004 Corps Conference will examine the role of the RACT within a Hardened and Networked Army. Once again, I intend to use the feedback from the Conference as the basis of my brief to Deputy Chief of Army at the Army Capability Management Committee. I view this as one of the most important Corps Conferences we have held in recent years – I need your assistance and advice to ensure I can best represent the views and interests of the Corps. Accordingly, I urge you to make every effort to get to Bandiana in early November.

Within Army, the RACT retains a strong reputation as being thoroughly professional. Our people remain highly trained and skilled and lead the way in standards of professionalism. I remain extremely proud to be Head of Corps and wish you continued success in the future.



From the Corps Regimental Sergeant Major

Warrant Officer Class One John Frazer

Hello to all members of the Corps. As always this year has been very busy for the ADF and indeed the Corps with deployments and exercises. By all accounts members of the Corps are meeting and in most cases exceeding the requirements set. However we should not rest on our laurels, there is always room for improvement. Since the last issue of *Par Oneri*

we have such events as:

- The passing of Australia's oldest WW1 veteran, Sgt Ted Smout.
- The passing of COL R.K Mair who made significant contribution to the RACT and the strong influence to many of the Officer's of the Corps.
- The winding down of the ADF's role in East Timor and Solomons Island.
- The raising of and manning of the Special Operations Combat Support Company.
- The Corps 30th Birthday Parade held in Townsville.
- Re-naming of Distribution Division to Army School of Transport and Ordnance.

Head Of Corps Staff

Just an update on the current Head of Corps Staff.

- Deputy Head of Corps – LTCOL Simon Tuckerman – CO/CI Army School of Transport and Ordnance (ASTO), previously known as Distribution Division ALTC.
- Staff Officer Two Corps – MAJ Colin Bailey located at ASTO.

Visits

I have managed to visit a wide range of RACT units during the year. I have been very impressed by the can do approach to soldering. Everyone that I have met during the year is working hard and cracking on with the job in hand. Moral within the Corps is high. During a visit to Maritime Wing I had a chance to visit one of the Marine Specialist One Courses being conducted. What struck me during my visit was that we are getting a lot of non RACT serving soldiers seeking a career path in the ECN 218 trade.

Corps Activities

The Corps 30th Birthday Parade was held in Townsville on the 23rd Oct 03. The parade was conducted on the 4th Fd Regt RAA Parade ground under very hot and trying conditions, the parade went off as planned. Those present were impressed by the standard of dress bearing of those members on parade. To all those members that participated or supported the parade well done on a good job.

I was invited to attend various Corps function during the year the first was the Eastern Region RACT Dinner that was held at Tobruk Barracks Sergeants Mess on the 28th May 04. I would like to pass onto the Dining President WO2 Glen Plain well done on very good night, the dinner and company as always was top class. It was good to catch up with the members of the Corps.

I also had the good fortune to be able to attend a combined Officers and Seniors Corps Dinner that was held in Tasmania this year. I would like to pass on to MAJ Annette Wyatt OC 44 Tpt Sqn thank you for a good night. During the dinner CAPT Michael Scott was awarded the ASM for his service in the Solomon Islands and I was given the chance to present SGT Glen Morse a certificate for 24 years of service to the Corps well done Glen a good innings.

The camaraderie displayed at the dinner shows that the Corps is very much alive and well in the Tasmanian region.

During a break in the Dinner I had the chance to be present for the RACT Driver of the Year award for Tasmania, again I would like to congratulate young PTE Steven Gleeson from 44 Tpt Sqn. I wish you well, and thank you for being *Par Oneri* and good soldering in the future.

On a sad note we lost COL R.K. Mair his funeral service was held at Immaculate Heart of Mary Roman Catholic Church Hampton Victoria, on the 29th April. At short notice IET RACT soldiers from Holding Platoon were tasked to provide the pallbearers, again our junior soldiers of the Corps showed that they were *Par Oneri*.

I would like to thanks the following members of the Corps for a job well done.

- 8268746 CPL K.J. Hayden;
- 8224701 CPL H.E. Bavage;
- 8236270 PTE V. Murray;
- 8485362 PTE N.R. Cottee; and
- 8488998 PTE D.A. Mc Cabe;

A special thanks goes to the Defence Force School of Music for their support to COL R.K. Mair's funeral.

Corps Funds

Corps funds support a range of prizes and awards to soldiers of the Corps I'm still amazed that there are members of the Corps that do not know about Corps Funds so please take the time to look at Corps Policy Statement No 5. I strongly urge that all Officers, Warrant Officers and Sergeants to support Corps Funds in any way, after all it looks after the soldiers of the Corps. SO2 Corps Maj Bailey is more than happy to hear from anyone or units that can come up with way increasing the funds.

What's New

There is light at the end of the tunnel with the JP 2048 LPA watercraft soon to be in the water, at this stage it is hoped that by the end of the year the first craft should be at Maritime Wing ALTC.

10 FSB are starting to receive replacements for W36, comments made by some of the Terminal operators from 10 FSB the new Manitou 8 Tonne Forklift looks like a Merlo on steroids.

Last Year and the first half of this year has been busy for RACT doctrine with many publications completed and or moved from developing doctrine to doctrine. Overall, RACT doctrine is looking pretty good within the CSS series of publications. The two main priorities for 2004/05 are the completion of the Transport Support, Marine Specialist Handbook and the moving of the Cargo Specialist and Terminal Operations Handbook, from developing doctrine to doctrine.

LWD

- LWD 4-3 Transport Support
 - Has been sent on comment run and is now being updated to incorporate changes then sent to Puckapunyal clearance.

LWP-G

- LWP-G 1-1-3 Postal Support
 - Completed 19 Sep 03 and currently available on ADEL
- LWP-G 4-3-1 Drivers Handbook
 - Completed and sent to Puckapunyal 6 Nov 03 to have signature and then be placed on ADEL
- LWP-G 4-3-4 Small Craft Operators Handbook
 - Completed Dec 03 and placed on ADEL 6 Feb 04
- LWP-G 4-3-7 Unit Movements on Operations Handbook
 - Completed 3 Jun 03. Sponsor cleared sent to Puckapunyal for Comd LWDC signature and then will be placed on ADEL

LWP-CSS

- LWP-CSS 4-3-2 Road Transport Operations Handbook
 - Completed and sent to Puckapunyal 8 Dec 03 to be placed on ADEL
- LWP-CSS 4-3-3 Marine Specialist Handbook
 - Currently 7 Jul 04 publication direction has changed and liaising with ALTC SME's and changing focus of publication to a more operational focus.
- LWP-CSS 4-3-5 Cargo Specialist and Terminal Operations Handbook
 - Currently publication placed on ADEL 15 Mar 04 and will be reviewed in March 05
- LWP-CSS 4-3-6 Air Dispatch Handbook
 - Publication completed and sent to Puckapunyal 31 May 04, and sent for final edit/DTP and to be placed on ADEL
- LWP-CSS 4-3-8 Operator Movements Handbook
 - Publication will be sent for final edit/DTP and then to Puckapunyal 7 Jul 04 to be placed on ADEL
- LWP-CSS 4-3-9 Transport Commanders Aid-memoir
 - Placed on ADEL 4 Jun 04

Manning

As at the time of print, we have in the ARA = 1619 Other Ranks with the break up of:

- Privates = 904
- Lance Corporals = 143
- Corporals = 386
- Sergeants = 186

Currently we have a number of positions in non-Corps environments in such units as Federation Guard, ARTC Kapooka, RMC/ADFA, and RTC's across Australia. A posting to one of the above units will give our soldiers valuable experience that will hold in good stead for the future. Again if you think that you have the goods to undertake such a posting, let your career manager know.

Corps Growth

Our Corps will continue to grow with new SED positions coming on line (see table below) this just reflects the ever changing priorities within the ADF.

New Trade Positions:

No of positions	Rank	ECN	Unit
1	WO2	381	Norforce
1	WO2	381	ARTC - Trg Dev
1	SGT	381	Special Operations Combat Service Support Company (SOCSSC)
3	SGT	381	ARTC - Inst
5	CPL	381	ARTC - Inst
1	CPL	035	SOCSSC - OP Movt
2	CPL	381	Pilbra Regt
1	CPL	381	1 Cdo Regt
1	CPL	381	SOCSSC
1	LCPL	381	SOCSSC
8	PTE	109	SOCSSC

Special Operations Combat Service Support Company (SOCSSC)

The SOCSSC is a unit focussed on the ability to provide Combat Service Support to the Special Forces community. The unit is required to deploy at a very short notice. Deployments may be of a long or short duration; members posted to SOCSSC are required to be fully deployable both personally and professionally for the duration of their posting.

Positions that are available in the SOCSSC for RACT personal are in the following ECN's 035, 099, 381, and 109. So if you are seeking new challenges and thrive on professional and personal growth contact your career manager.

Due to the nature of work soldiers posted to SOCSSC need to possess some of the following attributes:

- a. a mature approach to soldiering,
- b. be highly disciplined,
- c. be trade proficient,
- d. display good military skills,
- e. be both mentally and physically fit,
- f. be motivated,
- g. able to deploy at short notice, and
- h. work as part of a small group.

Everyman's Brief History

Everyman's is a Christian organisation that has been serving the Australian Defence Forces since 1940. The Reps are all volunteers and are posted to Military bases to assist Defence personnel and their families. They also go overseas and have been to Singapore (WW2), Malaya Emergency, Vietnam, Cambodia and more recently to East Timor. As Everyman's exist by the generous donations from the general public, funds are limited. The organisation does not receive any government funding and the Reps have to raise their own support. This is where you can help. Every donation over \$2 made to Everyman's is tax deductible. If enough people donate as little as \$2 a week this organisation would be in a much better position to serve the Defence personnel.

Through your Army service you may have come across us working with or attached to your unit.

You know the type of work we do. We not only work with our vehicles out in the field but we run centres on the bases where we are posted.

This helps us to work with the lonely Pte's or Cpl's who may want to chat with someone who knows the system but is not in the system.

Please consider donating to this work as it is essential for the well-being and morale of our Armed Forces.

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Club 2

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Vale



Colonel Robert Keane Mair, MBE (Retired)

Colonel R.K. Mair passed away on 23 April 2004. His military career was a distinguished one and included active service in WW2. A brief description of this career was published in Par Oneri Issue No 35.

Many members of the Corps attended COL Mair's funeral service held at the Immaculate Heart of Mary Church, East Hampton on 29 April. The eulogy was delivered by BRIG Jeff Wilkinson (retired) and part thereof is reproduced below:

"(Following his retirement) Bob retained his link with the Army through the Royal Australian Army Service Corps Officers Association. He assisted Sir John Allison on the Allison Report to bring pay in line with civilian pay. On 18 Mar 79 he was appointed Representative Colonel Commandant for the RACT for two years and was Colonel Commandant 3rd and 6th Military Districts for four years, finally retiring 4 Jun 82.

As a man of action and untiring energy with a 'can do' approach, Bob worked tirelessly establishing, and supporting the Corps Museum. His enthusiasm and willingness to solve problems is well known. Providing the inspiration behind the restoration of the wagon, a centre piece of the RACT collection, he used timber from the demolished RAASC Officers' Mess Puckapunyal to establish an historical link. He tracked a down the wheelwright to repair the wheels, where others failed. He researched and arranged the manufacture of the harness. This moved the then Commanding Officer of the Army School of Transport, Lieutenant Colonel Win Fowles, to use the horse drawn wagon as his means of transport to arrive as a guest at the Armoured Corps annual Cambrai Parade, to the stunned amazement and enjoyment of those on parade and spectators. It was not too often that the 'Truckies' scored one on the 'Tankies'!

Bob was also a driving force behind the design and construction of the RACT memorial wall at Tobruk Barracks Puckapunyal. This wall was recently relocated stone by stone to the new home of the RACT, at Army Logistics Training Centre Bandiana.

Bob is remembered most affectionately by a least three decades of RACT officer graduates and Corps members. Such was his genuine interest in their development and progress, that without fail he could always recall the first names of those he met, their family circumstances, current posting and to our delight, our next posting, frequently before its announcement! In short – he cared.

Bob was always a most welcome guest at the Tobruk Barracks Officers' Mess functions, both in his official capacity as a Colonel Commandant, and an Honorary Member. The Corps will always be grateful to his very close, loyal friend Margaret Sedgman, who partnered Bob, and cared for him as he became infirm. In Margaret's words:

"Bob always looked after me when I needed help; it was the least I could do when he needed support."

Bob and Margaret were a very popular couple, and good for each other for such a long time.

Such was the regard in which Bob was held by the RACT, in 1990, the inaugural "R. K Mair Dinner" was held in the Officers' Mess Puckapunyal to welcome newly commissioned RACT Officers to the Corps. This tradition, an initiative by then Lieutenant Colonel Rob Regan, CO/CI of the Army School of Transport, and now the Representative Colonel Commandant, continues in the new home of the Corps at the Army Logistic Training Centre Officers' Mess Bandiana.

As a sage and elder statesman of the Corps, Bob leaves a gap as a confidant, sounding board, and adviser to all ranks.

In the words of one of his Representative Colonel Commandant successors, Colonel Win Fowles: "Bob always left those he met of any rank or station, feeling better about themselves, the Corps and the Army, than they did before. And that's a great legacy".

Bob epitomised the Australian Army's values:

courage, initiative and teamwork, and

the RACT motto:

Par Oneri – Equal to the Task.

We salute Colonel Robert Keane Mair, MBE.

He will be sorely missed."

Lance Corporal Ronald Keith Barnett (Retired)

Ron recently passed away after battling cancer.

Ron enlisted into ARA on the 24th June 1975 and served in the following units; Canungra Transport Unit, District Support Unit Adelaide (attached to Adelaide Transport Unit), Singleton Transport Unit, 1st Recruit Training Battalion Kapooka (Transport Platoon), 3rd Training Group Puckapunyal, Royal Military College Duntroon, Canberra Area Medical Unit, Australian Defence Force Academy (Transport Section), and Defence Corporate Support Canungra (Transport Services).



Ron's career in the Regular Army spanned 25 years and he was awarded Defence Force Service Medal in 1990, and Clasps in 1995 and 2000.

Ron was discharged from the ARA on 8th October 2000, and settled in the SE Qld area. He had become well known in the Canungra area and was actively involved in the Canungra RSL as the RSL historian.

A funeral service was conducted for Ron on Friday the 9th of July at the Allambie Gardens at Nerang QLD.

Ron is survived by his wife Rhonda, sister Helan, brother Geoff, sister-in-law Dianne, and brother-in-law Ron.

Par Oneri



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The AAF Company owns and leases a number of holiday properties around Australia. Members of the ADF, ex-service personnel, Reserve personnel and APS staff employed by the Department of Defence are eligible to use the facilities. Contact details are as follows:

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	Ask for the Army apartments	
Gold Coast	Grande Florida Apartments	1800 627 804
	Ask for the Army apartments	
	Bay Lodge Apartments	07 5592 2811
	Ask for the Army apartments	
Tasmania	Fort Direction Holiday Homes	03 6237 7124
South Australia	Goolwa Holiday Homes	08 8555 02553
Western Australia	Kalbarri Beach Resort	08 9937 1700
New South Wales	Seven Mile Beach Holiday Park	02 4234 1340
	Ask for Army cabins	
	Long Beach, Batemans Bay	1800 808 054
	Ask for Army Apartment	

RACT Corps Shop Lives Again

Older members of the Corps will remember the Corps Shop at the Army School of Transport (AST). With the closing of the School in 1995 the Corps Shop was closed and the funds transferred to the RACT Central Fund. Unsold stock was transferred to the Army Museum Bandiana.



The Corps Shop stocked a wide range of items such as hat badges, stable belts, berets, polo shirts and caps. Even items such as bicycles and whitegoods were available as well as field equipment and clothing. The proceeds from sales were distributed to the AST Regimental Trust Fund as well as to the Central Fund.



Once the Corps Shop closed down the Central Fund lost a valuable and steady source of income and members lost a convenient way to purchase Corps related items as well as being able to purchase more significant items

at better than retail prices.

Over the last 18 months there has been interest in re-raising the Corps Shop. Sadly, in the current environment this cannot happen since the running of the Corps required a separate and dedicated Committee as well as staff to man and open the Shop to conduct daily trading. That staffing is now simply just not available.

However, there is some good news. HOC has negotiated with a company called The Military Shop to provide a mail order service for the purchase of some Corps related items. The Military Shop is able to provide a range of services for military personnel. By visiting the website you can browse through these services such as auctions and contact lists or you can purchase Corps memorabilia such as polo shirts, caps, key rings, pen sets, letter openers and pewter tankards. Products are available for not only RACT but also for a range of other Corps as well as for Defence.



To purchase items log on to the RACT website (<http://intranet.defence.gov.au/armyweb/Sites/RACT>) and click on the Related Sites tab. Then scroll down to Internet Links and click on The Military Shop link to get to their site. Once there you can navigate your way around the site. By purchasing items you are helping the Corps as the RACT Central Fund receives a commission on all on-line sales through this site.

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RACT Central Fund – How are we going?

Last year's *Par Oneri* featured a detailed article on the RACT Central Fund. Information on the fund can be found in Corps Policy Statement Number 5 which is available on the RACT website. Briefly, the Central Fund is designed to provide financial support to various Corps activities for the benefit of our soldiers. The most significant support that the Central provides is the provision of cash prizes for the Soldier and JNCO of the Year awards. These are currently \$750.00 per person. None of the other Corps does this so we are unique in the way that we encourage our soldiers and JNCO to excel. At last year's Corps Birthday parade the Chief of Army was very impressed with the value of these prizes.

The account balances as at 31 May 04 are:

S3 Allotment Account	\$1241.31
S50 Working Account	\$1678.14
I13.1 Term Investment	\$121,169.04
I13 Term Investment	\$ 43,334.34
	<hr/>
	\$167,222.83

Although it may seem that we are rolling in money, this is not the case. Our Term Investments provide the bulk of our yearly income. Other income comes from Corps subscriptions and sales of the Corps History book. If we start to eat in to our capital we will eventually have no capital and we will not earn as much interest. So, we must preserve our capital because we rely on the interest that it earns. This then poses the perennial problem of raising enough funds to be able to do all that we want to do.

Some of you were contributing to Corps funds via allotment. Most of you will have noticed that your allotment has been ceased. This is thanks to DEFPAC who has decided that these allotments were "illegal" as the money was not going to the member, the member's spouse or the member's dependents. Several discussions with DEFPAC resulted in differing and sometimes conflicting policy being cited. However, our arguments were to no avail and the allotments remain cancelled. Having said that, there are still about seven allotments that, for some reason, have not been cancelled. Naturally, DEFPAC have not been advised of this. HOC is currently investigating our options to have the allotments reinstated but it may some time before anything changes, if at all.

This leaves an annual payment as the only means of levying Corps subscriptions. This can be done either by cheque (made out to the RACT Central Fund) sent to SO2 Corps or by direct credit or cash deposit into the bank account. The bank details are:

Account Name: RACT Central Fund
Account Number: 87440
BSB: 803205

If you decide to deposit your subscription into the bank account (either electronically or by cash), please ensure that the Defcredit staff enters your name in the transaction details so that your payment can be identified. Receipts will be provided at the end of each month.

At the next Corps Committee the FY 2004/05 budget will be considered and approved. Once this occurs it will be posted on the RACT website. The budget items will remain the same but the amounts allocated to each budget item are the crucial factors. For those who are not aware, as a result of the allotments being cancelled the approved FY2003/04 budget had to be amended. Grants to the Regions had to be cut by 60% and we are presently unsure whether we can fully fund the 2004 Soldier and JNCO of the Year prizes.

Both HOC and DHOC have written to all OCs and COs asking them to encourage their officers and SNCOs to contribute to Corps Funds. Contributions from our soldiers and JNCOs are welcome though not expected. The rates are very modest:

PTE – CPL \$25 per year
SGT – CAPT \$35 per year
MAJ and above \$50 per year

Without labouring the point, we must increase the level of subscriptions if we want to be able to do the things we want to do. Our current budget only covers the normal activities. It does not include those project items that we would like to undertake such as putting money aside each year for the 50th Anniversary and the next Corps History book. Nor does it include allocating money to the RACT Display at the Army Museum Bandiana to maintain our heritage. Hopefully you will feel enough of a sense of obligation to become a subscriber to Corps funds.

In March 2004 the RACT Central Fund was audited by the AWMA Regt Audit Board. A copy of the audit report is available from the SO2 Corps. There were no adverse findings.

SCMA

A few notes from your Career Manager

By Major P. Fleming, CSC
Senior Career Manager RACT

As the new career manager in the RACT cell, it is time to pass on some thoughts for the Corps Magazine. Last year's team remains in place for 2004, with me replacing CAPT (now MAJ) Chris White.

The role of career management is to take a long term view in order to achieve the best outcome for the Army, Unit and the soldier. When speaking to the many soldiers during our tours, there are some that only look for the immediate return (gratification) of the next posting. As Career Managers, we aim to develop the soldier for the next rank, if not the rank after next. So when you ask for the next posting or locality, ensure that it develops your career (think trade progression model). Reasons such as like the locality, have just bought a house there, is the location of extended family, while quite valid reasons for the soldier are only a small consideration in looking at the strategic view of a soldier's career.

Soldiers should endeavour to develop their understanding of their respective trade career path. This includes what postings are required, when to attend career courses and the specific requirements for each trade to achieve promotion.

PAC

The aim of the Personnel Advisory Committee (PAC) is to promote the best soldiers within trade and ECN. To achieve this, Career Managers spend considerable time preparing each soldier prior to presenting to the PAC. A key message that we would like to get across, is that it is necessary for all administration relating to soldiers be up to date. Aspects such as AIRN compliance, medical, dental and current annual reports are all crucial to the PAC preparation. Whilst many of these are a unit's responsibility, soldiers must also ensure these requirements are satisfied (especially those expecting promotion).

The 2004 PAC is complete and all who were presented should be aware of the outcomes. Of all 181 personnel from the ranks of CPL to WO2 presented to the 2004 PAC, 66 were cleared for promotion. Statistics for soldiers taken to the 2004 PAC by rank and trade are as follows:

ECN	Rank					
	CPL – SGT		SGT – WO2		WO2 – WO1	
	Eligible	Band 1 or 2	Eligible	Band 1 or 2	Eligible	Band 1 or 2
035 - Movements	6	2	10	3	9	1
099 - Air dispatch	7	3	1	1	2	1
171 - Cargo Specialist	6	3	4	1	1	NIL
218 - Marine Specialist	6	2	3	NIL	4	1
381 - Driver Testing Officer	63	29	32	16	18	2
350 - RSM	-	-	-	-	10	1
Total	88	39	50	21	43	6

2004 PAC results

The New Banding system. As members of the Corps should be aware, SCMA has introduced a new system of clearances from PAC. This year, soldiers who were eligible for presentation at PAC, were categorised into one of five Bands. While the utilisation of the Banding system is distinctly different from the method DOCM-A uses, it provides soldiers accurate feedback as to their promotion prospects for that year. While the system has been widely documented, the SCMA handbook contains the detail on how the new Banding system works.

Letters for Band Four and Five. In previous years, all soldiers presented to PAC received a letter detailing their individual PAC result. This year, individual letters were sent to soldiers who were placed in Band Four and Five. The intent was to give feedback to soldiers, who were eligible but not suitable for promotion this year or in the longer term. The results for soldiers in Band One, Two and Three were detailed as part of a letter to the Unit CO.

Interaction with Units. It is the intent of SCMA to deal with the Unit RSM or SSM when discussing soldiers in the first instance. Experience this year has demonstrated that while units are busy, it is often difficult to contact the chain of command to gain timely feedback. As a result it is sometimes necessary to speak directly with the soldier. When contact is made directly with the soldier, the CM will contact the RSM / SSM via a phone message or via email as a matter of course. This will be the exception rather than the rule.

PAR

While the new reporting document has been utilised for several years now, it is vital that soldier receive honest and accurate feedback on their performance. By using the process of initial, mid term then final counseling and reports as a minimum, soldiers should have the appropriate feedback. Comments and grading in the annual PAR should not be a surprise to the soldier.

While compiling the respective reports, ensure that the actual performance of the soldier is detailed. By providing an inflated report or not giving accurate and honest feedback, the soldier is being disadvantaged. The soldier will have an unrealistic expectation of their performance or not understand what attributes they need to develop. While some assessors may see it as an easy way to get through the process, soldiers have the right to accurate and honest reporting, for good or bad.

As Career Managers visit each location, we are happy to provide examples of the good and poor PAR.

Soldiers should always keep a copy of their PAR. By examining a range of years, the PAR is a useful tool for your own future reference and assessing trends in performance and development.

Postings

While the intent is give soldiers as much locality stability as possible (two postings back to back in one location) it is not always possible. As a result of the numerous unit SED reviews that have occurred in recent time, many of the favoured postings or locations have moved from reality into folklore. Locations such as Melbourne, Perth and Brisbane, while being preferred locations, have limited positions available to achieve back to back postings. Soldiers posted to these locations need to appreciate that they will be held to tenure and subsequently posted out.

Mobility as a result of service postings is generally considered the down side to working in Army. Despite its perceived disadvantages, it is necessary to achieve development across a range of positions, units and ranks. As mentioned earlier, it is the Career Manager's responsibility to prepare soldiers for employment within Army at rank and for subsequent promotions. To achieve the required development, it is quite often necessary to move soldiers out of a location after a posting.

When speaking to your Career Manager during your annual career interview, there is no harm in asking for what you want. As Career Managers, we will consider your proposal and advise you of the relevance, adherence to the trade progression model and the availability of postings or positions to achieve it. To have greater success, it is better to be prepared and have read the following documents:

- RACT Corps policy relevant to the trade or stream
- ECN Standing Orders (being revised and updated during 2004)
- Employment Specifications

Visits to SCMA

Encouraged for CO/RSM, OC/SSM and if your unit is able, for officer and SNCO training. Requests should be sent via email to scma.visits@defence.gov.au outlining visitors, when and who you want to speak to. While visiting SCMA is highly encouraged, you need to consider that Career Managers are very busy during the first half of the year preparing for and participating in PAC and then preparing the posting plot.

PAC runs between February to late May each year. Visitors are welcome to view the PAC and be briefed on the process. Many who have observed a PAC have come away with a new understanding of the requirements and system that is the PAC.

Contact details for the Career Managers for specific trades are listed below. 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:

- MAJ Pete Fleming – ECN 035, 171 and 218 (all ranks): 03 5258 0496
- WO1 Jeff Carthew – ECN 099 (all ranks) and 381 (SGT and above): 03 52580497
- WO2 Scott Strijland – ECN 109 and 381 (CPL and below): 03 5258 0498
- WO2 Duncan Milne – ECN 274 and all course inquiries: 03 5258 0498

At the end of 2004, WO1 Carthew and WO2 Milne will move on to better things and will be replaced by WO1 A. Irwin (10 FSB) and WO2 J. Weinman (1 JSU). It is requested that contact is not made with the new members until 2005, when they take their appointment at SCMA.

On a final note, a valuable tool for information and finding processes is the SCMA website. It contains a wealth of information on career and soldier management. The site also contains the SCMA Handbook that should be your first reference when answering the array of questions that soldiers and the chain of command ask.

The website can be found at: <http://intranet.defence.gov.au/armyweb/Sites/SCMA/>

Joint Movement Coordination Centre (JMCC) Honiara Rotation III

SGT Simmons (JMCO BNE)

Touchdown in Honiara was just as we all expected, hot, humid and raining! After squishing through the mud around the APOD (Air Point of Disembarkation) with our baggage, and a series of briefings it was down to business with the Handover / Takeover (HO/TO). The new JMCC was headed up by LT Mark Eastgate (JMCO Darwin), LCPL Jodi 'Muscles' Tipton (JMCC), PTE Gregory 'Knuckles' Williams (JMCO Darwin) and myself, SGT Geoff Simmons from JMCO Brisbane.

SGT Marty Russel (my predecessor) was standing there with a large grin knowing that this was the second time that he handed over to me on deployment. I replaced Marty last year in Oecussi (East Timor) in similar circumstances. We are now expecting that it will occur again sometime in the near future. Time will tell.

After hitting the ground running (we had arrived halfway through the Combined Task Force 635 rotation (CTF 635)) the week of HO/TO went way to quickly. We soon found ourselves dealing with complexities of a Combined Task Force and working to Island time.

Later in the deployment, the focus began to change to the 'strategic repositioning' of the Task Force. Deployment Planning Date Sheets were called for, and the long road towards a workable movement plan was started. After many late nights and hard work from all Force Elements, the final cut was submitted to Headquarters Joint Movements Group and Joint Operations Command.

Throughout the deployment, JMCC was required to liaise closely with the Force Support Squadron. The Truckies in Distribution Troop were required to provide Feeder/Clearance transport for the weekly sustainment aircraft, this was among many other tasks that these personnel were required to perform.

The arrival of the Force Extraction Team saw a change in focus again, with much of the transport assets and Material Handling Equipment being dedicated to the extraction of personnel and equipment. A short period later, after reaching the magical 91 day mark, our replacements arrived. Bright eyed and bushy tailed, they gripped up the plan and proceeded to 'crack on' with the final part of sustainment phase and worked hard to finalise the plan for the extraction.

After three months in Honiara, we were all happy to head home back to our families.

Solomon Islands II

At 0940 on the 24th of July 2003 the bow door of Army Barge 1059 touched down on Red Beach Guadalcanal Island, this marked D'Day for the second Solomon Island intervention tour, Operation Anode.

Three days prior, after a teary farewell from our families, we departed from Ross Island in the same uneventful way we always do. Unlike other instances, this time there were twelve soldiers on board two boats, facing unknown tasks and challenges, excited and primed to get out and get the job done. We were loaded on to HMAS Manoora, which became our command ship, and set sail for the Solomon Islands along with approximately 150 infantry personnel.

The trip over was a smidgen lumpy, which left many Army personnel a little bit green around the gills and very happy to reach the other end of the road, just off the coast of Guadalcanal Island.

We were unloaded the next day and began the considerable task of unloading HMAS Manoora of all personnel and machinery bound for the shore. The first loads consisting of the beach team, LX120 with beach matting a TD15 and seven blokes, plus an infantry section to secure the beach. Once the beach had been secured and set up, the rest of the equipment was right to be transferred to the shore.

Not unlike previous deployments Army water transport, namely the LCM8's and beach teams, played an integral part in the operation. The movement of stores and personnel between ship and shore was our primary role as well as servicing all the Navy vessels that were in the vicinity for their rationing and stores from HMAS Manoora. We worked up a tremendous rapport with the Navy's small craft during this period and we have since met up with these vessels on other exercises and they have looked after us suitably.



Landings on to Manoora.

The Army barges also did resupply runs to out posts on other islands within the Solomon Islands group. On these trips usually there was a change over of the infantry personnel that were on duty in that area.

Occasionally we helped out the Federal Police get into remote coastal localities to carry out their task of weapons collection and law enforcement. Undertaking these jobs opened our eyes to some of the most picturesque and untouched places we had ever seen. These tasks also allowed us to get out of the normal grind of logistics over the shore operations and gave us something to challenge our own skill sets.

On the 27th of October the Army boats did their last trips to Red Beach before being loaded back on board HMAS Manoora to make the three-day trip back to Townsville. On the 31st of October we were dropped back into the water and left to make the final cog back up the Ross River back to Ross Island barracks to the waiting families and dignitaries on the wharf. There was a feeling of closure for all members as we pulled into the wharf that the job was finished and that the Solomon Islands experience is one we will never forget.

Crews Solomon Is. II.

Tp. Comd.: Lt Cox
Marine Supervisor: Sgt Lindsell

	AB 1059	AB 1050
Coxswain	CPL Marrinan	CPL Radcliffe
Engineer	CPL Bergquist	CFN Simpson
Deckhand	PTE Mohammed	PTE Prestney
Deckhand	PTE Whitehead	PTE Mc Donald
Deckhand	PTE Mc Kenzie	PTE Mahar

Message from the Representative Colonel Commandant – Colonel R.T. Regan, CSC (Retired)

It was with pleasure that I accepted the Head of Corps invitation to assume the appointment of Representative Colonel Commandant of the Royal Australian Corps of Transport in October 2003.

In taking up this appointment I am well aware of the efforts of those distinguished members of the Corps who have preceded me. In particular may I make mention of my predecessor, Colonel Win Fowles who was a tireless worker for the Corps and who, almost alone, achieved the near impossible of having Army officially recognise, once again, the importance of the lineage of our units. Colonel Fowles was awarded a Chief of Army Commendation at the Corps 30th Birthday Parade in Townsville last year, an award that was well deserved.

May I also take the opportunity to farewell the Colonel Commandant Eastern Region, Colonel Ted Love. Colonel Love was a true character of the Corps and I know he enjoyed his time as Colonel Commandant as much as the members of the Corps in NSW enjoyed his visits. Colonels Fowles and Love have been replaced by Colonels Greg Park and Peter White respectively. Both officers have had distinguished careers within Army and the Corps and both are keen to become involved in Corps matters once again.

The current Colonels Commandant of the Corps are Colonel Rob Regan, Southern Region; Colonel Peter White, Eastern Region; Colonel Greg Park, Northern Region (which includes Queensland and the Northern Territory); Colonel Doug Wyatt, Tasmania Region; Colonel John Such, Central Region; and Colonel Frank McGrath, Western Region. We are appointed as the link between the past and the present. We have a wealth of knowledge and experience and are available to assist Corps members and unit commanders on Corps matters. We are also available to visit units and attend events of a Corps' significance. In this regard we only need to be asked.

There are a number of issues which I would like to make mention. Firstly, I must congratulate those members of the Corps involved in organising the 30th Anniversary Parade and Corps Conference in Townsville last year. It was a great success and well attended. It was also an excellent opportunity for the Colonels Commandant to be updated on Corps matters and meet and talk with many members of the Corps. I certainly look forward to the next Corps Conference to be held at the home of the Corps in Bandiana in November 2004. I would encourage your attendance, it is an ideal opportunity to be briefed on matters impacting on the Corps and to have an input into the way ahead.

Secondly, is the matter of Corps history. We as a Corps come from a fine pedigree, the Royal Australian Army Service Corps, and its predecessors; and the Royal Australian Engineers (Transportation). In the case of the Royal Australian Army Service Corps, Colonel Neville Lindsay has written a well researched history in his book titled Par Oneri. It is worth a read and in doing so you will find that many of our units have a lineage that is older than Federation itself. As the Royal Australian Corps of Transport, we also have our own history and much of that history is included in Albert Palazzo's recently released book. It is interesting to note, however, that as a Corps we have not been good at maintaining our history in written and photographic form and consequently much has been lost over time. I note that the Corps is now maintaining a form of our history in written form but what appears to be missing is a repository for the many photographs. This is an issue that the Corps as a whole needs to address in the short term.

Finally, we have recently lost Colonel Robert (Bob) Mair, MBE, the senior statesman of the Corps. Colonel Mair's involvement with the Corps and its predecessors involved a period of over 60 years. His dedication, enthusiasm and loyalty set him apart to the extent that he became a role model for many of the serving and retired members of the Corps. It is good to see that his memory will remain as the Corps Committee has recently agreed to continue naming the two annual dinners for the new Corps officer graduates the R.K. Mair Dinners.

MOVCON in East Timor

SGT Sean Lehmann

I arrived in East Timor for OP Citadel to begin my work with MOVCON on the 11 Dec 03, with FLTLT Claire Ingham (1ATS Det Williamstown) and WO2 Terry Mackenzie (JMCO Adelaide).

On arrival WO2 McKenzie was met by CPL Lincon Smith (JMCO Adelaide) and departed for ASNCE. FLTLT Ingham and I departed with the Military Staff of MOVCON. SGT Leanne Polling (JMCC) and MAJ Nestor (JMCO Brisbane), FLTLT Giles (1ATS Det Amberley) were away in Baucau, so our time with the UN at MOVCON had now begun.

The main focus of our work was to start the ball rolling in the extraction of all peacekeeping Forces out of Timor by 14 Jun 04. In the first week of being in country the Thailand Contingent was departing. The first part of their extraction was from Suia to Baucau and finally home by Civilian Chartered Aircraft. This was conducted by a series of shuttles which consisted of a combination of Dash 7 Aircraft and MI-8 Helicopters.

After enjoying Christmas and New Years overseas the big task now was upon us. FLTLT Ingham was allocated task of planning the move of the Thailand Hospital, Bangladesh Contingent, and I was allocated the Fijian and Australian contingents. The remainder were divided up with the two Portuguese soldiers and civilian staff working with us at MOVCON.

On 05 Jan 04, the first of the Australian rotations began and we were tasked to plan and execute this move. Mid Feb came and the last Fijian rotation had begun. Due to bad weather the plane could not land in Baucau and a mad dash to Darwin was made to conduct a series of shuttle flights with the Dash 7 aircraft to get the Fijians home. I was unfortunate to be stuck in Darwin for four days waiting for a trip back to Timor. The whole trip was made better when the UN, after being stranded without spare clothing and accommodation, paid me full TA.

In February, MAJ Meredith Nester (OC MOVCON) departed for home and was replaced by MAJ Peta Langbehn. Our new OC had a big task ahead of her as a lot of detail for the extraction had been completed already but the finer final details were left up to her to complete.

In April the 2nd Rotation of the Australians was completed. I finally departed Timor on the 19 Apr 04. SGT Paul McCormick from the JMCC replaced me. His task was to complete the mission of extracting the PKF out of Timor.

I was fortunate enough to be one of the last Australian Military Movers of MOVCON, and it was a great opportunity to experience the closing down of a UN Mission. In just four years due to the downsizing of the PKF, MOVCON has downsized from just over 30 Australian Movers, till today where there are only three.

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Operation Catalyst

Rehabilitation of Iraq

"The involvement of Australian Forces in Operation Iraqi Freedom has been vital to the ongoing success of the operation. Australian troops have completed some of the most dangerous and demanding missions and have proven their reputation as among the best soldiers in the coalition and world today."

LTGEN R. Sanchez
Commander US V Corps
February 2004

Operations Falconer and Operation Slipper were Australia's most recent combat operations. In October 2001, Prime Minister John Howard announced that the Australian Defence Force (ADF) would contribute to coalition operations against terrorism. The ADF contribution to the international effort was Operation Slipper and Australia provided a Joint Task Force to the War Against Terror specifically to the Middle East Area of Operations, the MEAO. The forces deployed on to Operation Slipper included men and women from all three services and importantly, men and women of the RACT. Our personnel came from most trades of the Corps and comprised the major portion of the logistics support element deployed to support the joint force. Once again in combat, our people provided timely and professional support throughout the combat phase right through to the capture of Baghdad and greater Iraq.

Operation Catalyst. On 16 July 2003, Operation Catalyst commenced and saw Australia's continuing contribution to the rehabilitation of Iraq. The ADF continues to participate in Coalition efforts to develop a secure environment in Iraq, assist national recovery programs and facilitate the transition to Iraqi self-government. Operation Catalyst comprises about 850 personnel including a number of RACT personnel throughout the theatre of operations. The major deployed elements are:

- Jointly manned assets include the Australian Joint Task Force Headquarters for national command located in Baghdad. A Force Level Logistics Unit split between Baghdad and Kuwait City to provide second and third line support to all elements within Iraq. Up to 15 analysts and technical experts to support the Iraq Survey Group – the coalition effort to locate, identify, account for and destroy Iraq's weapons of mass destruction and associated programs. An Australian contribution to coalition headquarters and units, combined logistics and communications elements comprising about 90 personnel from all three services.
- The RAN provides an FFG, presently HMAS Stuart, as part of the coalition maritime force conducting maritime interception operations in the northern Persian Gulf and a Logistic Support Element. A RAN training team (12 sailors) to train Iraqi sailors in patrol boat and small vessel operations for the Iraqi Coastal Defence Force.
- Army elements include the security detachment of about 90 personnel including Australian Light Armoured Vehicles and an EOD Team to provide protection and escort for Australian Government personnel working in our Representative Office in Baghdad. An Army training team comprising 53 soldiers to assist with the training of the New Iraqi armed forces, and in addition, Major General Jim Molan AO, has been appointed Deputy for Operations within the Multinational Force Coalition headquarters in Baghdad.
- The RAAF continue to provide a C-130 Hercules detachment to provide air lift and sustainment support. An AP-3C Orion detachment conducts maritime patrol operations, with two aircraft and associated command and support elements. An Air Traffic Control detachment and support personnel of about 65 personnel are located at Baghdad International Airport providing ATC services, and Combined Air Operations Staff.

With the Government indicating a continued Australian commitment to the Coalition effort in Iraq, this short article will focus on the RACT people deployed in the MEAO, in particular Iraq, between August 2003 and March 2004, their living and working conditions, major events and information which hopefully will be of interest to the reader.

The MEAO

The MEAO is a very large AO comprising the Arab nations of Iraq, Saudi Arabia, Kuwait and the smaller Arab states on the Persian Gulf plus Afghanistan. It is a harsh and difficult environment from many viewpoints. The physical, environmental and cultural conditions are so different to Australia and every deployed Aussie was initially struck by the extreme conditions they found themselves in. RACT people were deployed throughout the whole theatre of operations with the Movements Specialists finding themselves deployed individually or in pairs with other ADF elements. The Movers worked tirelessly in varying conditions from fixed and well-established bases in the south of the MEAO, to the sandbagged bunkers throughout Baghdad. This situation continues today.



31st SQUADRON, 1st RAAF, 1st RAN at the point of impact of JDAM that hit Saddam's bedroom



LTCOL Adrian Owersell, RAUF & CAPT Shildes Williams (RAN)

Iraq itself is an amazing country, which has suffered from the 30-year tyrannical rule of Saddam Hussein. The first observation is that the country was severely damaged by the war and Baghdad suffered from intense combat. However, one quickly realises that the poor conditions, considerable damage and neglect has been largely brought about by the harsh dictatorship of Saddam. Over 70% of the Iraqi population is under 30 years of age due to the extreme efforts of Saddam's murder squads. To this day survivors search mass graves for friends and relatives who disappeared in the past without a trace. Iraq still has a viable and relatively well educated population and natural resources that could help restore the country to previous prosperity. However, the excesses of Saddam, his family and cronies must be redressed before the average Iraqi can live in good health again.

Weather conditions of Iraq are extreme! Obviously their seasons are the reverse of Australia and the variance is much greater. Summer in Baghdad is unbelievably hot. From July through to September daily highs can reach 55 degrees Centigrade with very hot dry winds sapping the moisture from your body. Working in DPDUs, body armour, webbing and Kevlar helmet, is akin to working inside a furnace. Night-time was a blessing where temps might drop to below 40 degrees if you were lucky. Everyone truly appreciated their Camel-back, often draining them up to ten times a day. Between July to September 03' there were 50 straight days of temperatures not dropping below 40 degrees.

Baghdad is a large Arab city, which has the full spectrum of society all trying to live together. It is a modern city with hospitals, universities, cultural and religious centres and surprisingly, more than enough water to satisfy all its needs. It sits central to Iraq on the confluence of the Tigris and Euphrates Rivers and could be a lush oasis all year. However once again, Saddam chose to not develop what could be the greatest irrigation system in the Middle East, but developed his military muscle. The city today still suffers from poverty and the lack of government services and of course the almost daily combat action.

Corps Involvement

Most Australians deployed in Iraq are in Baghdad including the Truckies. The three main locations where our people work include the Baghdad International Airport (BIAP), the Presidential Palace North (PPN) and with the Baghdad Security Detachment (SECDET) in central Baghdad. Naturally each of these locations are well defended and, except for SECDET, often include thousands of other Coalition troops. While combat operations officially ceased some time ago, every day in Baghdad brings constant reminders of the ongoing struggle. Mortar and rocket attacks on these bases and other Coalition bases occur almost daily. The most dangerous threat to ADF personnel remains the Improvised Explosive Device or IED. The anti-coalition forces have learned quickly how effective and deadly IEDs can be and have employed them in the vehicle borne mode – VBIED and even in Donkey Carts! However, the force protection drills employed by all ADF elements are among the best in the MEAO. Most of these drills and conditions are common sense and they have proven to be successful. We meet and exceed coalition protective requirements but still get the job done. This means that life is not always comfortable or convenient, but the result is we ensure the safety and lives of our people. Of all coalition partners, Australia has the best survival record.

The PPN is just one of the 70 or so Palaces Saddam built in Iraq. Less than ten years old, the Palace grounds comprise about 130 buildings apart from the main Palace. Sitting on 300 acres of prime land it is dominated by the huge marble and stone main palace, the Al Faw Palace or Water Palace, which only the Iraqi elite got to enjoy. The whole area is dominated by a man made lake which though inviting, was not fit for swimming in; we are still unsure of what lies beneath the waves! The Palace itself is about the size of the MCG and features marble bathrooms with gold fittings. The huge entrance dominates the palace with its chandelier measuring nearly ten metres across!

During the war it was a military base and was targeted by Precision Guided Munitions (PGMs) primarily to minimise damage. While some might think it surreal to live in a Palace in a combat zone, the quality of workmanship, the lack of electricity, sewerage and water through bomb damage made living there quite difficult, especially in summer! However, with time and money much was repaired and finally, air-conditioning started to work! As Aussie troops were among the first to enter Baghdad and the PPN, the Aussies secured relatively good accommodations and importantly, the only swimming pool! In summer, this oasis in the desert is truly, the vital ground!



The Remains of One of Saddam's Baghdad Palaces



Lt Colonel Adrian Owersell, RAUF, Major Paul Williams, RAUF, Major Roy Peterson, RAUF and Major Shildes Williams, RAN

What Truckies Did!

The Corps was and continues to be well represented in the MEAO. Soldiers and officers serve throughout the theatre and all perform vital roles and functions. Security restrictions prevent a detailed description of exactly where and how many RACT personnel are deployed to the Gulf, but it is safe to say that we have most Corps streams represented. The 'Movers' are across the MEAO and working hard to support the constant rotation of personnel and movement of cargo and stores into the theatre. With most ADF elements rotating personnel rather than whole units, there is a constant stream of people arriving and departing the theatre. Add on to this the tight force protection and security requirements together with the 'unique' Middle Eastern customs requirements, and the Movers well and truly earn their pay. CAPT Jo Pope and her team are doing an outstanding job in demanding circumstances.

Naturally with the constant movement of cargo from and to Australia, Termites and Drivers are also in high demand. Operating from the two logistics bases, they employ all the skills to operate air and road FDCs and have to meet the often-changing high priority demands for stores and equipment needed in Baghdad. Within the JTF HQ PTE Scotty Moylan served as the Commanders Driver and often found himself doing very unique jobs from providing close protection to the Commander to running HQ PT sessions!

As seen on every operation the Corps has supported, the Postie ends up being that vital link to home. No less than any other operation, the posties in the MEAO work tirelessly to get the mail through. Mail normally only arrives twice per week but this can be affected by weather, higher priority cargo or enemy action. Over Christmas the mail naturally surged and reached a peak of 160 bags for a single drop. With all the added difficulties of mail operations in the MEAO, there were virtually no problems and mail usually took less than three weeks to arrive. The big challenge was limiting parcels to less than 2 kg unlike the generous allowance for troops in East Timor.

Christmas in Baghdad

Christmas on operations regardless of where you are becomes a special time and special efforts were made for as many troops as possible to enjoy the festive period. For the troops in Baghdad a special lunch was served in the traditional manner but in a very special place. Lunch for about 150 troops was served in Saddam's private dining room and will be a life long memory for all. That evening we enjoyed special Tour De Force concert featuring the amazing Angry Anderson and the Band of the RAN.

The Tour De Force team toured throughout the MEAO visiting most Australian bases. The CDF, GEN Peter Cosgrove, also joined the troops for Christmas and in two days spoke with most troops deployed but especially those inside Iraq! The Concerts in Baghdad had to be conducted quickly and within all force protection constraints. All touring personnel were moved in armoured convoy between locations with all RAN personnel being armed for their time in Iraq. Supporting Angry was the Canberra rock band 'Kintama'. These guys all volunteered to come over and for no pay whatsoever. All the entertainers provided a fantastic concert and one that made everyone forget, even for a brief period, of where they actually were. The concerts, punctuated with the sound of gunfire and helicopter gunships overhead, were the highlight with everyone, including many US troops, thoroughly enjoying the music from home.

Conclusion

The tour of duty for all ADF personnel is from four to six months. Nearly all RACT trades are represented and opportunities for nearly all ranks to deploy exist. Soldiers and officers must meet the normal deployment criteria but be prepared to work in a dangerous and hostile environment in extreme weather conditions, especially summer.

Notwithstanding these challenges, the time in the MEAO is as professionally rewarding as one could ever hope for. You will experience history in the making and be challenged to provide the very best that you can. As we have done on every other operation, RACT personnel continue to provide essential and professional support. You can be part of it!

Par Oneri



Presidential Palace North, Baghdad



The Main Entrance Hall with its own major work Chandelier



A typical Marble bathroom with gold fittings



Christmas Lunch served in Saddam's Dining Room



CDF and OPSWOs.

JMCC MEAO

J. Pope OC JMCC MEAO

The Joint Movement Coordination Centre Middle East Area of Operations (JMCC MEAO) was established in August 2003, from personnel, posted within 1 Joint Movements Group, providing movement support to the Joint Task Force for Operations Catalyst. JMCC MEAO is a joint organisation consisting of nine personnel deployed on four-month rotations. HQ JMCC MEAO, comprises of an OC and an OPSWO, who are located in Kuwait and manage five Movement Control Detachments (MC Dets) in four countries including UAE, Qatar, Kuwait and Iraq. The main focus is on Iraq, which requires Strategic Movement support for all Australians moving from Kuwait into Iraq. Movement support is provided for all Defence personnel both civilian and military as well as providing movement support to Australian Representatives Office (Head of Mission) and Non Government Organisations (NGOs).

The days vary considerably for the movers, as there is always issues being raised to hinder the movement of personnel and cargo through the MEAO. These could range from not being able to obtain Visas for NGO, which could take anything from two days to obtain, to spending three weeks trying to receive Cargo from the Kuwaiti Customs. Finally, trying to pacify members as to why we can't give everyone Business Class flights back to Australia on QANTAS, remembering we are in the Middle East (go figure)!

Once you get over the "WOW" factor of seeing Palaces and being in Baghdad a sense of realism hits you. We have personnel, including the MC Det living in areas, located at Baghdad international Airport (BIAP), which are mortared on a regular basis. One of the MC Dets tasks is to travel into Baghdad to plan and assist with the SECDet's rotation. This requires movement by two ASLAVS from their location into the CBD of Baghdad, this is not safe journey but it is just one of the many tasks the movers are required to undertake to ensure that successful movement support is being provided.

The MEAO exposes the movers to a diverse range of culture and experience both within their work place and socially, which will certainly stay with me for along time. The camaraderie and support between the MC Dets reflects the professionalism and dedication we have come to expect from our movers and in particular noting the environment they are required to work in, it is a credit to them.

With the temperatures in the Middle East starting to top 50 degrees, the current rotation of Movers are still hard at work. With five Movement Control Detachments in four different countries, supporting all AS FE in the MEAO, we are definitely being kept very busy. Along with ongoing rotations of FE we have also supported the myriad of VIPs (Military and Civilian) that have visited the MEAO over the last four months. The highlights of these visits were meeting with the Prime Minister and the CDF on Anzac Day and, for the lucky few, dancing with Miss Sophie Monk during her concerts in the Middle East.



Disbanding PM



JMCC MEAO (-) From top Left OPSWOs WELZ John Davies, OC CAPT Jo Pope, MC Det Kuwait SGT Kelly Aike, MC Det RANLO SGT Thiele Stone, MC Det Al Majid SGT Belinda (Blinky) Cox and MC Det Kuwait PTE Brian.

35 Water Tpt Sqn Iraq 2003

Op Slipper, Op Bastille, Op Falconer

CPL Jason Moon

On 05 Jan 2003, 11 soldiers from 35 Water Transport Squadron, 10 Force Support Battalion left Townsville for Sydney, this would be the last time we would see Townsville for six months. With the great unknown of our exact tasking, we could only imagine what was ahead of us.

We had a short stay in Sydney, with a whisper of what was to come. During this time we participated in training with the Australian Navy at HMAS Jervis Bay, inspected equipment and stores, issued more equipment and attempted to accomplish some training. Approximately late Jan 03, we departed Sydney for Darwin and then the Gulf.

Following about a month on board HMAS Kanimbla the two crews were on edge waiting for that ever elusive day to be unloaded. The day came and went with no problems; we were unloaded at Kuwait Naval Base, our part time home, and *what a home that was to be.*

We were extremely fortunate to work alongside the British Army and the American Army. However working with the Americans was a unique experience in itself, one of trepidation, our craft had to be marked as friendly, and yet it was unsure whether that would be sufficient or effective.



Back Row (L to R): CPL Chris Crossman (English, A1 1051), CPL Darren Jones (Wynyard, A1 1051), PTE Brendan Mills (Duckhead, A11051), PTE Mark Anthony (2IC, A1 1060), PTE Sam Stewart (Duckhead, A1 1000).

Front Row (L to R): PTE David Corkery (Duckhead, A1 1051), CPL Jason Moon (Canberra, A1 1060), PTE Alan Turner (2IC, A1 1051), SGT Frank McKashoe (55pt Marine), PTE Kevin Davidson (Duckhead, A1 1060), CTN Warren Maling (Esperance, A1 1060).

The time went by quickly, moving from Kuwait Naval Base to Iraqi waters, and as far as we could go up the KAA river system. It was exciting travelling in areas

that no LCM 8 had travelled before. Exciting but extremely on edge, waiting for a contact, waiting for the unknown, and hoping that all our training and planning, if tested, had been adequate.

Then after four months, we received the word that we had all been secretly waiting for "that it was time to go home". After completing our last task, which was the back load of Australian equipment, the craft were loaded onto our taxis home. Once onboard the crew with the assistance from the navy personnel, cleaned the craft from top to bottom, to ensure they would pass quarantine on arrive back in Australia. The whole procedure was achieved in four days working around the dock.

On returning to 10 FSB, the crews enjoyed a lengthy and well deserving break with family and friends. For some the break was shortened with two members attending promotion course for CPL.



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Fighting with the Partisans

The Germans or the British did not initially conceive the Greek campaign of WW2. Rather, the campaign developed in response to Mussolini's attempted invasion of mainland Greece from the North. Despite its almost impromptu nature from the British and German viewpoints, it was to have serious consequences for the British at the Operational level and for the Germans at the Strategic level during WW2.

The Italian invasion soon became bogged down in heavy fighting with the Greek army, and Hitler reluctantly set aside plans to subdue the region by political rather than military means and committed forces to help his axis partner. The British, seeking to aid their Greek allies, diverted forces from the North African campaign at a critical stage, allowing Rommel's Afrika Corps to land in Tripoli.

An expeditionary force of British and Commonwealth troops withdrawn from their "Cyrenacia Force" (at the time fighting in North Africa) was hurriedly put together in February/March 1941. As part of this force, troops from the Australian 6th Division (including 3 AASC Companies) were shipped from the Middle East theatre in March, and soon confronted the German Panzers attacking across the Yugoslavian Border. The Australians were often without the benefit of anti tank weaponry and notwithstanding their best efforts, the result was never in doubt. The Greek and British armies rapidly collapsed, with the battered Commonwealth troops eventually evacuating from the island of Crete to return to the Middle East.

The Greek campaign was over within six weeks, with Axis troops controlling both mainland Greece and the island of Crete. Toward the end, AASC troops found themselves fighting as infantry with rearguard troops, defending airfields around Athens and conducting troop lifts in support of the evacuating forces in Greece. Some made it to Crete from the Greek mainland, only to hand over their weapons to infantry who had abandoned theirs, and then endure the whole sorry experience of evacuating under fire again. Many AASC soldiers were simply left behind in Greece and Crete as the call came to 'save the Infantry'. Of the 1015 AASC troops who had embarked at the outset of the operation, 31% became POW or were KIA.¹

Among those AASC troops who became POW in Greece were several who were able to escape custody and join partisan bands waging a guerilla war against the Germans. Two of these soldiers subsequently lost their lives in the 'eleventh hour' as their ordeals were coming to an end.

Both were decorated by foreign governments for their bravery.

The Story of DVR Lawrence Phillip Saywell

" Thank you for the very interesting and touching note on PTE Saywell...I am afraid we will have very few records of these strange adventures in the Balkans...". So wrote the noted Australian author and historian, Gavin Long, to LTCOL Brown, director of the War Graves Service, on 10 December 1945. At the time, Long was undertaking research for the forthcoming Official History of the Australian Army's involvement in WW2. Unfortunately, his prediction was correct, for the details of DVR Saywell's experiences as a guerilla fighter are now probably lost to posterity; there is certainly very little information on the subject available on public record in this country and this is often contradictory. Even his rank is confused in many official documents, and as evidenced, even the official historian got it wrong.

Lawrence Phillip Saywell was born on 1 Dec 1918 at Neutral Bay, Sydney. Upon enlistment into the second AIF on 7 Nov 1939, he gave his address as Double Bay and his occupation as 'Jackeroo'.

DVR Saywell was allotted to 17 Brigade Company, AASC, and sailed with his unit for service in the Middle East in 1940, serving in Egypt and Libya. He later embarked as part of 6 AUST DIV for service in the Greek campaign, arriving at Athens in April 1941. He was first posted 'missing' in June 1941 following the Crete battles, but was confirmed as a POW in German hands in October of that year, being held in STALAG V11 at Moosburg in Germany. He was subsequently moved to STALAG V11b at Memmingen, Germany and then to Kommando E 7010, a POW camp in Bohemia, in January 1943.

In January 1945, while being moved to a camp near Pardubice in Poland, he was able to escape in the company of two Russian POW and a NZ Army POW, PTE Sydney Kerkham (who was a Fijian citizen). Following their escape, the group made their way to Czechoslovakia and were assisted by villagers at Federaz and later at Miretin, a small township about 160km East of Prague. In return for this assistance, the group undertook to join a partisan band that was being supported by Russian paratroopers, and continue their fight against the Germans. According to some of his Czech friends, Dvr Saywell was very keen to exact some revenge on the Germans following his years of captivity.

There is little detail available on public record concerning the exploits of the four escapees Czech friends, in post war letters to Gertrude Saywell (Dvr Saywell's mother) spoke of his extraordinary linguistic abilities (he spoke both German and Russian fluently) and referred to his close friendship with one of the Russian POW, CAPT Orlov. The post war British Military Attache to Czechoslovakia later speculated that the activities of DVR Saywell and his compatriots caused the Germans significant discomfort.

1. Equal to the Task, Vol 1 by Neville Lindsay, Historia Publications 1992 p244.

There are several versions of the events that lead to DVR Saywell's death. It seems that on the last day of the war in Europe (VE Day), DVR Saywell participated in an ambush of a German road convoy following which a number of German drivers were held captive. A German woman, living in Miretin, slipped away and alerted a nearby SS unit. One account suggests that these troops cordoned and searched Miretin. According to this account, DVR Saywell and his fellow escapees attempted to elude the cordoning troops but Saywell was captured and summarily executed by German soldiers. Another account suggests that DVR Saywell hid his rifle and approached the village to ensure the safety of some friends, but was apprehended in a field outside the village and summarily shot.

DVR Saywell was the last Australian to die in the WW2 European theatre.

On Sunday 30 September 1945, COL Muller, the British Military Attache to Czechoslovakia, a correspondent from the London Times and a Czechoslovak Army Officer attended a ceremony in Miretin, held to commemorate the services rendered by DVR Saywell to the cause of Czechoslovak liberation.

The people of Miretin and an honour guard of Czech troops attended the service, conducted in the Miretin Evangelical Cemetery. A memorial, dedicated by 'the grateful people of Miretin', describing DVR Saywell's achievements and the circumstances that lead to his death was unveiled, a number of speeches were made and children in national costume laid wreaths at the foot of the memorial. The attache subsequently wrote: " I feel sure that it will be no small consolation to the NOK of PTE Saywell that this memorial will long be honoured in the village of Miretin... There is no doubt that his character and personality impressed themselves most strongly on all local people with whom he came in contact."

In November 1945, the President of the Czechoslovak Republic posthumously awarded DVR Saywell the Czech Military Cross of Honour (also known as the Czech War Cross) in recognition of his 'brave and eminent services to our state in the battle for liberation'. The medal was personally presented to Gertrude Saywell by the Deputy Prime Minister, Mr Forde at a ceremony held in Sydney in 1946.

In 1947, the world Youth Festival was held in Czechoslovakia and the Australian delegation visited Dvr Saywell's memorial at Miretin. Another Guard of honour was provided by the Czech military and 'many thousands' of Czech citizens attended as a wreath was laid by the Australians.

SGT Richard Stanley Turner, MM

Richard Turner was born on 5 February 1916 at Newtown, Sydney. Upon enlistment at Paddington on 28 October 1939, he listed his occupation as 'car driver' and place of domicile as Rozelle. He undertook military training in the Sydney area and was allocated to AASC. He was married on 26 December 1939. Two weeks later, he embarked for overseas service, landing at Kantara, Egypt on 14 February 1940.

From Egypt, he embarked for service in Greece, and was promoted to Sergeant in the field by a 2LT while his unit, with only three officers and no NCOs, was engaged in airfield defence near Athens in April 1941. (This promotion was later questioned, but finally accepted by military authorities in Australia following strong representations by the British. The promotion was 'regularised' in 1945, after SGT Turner's death and retrospectively dated to 1 April 1941.)

At the end of April 1941, SGT Turner, along with many of his unit, were at Corinth, awaiting evacuation by sea. Their ship never arrived and after attempts to escape on rafts had failed, the group split into small parties and hid in the hills. SGT Turner and his group were captured and imprisoned.

Shortly after, the prisoners were informed that they were to be transferred to Germany, and were entrained. However, the train journey was cut short at a point where retreating British forces had destroyed the line. The prisoners were forced to march and SGT Turner and a companion decided to seize the opportunity to escape. They lagged further and further behind, and eventually, on a sharp corner, they hid in bushes on the edge of the road. Moving to a nearby village, they were given civilian clothes and directions.

Travelling from village to village, they made their way South, however an Italian attempt to round up escaped prisoners saw huge rewards offered to those who turned in escaped POW and death sentences meted out to those who offered them succour.

SGT Turner and his friend spent the winter of 1941/2 constantly on the run, living in caves and, at



The escapees, Dvr Saywell at rear, the Kyzkinnu camp.



Partisan of captivity.



SGT Richard Stanley Turner, MM.



Fighting in Athens 1944

one stage, in a hollow tree. SGT Turner's companion was eventually caught, and SGT Turner became very ill due to malnutrition and malaria. His fortunes improved when he met a Greek villager named Ioannes Kallinkas in the village of Livanatas. He sheltered SGT Turner for 18 months, and probably saved his life. In addition to the risk to his life the discovery of SGT Turner would pose, Ioannes Kallinkas must have sacrificed much to offer shelter. At the time, the occupying Axis armies treated the civilian population of Greece with great brutality, and much of the country was deliberately starved. SGT Turner later related stories of how he shared meals of frogs and turtles with his Greek friends.

It was at this time that SGT Turner joined ELAS, a Greek resistance organisation and eventually became the leader of a force of 50 guerillas that mounted raids against the Germans. In a later conversation with a British SOE Officer (Major Carpell) he described how his raids prompted such savage reprisals on the civilian population that he was forced to cease his activities, only resuming after he had joined the British military mission sent to Greece to assist the guerilla movement.

Major Carpell recorded some details of his meeting with SGT Turner that took place in late 1944: "At Levadhia we found, not (Major) Bryan Dillon, the celebrated wrecker of trains, but his Australian Sergeant, Dick Turner - a warrior type. ... I asked whether, after all of these years, he was not inclined for a spell of leave. He answered 'I shall go on as long as I can be useful to the Greeks; they need all of their friends'."

In a later report on the activities of SGT Turner, Major Dillon, the one time head of the British mission to which SGT Turner attached himself wrote: "I cannot speak too highly of this man, who despite constant ill health brought about by the terrible hardships he suffered, consistently refused to be evacuated. He took part in many operations and was often left with the responsibility of running the station, as there were no officers."

He was recommended for an immediate award of the MM in 1944, while still operating behind German lines in Greece. The recommendation was forwarded to the Commander of the Middle East Theatre and approved. Recommendations for British awards not classified as 'immediate' received approval back in Britain and if such a recommendation was for an award not granted posthumously (such as the MM), no award was made if the potential recipient had predeceased the granting of Royal assent.

SGT Turner's citation reads, in part, "As soon as the Allied Military Mission arrived in Lokris, he joined it. He refused evacuation on learning its need of a British NCO with local knowledge. During the past year, he has been first with Major Dickinson and after with Major Dillon and has been invaluable to both. He has displayed the highest qualities of courage, endurance and tact. ... He himself carried out dangerous reces in civilian clothes that entailed passing through German controlled posts. He is at present living in civilian clothes in an area alive with the enemy".

Facing increasing military pressure on a number of fronts, the Germans withdrew their forces from Greece in Oct 1944, leaving a power vacuum that was exploited by the communists who attempted to seize power by force of arms. The British committed troops to help stabilise the situation and the SOE teams were evacuated. SGT Turner was to be flown from Athens and repatriated to Australia.

While awaiting repatriation in Athens, SGT Turner met with Daily Mirror reporter Keith Hooper. They spoke of Turner's experiences and discussed the communist uprising. Turner remarked prophetically "I suppose it would be just a man's luck to get bumped off".

On Sunday December 17 1944, a number of soldiers boarded a truck that was to take them to the airport in Athens; SGT Turner, beginning his journey home, was the last to do so. He sat on the back of the tray with his legs dangling over the lowered tailgate. As the truck passed a building that had been occupied by some Communist guerillas, it was hit with a spray of bullets. There were two casualties. A British officer was lightly wounded. SGT Turner was killed instantly.

SGT Richard Stanley Turner lies buried in grave 3.A.3. in Faliron Military Cemetery, Athens.

Keith Hooper's article on SGT Turner entitled 'Death Takes a Hero' appeared in the *Sydney Daily Mirror* on Wednesday 20 December 1944 (before SGT Turner's wife had been informed of his death by the Army). The article concluded "Dick Turner was a valiant digger... men like him kept the news of Australia alive in the hearts of Greek people during their worst ordeal."

Postscript: Several other AASC personnel who were escaped POW fought with partisan bands in Southern Europe and survived to tell the tale. Bruce Vary of Morwell, Victoria, shared the POW cage at Corinth with SGT Turner and also made his escape when detained and forced to march. He too joined up with a British SOE mission in Greece. He published an account of his wartime experiences in 1945.

Patrolling & Ambushing – Just another RAASC task in late 1969-70

LTCOL Paul Asbury (Ret'd)

Before getting down to the subject, let us go back and look at the way it was in South Vietnam for the Australian Force Vietnam (AFV) around this time.

General Scenario

The 1st Australian Task Force (1ATF) was located in a rubber plantation 27 kilometres NE of the port city of Vung Tau. The 1st Australian Logistic Support Group (1ALSG) base was on the beach sand dunes at Vung Tau.

1ATF consisted of three infantry battalions and supporting arms and services. The Nui Dat base also contained a C130 capable airstrip. To enable operations to be conducted beyond gun range (9km) of Nui Dat, fire support bases (FSB) were used further into Phuc Tuy Province. Usually, these FSB contained an artillery battery (Aust or US Army) to further extend operations while still being covered by artillery support from elsewhere. Generally, there was no movement at night outside Vung Tau unless operationally urgent.

To give some perspective to the supply and transport support tasks in mid 1968, the numbers and locations of Australian personnel in Vietnam at that time were:

HQ AFV - Saigon Area	455
1ATF (Nui Dat)	4,808
1ALSG (Vung Tau)	1,420
Total	6,683⁽¹⁾

1 Coy and then 5 Coy RAASC, under command of HQ 1ALSG, had been providing the supply and transport support for 1ATF direct from Vung Tau. After the Tet Offensive in early 1968 and subsequent increases in enemy activity in Baria, Long Dien, and Dat Do, it became obvious that a second company headquarters was needed in the Task Force area at Nui Dat for the forward support of 1ATF. So HQ 26 Tpt Coy RAASC was formed in Nui Dat in Dec 1967² as a unit of 1ATF.

TFMA

Most of the logistic units within 1ATF were grouped together for defence and general administration into the Task Force Maintenance Area (TFMA). (The one main exception was 102 Fd Wksp RAEME).

HQ 26 Coy doubled up as the HQ TFMA. There was no extra manpower for this task, so the staff for it had to be taken from those RAASC units located in the TFMA. Hence, units like 85 Tpt PI were permanently deficient key personnel such as one officer and admin sergeant.

From 1968 – 70, the following units were in the TFMA:

	Posted Strength ⁽¹⁾⁽³⁾
HQ 26 Coy RAASC	17
85 Tpt PI RAASC	69
Det 52 Sup PI RAASC	12
Elm 8 Pet PI RAASC	11
Det 176 AD Coy RAASC	9
Elm Det 1 Comm Z Postal Unit RAASC	8
1 Ordnance Field Park RAAOC	38
Det AFV Cash Office RAAPC	5
Elm 2 AFUCU RAASC	9

With the inclusion of a long standing detachment of 86 Tpt PI, this made the effective strength of the TFMA at about 200 personnel, half of whom were in a reinforced 85 Tpt PI.



Lt Col Asbury & The Zook Zaffiro, Nui Dat - Mar 1970

1. 7610-66-067-7556 Aust Army Historical Record of Maintenance & Usage Rates in Spt of Ops by 1ATF in SVN.
2. 'Equal to the Task' Vol 1, by Neville Lindsay, Page 307.
3. These figures do not necessarily reflect the actual strengths on the ground.



Patrol tasks

Patrol Tasks

The TFMA was frequently ordered by HQ 1ATF to provide infantry type patrols. The patrols ranged from section size up to a full platoon, usually operating on its own, directly under command of HQ 1ATF or an infantry battalion or armoured unit. The tasks varied from overnight ambushes, standing patrols, fighting patrols, provision of protection parties for overnight civil aid projects (such as protecting a medical team), defence of FSB, to much longer activities of up to 14 days. Operating up to 18 km from the 1ATF base, these were much more than simple perimeter clearing patrols. The personnel were mainly provided from the larger units within the TFMA and were a great boost to morale for those so inclined.

Despite all the briefings etc back in Australia, I do not think

many of us had ever considered that we would be too involved in such tasks. Therefore to be told to get an ambush patrol ready three weeks after arriving in Vietnam was a rude awakening for us newer arrivals. The "trickle" or individual replacement system for logistic units meant that while there were a number of experienced members around, it was time for the new replacements to get the experience. After all, we had more "days to go" before returning to Australia.

Numbers

I cannot remember how we were picked, but obviously it centred on our ranks and positions within our units. We were also young enough and sufficiently keen to volunteer! In any event, we didn't want non-volunteers out in the bush with us, so that was never an issue. Given that all normal day to day unit tasks still had to continue, it was decided to prepare a pool of personnel for this ongoing 'patrol platoon' task for flexibility. The pool numbered about 40 including two officers, two senior NCOs and a small number of junior NCOs. The majority came from 85 Tpt Pl, with others from Det 176 AD Coy, Det 52 Sup Pl, HQ 26 Tpt Coy and 1 OFP.

Training

A short part-time training course was conducted to get personnel up to speed and used to working together in infantry type operations. Extra training for non-standard weapons/ammunition such as the M72 LAW, M79 Gren Launcher and Claymore mine was also included. The officers and SNCOs were given extra training for calling in fire support. Later it was also found necessary to add some field

demolition and explosive training for a select few with the local field engineer squadron.

This training was repeated periodically throughout 1970 as personnel and circumstances changed. Often it was coordinated with Corporal promotion courses in the TFMA. Being on active service did not totally negate the need for promotion training, particularly at junior NCO level. In any event, such courses filled a dual role in also preparing more participants for the patrol platoon and there was a great incentive to learn!



Patrol Base Long Son Island

The Platoon

The Platoon was organised along standard infantry lines of a headquarters of three personnel and three sections each of nine personnel. Despite this, it was rare to be able to deploy the Platoon with more than a total strength of twenty. The normal competing work demands of units, sickness and R&R always placed a strain on Platoon deployment numbers. This was similar in a standard infantry platoon too.

Deployments were often at short notice and caused significant disruption to the normal workload in the TFMA units, but we were always well supported by those gratefully staying inside the wire.

At the personal level, I always worried about my own capabilities in a crisis as well as not being really familiar with the various units which operationally commanded us. While none of these worries eventuated into problems, the thoughts never left me. I often wondered if those same thoughts went through other minds as well (about themselves, not me!).

A monthly report on the Platoon was always written and fortunately I kept a few of mine. I don't know if my original reports ever made their way back to our replacements or if they too had to reinvent the wheel from scratch as we did.

Funny Memories

Three amusing memories:

- One deployment was to replace an infantry platoon on Long Son Island where we faced a similar sized but poorly equipped Viet Cong force. On deplaning at the LP from a Chinook in a cloud of smoke and dust and sheer nerves, I was trying to size up the situation when I was almost knocked off the tailgate by the relieved platoon going home. The outgoing platoon commander tapped me on the shoulder and yelled, "The village is that way, mate" and disappeared into the aircraft. I had just completed a relief-in-place operation with LT Peter Cosgrove in three seconds. Some years later at Staff College I learned that such an operation is really much more complicated, but obviously only to senior officers!
- On another overnight deployment to protect a medical team in a village, we came under "friendly, but not Australian" overhead fire from a 50 calibre MG and the odd mortar and flare bouncing around. In the darkness, I put on my flak jacket and then proceeded to give SGT Laurie Netherclift a hard time for not wearing his jacket. Twenty minutes later I found out that I had his jacket on over the top of my own. Perspiring badly, I quietly slipped it off and threw it away for him to find later. I like to think I confessed to him about it later but I am not sure.
- Late one afternoon I returned to the TFMA from one of these patrols to find a visiting officer from HQ 5 Coy (in Vung Tau) staying in my tent. He had just returned from the shower and was only wearing a towel. As I unpacked my gear, a block of C4 explosive attracted his interest. He expressed some concern that it was dangerous, so I shaved off a thin slice with a knife and set it alight and threw it in an old ration tin. In reply to his growing concern, I explained that the plastic explosive needed an initial detonation to set it off and then realised there was an old aerosol can in the ration tin. With that, the fly-spray can exploded from the heat from the now burned-out C4. By this stage, the visiting officer had run out of the tent dropping his towel and pistol in the process and raced away naked past a large group of drivers returning to their tent lines. It raised their morale for the next week, but did nothing for their thoughts on the conduct of young officers!

There were many instances like these, but fortunately space prevents their telling.

People

I will mention only a few names of Platoon members during my time in Vietnam who went on to serve longer and who may be remembered by those serving today. Some of them are: CAPT (COL ret'd) John Snare, LT (COL ret'd) Rob Regan, SGT (MAJ ret'd) Netherclift, CPL (MAJ ret'd) Graham Crane and PTE (CAPT ret'd) Zeek Zaffino.

Conclusion

I am sure my experiences in my year in Vietnam were similar for many other RAASC personnel there in other years. They were great times; with great people and all Equal to the Task. Some things don't change.

Logistic Systems in the Australian Defence Organisation

Materiel Systems Branch, Defence Materiel Organisation

By CAPT Alida Byatt, RACT

For some the world of Logistic Systems Acquisition and In-Service Support is all a bit of a mystery, though it affects Truckie personnel more often than we think. It also has the potential to affect even more of us in the future with the implementation of new systems such as the ADF In-Transit Visibility (ADFITV) system (to replace Cargo Visibility System (CVS)), and the ADF Deployable Logistic System (ADFDLS – allows SDSS to be used off-line). Considering the direct impact of these systems on RACT and the wider Army, it is in our interests to improve our understanding of them.

This article will summarise how the Materiel Systems (MATSYS) Branch operates including the primary roles and objectives of the branch, its sub-programs, and directorates.

COO Division

MATSYS Branch reports to the Chief Operating Officer (COO) Division within DMO. For those who have not heard of the COO, it is one of the newest Divisions within the DMO established on 1 Jul 04 and it subsumed Management Information Systems Division (MISD). The COO organisation now comprises Materiel People and Performance, Business Information Systems, MATSYS, Operations Coordination, DMO Governance, and Strategic Communication.

The role of the COO is to provide quality, helpful corporate services to systems divisions, and to drive reform and change.

MATSYS Branch

MATSYS is the branch within DMO responsible for the acquisition, implementation and in-service support of business and Australian Defence Organisation (ADO) logistics information systems (Standard Defence Supply System (SDSS)), CVS, Lotus Notes Interim Demand System (LNIDS) etc.). Responsibilities include strategies to improve the efficiency and effectiveness of ADO logistic processes and supporting information systems.

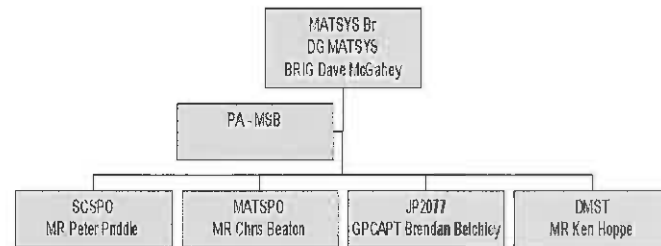
The Director General (DG) of MATSYS Branch is a Military 1-Star Officer. The incumbent is BRIG David McGahey, a RAEME Officer who is also the Head of Corps for RAEME.

MATSYS Branch Structure

The materiel and logistic system environments consists of about 130 managed applications centred on the key logistic application suite SDSS. These Logistic Information Systems (LIS) are interfaced to ADO's corporate financial and payroll systems ROMAN and PMKeyS. It is the intention of future MATSYS projects to streamline these applications.

The four programs and directorates within MATSYS Branch are:

- Joint Project (JP) 2077.
- Directorate of Materiel Systems Training (DMST).
- Materiel Systems Program Office (MATSP0).
- Supply Chain Systems Program Office (SCSPO).



JP 2077

JP2077 is the future Improved Logistic Information System (ILIS) program. The role of the program is to provide improved logistic capabilities in the areas of supply, movement and transport, materiel engineering and maintenance, and deployability and responsiveness. Other goals include improved standardisation of business processes across the Services, and rationalisation of the systems environment resulting in lower complexity, operating costs and improved responsiveness to change. As a whole the project aims to develop a logistic business process and system architecture that is an effective framework for meeting the needs of the ADF and the ADO and is consistent with the Defence Information Architecture.

DMST

The DMST role is to design, develop, implement, conduct and evaluate specialist logistic training programs for ADO customers. The DMST is a great source for training advice and reference for MATSYS systems and projects. The directorate is also in the process of enhancing relations with individual Service training establishments with regard to SDSS training to ensure a joint approach to curriculum development.

MATSP0

The MATSP0 aim is to develop and maintain in-service Defence materiel systems, outside of the supply chain domain. Responsibilities include management of projects, help desk support, management of systems configuration control boards, coordination of systems changes, systems change processes and management of contracts for application support.

MATSP0 current projects are:

- ADF Rations Management System (ADFRMS).
- Computer Aided Maintenance Management (CAMM) 2.
- Computer Systems Armament Enhancement (COMSARM-E).
- Electronic Fuels Management (EFM).
- MIMS Maintenance Module (MMM).
- OMEGA Upgrade Project (OUP).
- Pharmaceutical Integrated Logistic System Upgrade (PILS-UP).

SCSPO

The SCSPO is responsible for the through life support of the SDSS applications and interfaces, including the introduction of new functionality, system enhancement and modification, maintenance of the approved configuration and provision of customer service.

SCSPO current projects are:

- ADF Deployable Logistic System (ADFDLS).
- ADF In-Transit Visibility (ADFITV).
- Central Catalogue (CENCAT) Replacement.
- SDSS e-Procurement.
- Forward Logistic Management System (FLMS).
- Master Supplier Register (MSR).
- SDSS/ROMAN Interface.
- Defence Transaction Processor - Warehousing Technology (DTP-WT).

ADFITV

As the ITV Project will have the biggest impact on RACT personnel, I would like to expand on its role and objectives briefly. The aim of the ADF ITV Project is to provide an in-transit visibility system for use within the ADO to track and manage ADF stores in transit. The ADFITV Project will provide improved visibility and tracking of consignments during transit. ADFITV will expand and enhance CVS with a more functionally rich system that has a two-way interface with SDSS. ADFITV will also have a two-way interface with the Defence Integrated Distribution System (DIDS) contractor, Tenix Toll Defence Logistics (TTDL) which will provide regular status updates of transiting stores. The system is to have an inherent capacity for Automatic Identification Technology (AIT) integration and endorsed coalition-nation interoperability and is expected to be a keystone of ADF total asset visibility. Delivery of this system is scheduled to commence May 05.

ADFDLS

The ADFDLS project will also have an impact on RACT personnel. The ADFDLS role is to provide deployable ADF Units with the ability to electronically record supply, distribution and maintenance functions within an integrated, unit level application. The system will support operations without reliance upon fixed communications to the mainframe - MIMS-Central (MIMS-C), which is new functionality for Defence.

Utilising MIMS current generation Ellipse, ADFDLS will provide as a minimum, the same Supply Chain functionality currently employed in SDSS. Additionally, ADFDLS will provide interfaces to Defence Transaction Processing - Warehouse Technology (DTP-WT) and Navy's Facilities Maintenance Management System (FMMS). In the future, the ADFITV functionality will also be integrated into the Ellipse baseline and therefore ADFDLS.

Deployable Logistic Information & Systems Support Team (DLISST)

The DLISST is another area of MATSYS Branch worth expanding upon. The DLISST consists of a group of ADF personnel (within SCSPO) with the role of rapidly rolling-out Logistic Information Systems (LIS) architecture (principally SDSS and CVS) - hence staff are required to be AIRN compliant and ready to deploy. These personnel deploy where needed, within Australia or overseas, often with minimal notice, to support ADF units to set-up their logistic systems for designated exercises and operations. Since its establishment in 2002, DLISST teams have supported deployed forces in East Timor, the Middle East and Solomon Islands.

The DLISST primary objectives include:

- Participation in the support planning, establishment and stabilisation of a deployed LIS application architecture (principally MIMS, DTP and CVS).
- LIS operational support and training to deployed force in theatre of operations and exercises.
- Establishment of SDSS, DTP and CVS operating terminals in theatre of operations.

Conclusion

MATSYS Branch is the ADO's premier logistic systems acquisitions, implementation and in-service support organisation. The outputs of the organisation have a direct impact on Defence business units and as such, it is important for Defence to have an understanding of the role and objectives of the branch. Of particular interest to RACT personnel are the current projects which will contribute to future Defence capabilities. The ADFITV Project should also be of high interest to RACT soldiers who will be directly impacted by the outcomes of the Project.

Current truckie postings within MATSYS Branch:

- MAJ Newton, Project Manager, ADFITV.
- MAJ Sheppard, Project Officer, JP2077.
- MAJ Turner, Manager Inventory Optimisation, SCSPO.
- CAPT Byatt, Project Officer, ADFDLS.
- WO2 Fitzgerald, CVS Customer Support, SCSPO.



(Left to right) MAJ MaJ Sheppard, MAJ Karen Turner, CAPT Aida Byatt, WO2 Tim Fitzgerald, MAJ MaJ Newton.

Truckstop News

1st Aviation Regiment Transport Troop

CPL M. A. Watts

There is a big myth within army aviation units that transport elements are under tasked. I have only been in 1 Avn Regt for six months and the pace has not stopped. The small section which consists of WO2 Glenn (put your seat belts on) Sharp, CPL Andrew (rock paper scissors) Chaffey, CPL Michael (wanna be a postie) Watts, LCPL Kathryn (too much heart) Snowdon, PTEs Terry (chopper) Corradi, Leslie (the brig) Brooks, (where's my shovel) Cook, Henry ('I'll fight you) Maida, Miki Wulf, and our recently departed members CPL Nyree King and PTE Christine (where's my handbag) Knight.

When I marched out of Transport Wing ALTC I was hoping not to be running to many driving courses. To my surprise I marched straight into ALTC Oakey, conducting or assisting on over eight different driver, crane and trailer courses and too many to count familiarisation courses. I believe the main reason we have been able to complete so many courses is the professional nature of the Transport Troop. The troop was also involved in the squadron's IMT exercise at sunny Canungra in early May.

The unit is preparing for the big move north to Darwin in 2005 and there has been a great deal of training to help with this upcoming event. As we step into the second part of the year, we do it in style, by conducting another Mack course followed up with another eight tonne trailer course to finish off the year.

The members of the troop have truly lived up to the Corps motto – *Par Oneri*.

1 Tpt Coy – 2004 Summary

LT Chris Thurecht

After spending several weeks of being fat, dumb and happy on Christmas holidays, the truckies from 1 CSSB reluctantly dragged themselves back to work in Jan 04. Tpt Coy welcomed the arrival of its new 2IC, CAPT Daniel Kreutzer, as well as SGT Charlie Carbery and SGT Cameron Black, filling the positions of PLSGT 1 Pl and Coy Ops SGT respectively. Apart from these additions, it was business as usual for the Coy hierarchy. Of course, there was the usual changing of the guard for some of the soldiers and Junior NCOs, but most of the 'old crew' were pressed back into service.

The year started a little slowly as the ageing Mack and S Line fleets commenced a much needed rebuild and rotation. With the remainder of the fleet tasked, the compound was looking decidedly empty. Once again, the Coy was involved in the 1 Bde Combined Arms Training Activity in Cultana. Movement of 1 Bde assets south incorporated rail transport operations on the new Darwin to Adelaide rail line. This was the first time in quite a while that rail was used for the carriage of armoured vehicles. While the Darwin railhead is not custom built for A vehicles, the loading went smoothly and the event certainly received its fair share of media attention.

In March, the Coy volunteered to undertake Bn IMT training amidst the tall grass of Mt Bundy in what could only be described as 'tropical' conditions. Concurrently, we ran the usual swag of courses and driver training activities that we are required to cram into the quieter, wet season months.

With May, and the onset of the dry season, the 1 Bde training tempo increases dramatically, and Tpt Coy found themselves busily engaged in their primary role of providing the lift capability for the Bde's armoured vehicles to the various exercise areas in the far north.

Concurrently, and incorporating these 'real time' tasks, Tpt Coy also participated in Ex WATER BUFFALO 04 in the vicinity of Pine Creek, NT. This was a Bn exercise focusing on providing CSS within a tactical scenario, whilst incorporating some combined arms elements. Although much of their time was spent on the road, 1 Pl and 2 Pl (lead by new PLCOMD LT David Ready, AUSTINT) focussed on tactical deployment, cross country driving, DPs etc in the Macks. Heavy Pl, in their prime movers, lurked around the less challenging terrain on the verges of the main highway to Kakadu. The Coy survived all challenges thrown at them during the exercise including SGT Black and LCPL Richardson, both of who almost became a crocodile's lunch during a crossing of the South Alligator River on a motorbike and a blitzkrieg by a section of indestructible enemy during a night 'probing' activity.

The exercise finished up with the Company relocating to Mt Bunday and lifting all of the 1 Bde armoured assets deployed on Ex Beersheba back to Robertson Barracks over three days.

Things are set to get even busier with a Deployable Battle Group (DBG) support exercise commencing on 15 Jun 04. This will see 2 Pl deploy in entirety as part of a CSST in support of a notional Battle Group. An armoured Battle Group is a highly mobile taskforce comprising a combination of Coys/Sqns from 1 AR, 2 Cav, and 5/7 RAR plus C3I support from 1 Bde units. Supporting such a beast is a challenging proposition for any CSS element, and the lads and lasses from 2 Pl should be very busy despite the fact that they have no 'live' customers to play with.

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As soon as they get back they get to do it all over again as the Bde deploys on Ex PREDATORS GALLOP (Jul-Aug 04), the annual gruntfest of armoured units with enemy and support elements drawn from units around Australia.

The 4th of August 2004 will see 1 Tpt Coy celebrate its 90th birthday. Due to exercise commitments during this time, a parade and other festivities will be held on 4 Sep 04. The conclusion of the main training period should see life return to a more sedate pace and the Coy finish off the year with more 'opportunity' training courses and general consolidation.

Almost the entire Coy and Pl head sheds will leave 1 CSSB at the end of 2004. The OC, MAJ Phil Hills is off to Staff College and our CSM WO2 Dave Kear moves on to RSM 13 CSSB. Out of 16 officers and SNCOs within the Coy, only three will remain next year presenting a few extra challenges for the new incumbents in 2005.



1ST Joint Support Unit 2004

CPL. K. L. Woods

Time again to report back for PAR ONERI. 1 JSU Transport Troop have been flat out like a lizard drinking. We started the year off with a small number of new march-ins to the troop, who have rapidly become accustomed to the ways of 1 JSU. The older members have shared their knowledge and expertise to ensure the troop got off to a great start for 2004. At the other end of the scale we lost our senior RACT member, MAJ Schmidt (OPSO), as well as WO2 Janet Weinman (OPSWO) who were lucky enough to earn themselves a deployment to Iraq.

Having a variety of Corps within 1 JSU sometimes makes it challenging to run a normal routine within a transport troop however, the skill and abilities possessed within this fine troop often rate a mention when it comes down to the big picture. We do play a major role in supporting DJFHQ and the rest of 1 JSU whilst remaining true to RACT.

The unit began the year at a rapid rate conducting a C2-LR3 course followed by a SCANIA and MR2 course which ran consecutively. All courses were conducted well with only a few hiccups, one being a trainee (not RACT) who believed one of our rovers would look better on its roof rather than on its wheels. Thanks to the quick thinking of our local recovery mechanic the situation was resolved quickly and safely just as the sun was setting. Once we moved into the highway phase of the course,

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we made great use of the sight seeing opportunities to some of the tourist attractions within Southeast Queensland. We were not disappointed, especially when we stopped off for lunch at the Tweed Heads River for a dip after the 40 degree heat on a lovely Sunday drive. It was a great time of year to be sightseeing.

Our next major activity was Exercise Basic Instinct 04 (BI04), the first phase of which was an IMT activity. Once again we tackled head on the playing fields of Wide Bay Training Area (WBTA). During this activity the truckies flexed their muscles and showed their might when it came to stomping around the bush. Covered in mozzie and midgie bites, blisters being held together with hundred mile an hour tape and smelling like a sweaty pair of boots, we all managed to keep a smile on our faces followed by a chuckle when the moment required.

The second phase of BI04 (troop training phase) was condensed and changed due to 1 JSU's support to DJFHQ on Exercise Vital Prospect (VP04). The troop conducted major dumping programs to WBTA two weeks prior to supporting DJFHQ on the exercise itself. The number of truckies involved in VP04 was low, however this did not hold us back and we came through with the goods ... literally. At one point our Troop Commander swapped hats and played 381 for a period while our dedicated Troop Sergeant put on his garbage man hat and conducted garbage runs in our unimog dump. When VP04 came to an end the truckies kicked back into gear and started re-locating numerous truckloads of equipment back to Meeandah and Bulimba. Duck boards were an issue, for some apparent reason, however, 24 platforms later. we made it back to Enoggera, *with the duck boards!*

Although we had heavy tasking, the RACT birthday was not forgotten. We managed to get the afternoon off to enjoy a light snack and a few drinks at a local watering hole. Our thanks goes to Finn McCool's for putting up with the wild crew.

Next on the agenda was the SNCO/JNCOs of 1 JSU showing their bravery, strength and leadership for Ex NCO Challenge, held within the area of the Nymboida River (NSW). The SGTs, CPLs and LCPLs underwent a rigorous fortnight of abseiling, caving, canyoning and white water kayaking. CPL Jane Swenson solely flew the truckie flag and did so proudly. Unfortunately I was not able to participate due to a bung leg in plaster (I always miss out on the fun stuff). From what I heard, however, the weather and water were a little on the chilly side.

Looking down the road we truckies are now getting warmed up for Exercise Swift Eagle 04 (SE04) which is being held at Shoalwater Bay Training Area (SWBTA). This will be a welcomed change from our stomping ground at WBTA. No doubt this activity will be another fast paced exercise, keeping all troop members on their toes for four weeks. We will then finish the year off with several more drivers course.

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More now to the home front. PTE Matthews and his wife Nicole had a baby boy, their first child. This year has also seen members of the troop doing a variety of promotion courses, including Sub 4 (WO), Sub 4 (Sgt) and Sub 1 (CPL). Our most recent promotion was for LCPL Ashley Florance. We have seen the return of PTE Scott Moerland and PTE Dani Minutoli from six month tours of Op Catalyst and await the return of PTE Kris Bellette in July. The troop workhorse has finally been rewarded with a deployment to East Timor and I'm sure a few exciting stories will come from PTE Chris Woznyi upon his return. No doubt the year will end with a gargantuan troop Christmas party.

Finally, 1 JSU Transport Troop, together with other RACT personnel spread throughout the unit, will remain the pride of the pack and soar freely amongst the pigeons whilst remaining 'equal to the task'.

1 JSU TPT TP 04

LT Laurie Drummond (AUSINT), SGT John Mackenzie, CPL Kellie Woods, CPL Jane Swenson, CPL Cameron Watling, LCPL Ashley Florance, PTE Annette Barnes, PTE David Bates, PTE Kris Bellette, PTE Matt Lacey, PTE Ian Mackie, PTE Dennis Matthews, PTE Dani Minutoli, PTE Scott Moerland, PTE Bob Pelletier, PTE Monica Power, PTE Nat Rickuss, PTE Simon Troyahn, PTE Jane Visasio, PTE Chris Woznyi

RACT within UHQ

MAJ Allan Schmidt, CAPT Anita Smith, WO2 Janet Weinman

RACT within SPT SQN

MAJ Les Robinson, WO2 Glenn Armstrong

2RAR Tpt Pl – Second To None.

By LCPL Tim Boardman

Tpt Pl hit the ground running after the leave period in 2003 and it stayed that way until the end of the year. To date it remains one of the busiest years the Battalion has had with a multitude of exercises and deployments.

Our first main exercises for 2003 were Exercise SQUADDEX and Exercise SEA EAGLE they were conducted back to back in February. Ex SQUADDEX was conducted in the Cowley Beach area and was basically for the drivers of the Bn Gp. This involved loading onto HMAS Manoora and Tobruk at the Townsville Port and cross loading at sea onto LCM8s and LCHs by day and night. Practice that was to be invaluable for Exercise SEA EAGLE. Half the platoon boarded HMAS Tobruk and the other half onto HMAS Manoora. The Amphibious Exercise was conducted over a week long period which had the platoon home for the weekend to recharge for Exercise SEA EAGLE the following week.

For Exercise Sea Eagle the platoon was split between HMAS Tobruk and HMAS Manoora again for a two-week exercise at Shoal Water Bay Training Area. SGT Sewer, PTE's Felstead, Jones, Strange, Irish, Pavey, Burgess, Crooks and Boardman were on the Tobruk. WO2 Maher, CPL Wynne, PTE's Henderson, Taylor, Hampel, O'Connor, Dutton, and Newell were on the Manoora. It wasn't too long into the trip that we encountered rough seas as two separate cyclones tried to merge. This weather as well as bad tides kept us on board the ships for longer than expected. Once on land we deployed the trucks and honed our infantry skills. At the end of the two weeks we were all glad to see Townsville and get off the boats. This was however an invaluable exercise for what was to happen later in the year.

Once back on dry land in Townsville the Bn started to gear up for its annual competitions these being champion section and champion platoon of which we were required to support. The middle part of the year wrapped up with two weeks out bush supporting the Battalion Live Fire Exercise. This was a good exercise displaying the awesome amount of firepower a Battalion possess.

A 3-week driver's course welcomed us back to work and it was a nice change of pace and a chance to educate and qualify some of the Battalion on the Landrover 110. It was on this course that we were to possibly deploy to Solomon Island. With the news that transport was to deploy overseas it was an exciting time in the Battalion.

The end of the driver's course came and we immediately gripped up for the Battle of Samichon week that ran from the 24th-27th of July. Veterans from the Battalion were treated to a week of celebrations that included a re-enactment, a boxing night and culminated in the Battalion ball. There was also a Beating Retreat parade at the Strand Park. It was during this week the first group deployed to Solomon Island. The deployment proved to be a huge logistical challenge with load lists changing up to 5 times in one day. Our trucks got divided between the Manoora and a civilian cargo ship.

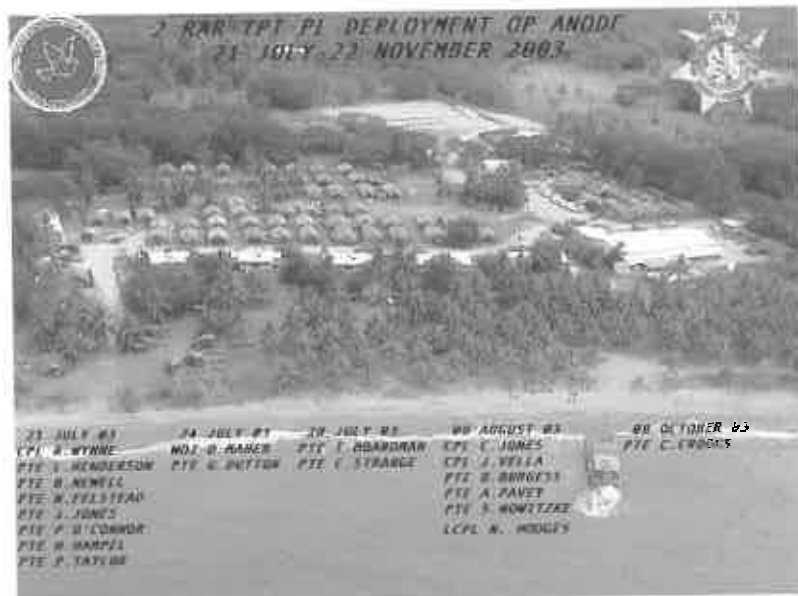
Whilst this week was going on some of the platoon was deploying to Solomon Islands. On the 21st of July 03, CPL Wynne, PTE's Henderson, Newell, Felstead, Jones, O'Connor, Hampel and Taylor boarded HMAS Manoora and set sail for the Solomon's. They encountered huge seas and it was reported that no one on the ship avoided throwing up. The trucks hit the land on the 24th July 03 at exactly the same time as WO2 Maher and CO's driver PTE Dutton touched down in a Hercules. On the 28th July, PTE's Boardman and Strange arrived. The rest of our transport contingent, CPL's Jones, Vella (Qy), PTE's Burgess, Pavey and Nowitzke got in country on the 08th of August.

For the first two to three weeks TPTPL was flat out bringing stores back from Henderson Airfield and off the ships. However, once the initial setting up period was over we found ourselves filling in time doing security piquets or getting tasked. TPT PI was required to provide some drivers to go to the out laying areas and be involved with the setting up of police out posts. These initial ones were on the island of Maliata and the other in the hills at a place called Tuarana. PTEs Felstead and Hampel went to Maliata and PTEs Burgess and Taylor went to Tuarana. After around 40 days in country it was decided that ADMIN COY was no longer required so the PL found themselves looking forward to returning to Australia and wrapping up the year. PTE Crooks who missed the initial push, was later sent over as an ambulance driver. Our time in the Solomons was short but none the less worth while.

Our year was pretty much over once we got back from a short leave break. Whilst we had been away the remainders of our platoon moved the entire transport yard over to the new yard that had just been completed. We were welcomed to a new yard with everything undercover, a conference room, huge SALS and everything that opens and shuts. It was almost a pleasure to go back to work! The rest of the year was a routine run down to Christmas apart from a welcome home parade that marched along the Strand.

The end of the year also brought with it the posting cycle. Posted out of the platoon were SGT Sewer (RTC), CPL Jones (CSSB, discharged), PTE Felstead and PTE O'Connor (26 TPT SQN) and PTE Newell (3CSSB). 2004 welcomed their replacements, SGT Argent, CPL Smith, PTE French and PTE Downie. We have also received 3 new recruits, PTEs Hill, Scott and Butterwood.

The Battalion is having a low tempo year this year and so far it's working out that way. This year to date we've supported two sub-2 for corporal courses and conducted one driver's course. The year is shaping up to be a good one with many of the senior soldiers going on different courses to further their careers. We look forward to seeing you at the 2nd Battalion Transport Platoon, Second To None!



2/10 Field Regiment

Private Stephen Kilmartin

The beginning of 2004 has been an extraordinarily busy period for the 2/10 Field Regiment Transport Section with a big change over in both ARA and GRes staff. The regiment also has some new part-time soldiers who have just finished their recruit training and have now joined the corps in earnest to keep the regime going. Our new ARA RACT staff consists of the Transport Supervisor, SGT Shannon Dorahy who comes to us from A Bty, 4 Field Regiment and PTE Stephen Kilmartin from 1 CSSB. Both of them have been extremely busy keeping the wheels turning for the regiment.

It will be a busy year for the Transport Section. Like most Army Reserve units, our numbers are down slightly but there is still a big workload to be done. So far this year the regiment has conducted three major weekend exercises and four other training weekends. The first training weekend in February achieved the AIRN requirements for the regiment. Early March saw the regiment deploy to HMAS Cerberus to practice infantry minor tactics and leadership. This was followed by a weekend at Puckapunyal for gas and grenade training. After a short break for Easter, it was 'back into it' with Exercise Chau Pha, the first live firing exercise for the regiment's guns. This was followed by the Anzac Day weekend where the whole unit, including the 2/10 Field Regiment Band, travelled to Geelong to participate in the Anzac Day march. Finally, the regiment has just finished Exercise Jezzine, the second live firing exercise at Puckapunyal. This exercise was also a chance for our new truckies to see what a truckies job actually is when out in the field with an artillery regiment.

We now have enough newly enlisted RACT soldiers to run a Unimog course. To some it's only a Unimog but to most of these diggers they're the BIG trucks and more importantly the mobility for our guns. The Unimog course will be conducted at Puckapunyal during the 4 Brigade annual courses period in June/July and will finish with another four-day live firing exercise. We've even had one gunner change over to the truckie side of things. Private Robert 'Blue' Armstrong formally known as Gunner Armstrong recently became a member of the RACT. We like to take them, then mould them into one of us.

The next half of the year promises to be as challenging as the first but with the truckies holding the Corps badge high the regiment will get there. They are *Par Oneri*.



Transport Platoon 3 RAR (PARA)



LT Paul Kretschmann

2004 has continued the cracking pace of the previous year for men of Transport 3 RAR. 2003 rounded out with Ex Croc 03 involving most of the PI jumping with Admin Coy (pictured) as part of the PBG insertion to SWBTA. Ground ops followed proving conclusively that road transport is not that hard and can be done perfectly by Air Dispatchers (perhaps with the exception of cam nets). Working in the BMA setting was new to most of the PI members who very quickly learned that "we didn't see it" is not an adequate response when admonished for riding DZ Bikes through BDE HQ.

RBG responsibilities resulted in a reduced Christmas for most who then were straight into the Bn training cycle. Wheel ruts between Holsworthy and Singleton were deepened as was the manning shortage when five lucky members departed for Rifle Coy Butterworth. The RCB rotation provided that lads with valuable training and travel experiences as well as conclusively proving that there are worse drivers outside of Sydney. With nay a word of dissent, those back home proved their ability to match it with the infanteers in Bn life on the sports field and fitness tests ("What do you mean a dismounted 30km move?") in addition to their jobs.

Other highlights of the first half of the year included the usual drivers courses and scraping ice off windscreens and sleeping bags during the Bn shakeout at Singleton. Airmobile training was also conducted providing valuable currency for the PI and revision for the Bn. A variety of loads were rigged and lifted including vehicles, guns and one soldier by his helmet. Parachute training and an AD currency week at RAAF Richmond fleshed out the remainder of PI training.

The imminent nautical departure on Swift Eagle and Bn EOY courses period will no doubt keep the PI busy until the next report. As the spearhead of 3 RAR logistics, the quiet professionalism and slightly deranged attitudes of the men of Transport 3 RAR will continue see us through.



5/7 RAR Admin Coy Tpt Platoon

5th/7th Battalion, The Royal Australian Regiment (5/7 RAR) is located in Robertson Barracks Palmerston, Northern Territory. It is the only Mech Bn and uses the M113 APC variants. The Bn mascot is a Bengal Tiger named Sabre who resides at the nearby Crocodylus Park. Additionally, the Bn has a Pig mascot named Willy, and resides within the Bn. The Bn has reduced numbers in barracks because of its commitments overseas in Iraq, Solomon Islands, and Brunei.

Tucked away within the Battalion, as part of Admin Coy is the Transport Platoon. Solely RACT members make up the transport platoon with a current posted strength of 23 (WO2, SGT, 381 CPL, 2 x SECT COMD and two x 2IC's, 16 x PTE's).

There is a variety of trade knowledge within the Platoon with many of the members on their first posting, others having served out their posting are ready to move on at the end of the year. Sprinkled in to the group is a few old hands. This matches the diverse range of vehicles held within the Battalion from Landcruisers to Mack with 20t trailers, motorcycles to TTFs, the Bn has its own bulk fuel assets soon to be increased with an additional two TPAs.

For personal development this year, the platoon has conducted a Coach course, 8t and 20t trailer courses, Hiab crane, Carriage of APC's "M" code, Hiace, Motorcycle 250 CC, Coaster, Isuzu and Land Rover 6x6 courses. A Mack course is to be conducted in June.

Tasking has been consistent with dets of 3 to 4 men out nearly each week in support of the Infantry. These tasks include troop lifts, ammo movement, safety vehicle and ambulance drivers.

Whilst in barracks, there is a GS fleet of around 70 vehicles to maintain whilst carrying out normal garrison duties.

CATE for 04 was conducted in Cultana SA in Mar 04, which enabled our drivers the opportunity to drive Coaches, Coasters and support vehicles from Darwin to the Port Augusta area, some on several occasions.

Ex Eastern Exposure was conducted in Apr/May for 3 weeks where a convoy of various B vehicles travelled from Darwin to Townsville to deliver APC's then deploy to the field for a week. This was a great learning curve for a lot of new faces.

5 days travelling at around 80 kph saw the convoy finally arrive in Townsville. After a couple of days working in Barracks, the Platoon



deployed into Townsville Field Training Area working on a variety of trade related activities. This was followed by a move to Cowley Beach Training Area for a further 3 days before returning to Townsville and another 5-day convoy move to Darwin.

Preparation is now under way for the Battalion's first field exercise for the year, Ex Predator's Gallop, now that the wet season has vanished.

Ex Predator's Gallop will see the Transport platoon deploy as part of the A1 Echelon with other 1 Bde units and visiting NZ forces. The majority of tasking will come in the form of resupply that will be conducted via distribution Points and FRP's.

Following that, the main effort will be directed to running a C2/MR2 driver's course for the Battalion while continuing to support the Battalion in it's movement requirements.

Transport Pl 6 RAR

Postings In

WO2 A. Borland (RTC-SQ)
LCPL M. Stanley (1 CSSB)
LCPL A. Bentley (SPT COY, 6 RAR)

Discharge

CPL P. Allen
LCPL P. Breen

Postings Out

WO2 M. Dimech (7 CSSB)
CPL B. Mackay (ALTC)
PTE K. Smith (1 CSSB)

Corps transfer

PTE J. Fraser



2003/2004

2003/2004 has certainly been a high tempo period for TPT Pl 6 RAR. The Pl has been involved in pre deployment training and driver training for the RAINF drivers in preparation for the last Battalion deployment on Operation Citadel.

The pre deployment driver training was conducted at Landcruiser Park, Jimna. The activity was conducted over a two-week period, with each Coy rotating through for a three-day course. The training concentrated on developing the cross country and recovery skills of the IIMV and Specialist vehicle drivers.

Our own drivers had some practice at recovery due to one or two of them displaying bad habits, so one morning around 0001 CPL Cox and LCPL Parry one by one woke each driver up for their own recovery problem. While CPL Cox woke the driver up LCPL Parry was enjoying the task of positioning the vehicle in such a way that it was unable to be driven out. Some of the guys got wet and others had no problems at all.

One person in particular (PTE Taylor) needed a little more practice as he thought he could run the winch cable around the tree and back to the vehicle.

The Platoon took two Mack cargos along as recovery vehicles, however they became clearing vehicles for some water crossings.

Rotation One

Written by CPL Smith and LCPL Parry

OCT 03 saw the deployment of the first rotation of drivers in support of WestBatt. On this we had SGT Randell, CPL Smith, LCPL Parry, PTE Carr and PTE Macpherson. It was a good trip even with the platoon SGT having us play musical beds just so he could get a bigger room.

Apart from the moving of beds and rooms, we hit the ground running. The hand over with 1 RAR TPT PL was integrated over a 2-week period. The second week saw our small section take on the full responsibility of redeploying the remainder of 1 RAR 's equipment back to the BGR and Port Hera. The plan was comprehensive for the redeployment, the trucks where loaded, the drivers briefed and the tempo during our first few weeks was very intense. Over a period time we became very familiar with the road to and from Molena. We had several breakdowns and the odd trailer that was pushed off to the side of the road.

Life within the FOB and surrounding areas was constant with the daily tasking water, fuel runs, and of course the daily execution of the rubbish run to the dump for the locals to par-take in the red light special, after the remains had been burnt to a cinder.

The remainder of TPT PL continued to support the remaining Coys in their preparation for rotation and all other standard TPT tasks.

Due to OP CITADEL, only two members of the PL were posted out.

Rotation Two

Written by CPL Cox

It is that time of the year when the knife comes out, and someone out there has to write the article. Well I just happened to turn around at the wrong time and caught one in the back, oh well I reckon I can think of something.

So I'm writing this from downtown FOB Moleana, not the best place in the world but "hey, the money is good, no complaint here". Well 2004 has been an interesting year it has had its share of ups and downs, so many people to bag out. I asked them do you really want me to write this they said "yes" so I said, " look out!"

As for us truckies in Timor on rotation 2 at the moment, moneys good and just-another sweaty day here in the FOB. All is good and the boys are working hard hauling snot up and down the Timor coast. As most people know, Asia it is a little on the wet side so a lot

of the roads have fallen away, slow driving but rewarding, the young soldiers are keen and they're driving skills are improving. We just got the tail end of a cyclone; it rained heavy for 7 days straight. It totally smashed the roads and the landslides destroyed majority of them.

The Japanese army is working over-time to fix the roads. The boys became the road crew for the Tour De Force, for 10 days the bands and the girls put on a great show for the Army and the Timor people they all loved it. Our main task is back loading the FOB and bringing back essential stores. The hardest thing is watching out for those dangerous goats and cows that try and infiltrate the FOB whilst on picket. But most of all, the 40km speed limit a truckies dream with 5hrs to do 130km. The highlight was the Army giving the TPT Section three days off in Darwin, two members each week.

As you can read, the boys in Timor can take a bit of flack, I know they work hard, have a joke and get the job done. Good work boys. It has been good trip with top blokes.



PTE M. Simidi based at work.

7 Tpt Coy

SGT R. Allen

Geography

7 Transport Company is located at Maygar Barracks Broadmeadows in Melbourne's northern suburbs. It is sub unit and co-located with the headquarters of 4th Combat Services Support Battalion. There are also detachments in Wangaratta and Shepparton.

Personnel

The training year so far has seen a change of the guard, like all units throughout the country we had a few posted in and some move around. The New Year saw the very colourful WO1 "Kiwi" McGrath (Truckie) move to "Gods Country" Brisbane and start a franchise in Mini Trucks. He will be sadly missed by all that knew him.

The training WO and CSM of 7 TPT COY has been a bit of a merry go round, Jan 03 saw WO2 Gary Gross march in as the TRG WO and WO2 Jenny Brown return as the CSM the place seemingly running in her veins. In July WO2 Gross discharged from the ARA and returned to 7 TPT COY as the CSM. WO2 Brown was promoted and posted to APA Melbourne and there is no doubts that the careers of Army Reserve truckies are in good hands. This saw the always controversial and well-written WO2 Kent Davies take up the position as TRG WO from JUL to DEC 03 before realising that his articulate talents could be better served with 4 CSSB recruiting cell. This saw SGT Royce Allen take over the very short reins from the WO2 Davies as the acting TRG WO.

The merry go round continued to turn with the arrival back at 7 TPT COY of the new OC CAPT Bruce "Stretch" Jarvis. In a career spanning nearly 30 years, CAPT Jarvis first joined the Coy in Jun 1976 as a PTE soldier. He then served in various positions including Section Commander, TPT Supervisor CPL and TP SGT before being posted to the newly named 7 TPT SQN in 1987 as the SSM. He was then off to to MonUR as the RSM in 1997. From there he realised that he had achieved all challenges set for him at that level and opted for the dark side. He was commissioned in 2000, and returned to his roots as the OC TPT COY replacing CAPT Terry Flynn in 2004. CAPT Jarvis was also responsible for the erection of the new 7 TPT COY sign outside the COY at his own expense. It is pleasing to see that ESPIRIT de CORPS is still alive.

It would be absent minded to miss one of the most important spokes of the 7 TPT COY wheel and a man who has been involved with the COY as long, if not longer, than the OC. That is SGT Ron Shaw the TPT SPVR SGT. To spend this amount of time with the regular Army is considered as a huge milestone. To serve so long, as a Reservist, is nothing short of inspirational. The year also saw the relocation of the much respected and hard working Ray Musgrove to Brisbane to pick mangoes or so we are told.

Training

The training year started off with a very good turnout for the unit induction weekend.. The signs were encouraging for the upcoming training year. SGT Allen found himself busy early with the preparation and running of two driver courses early on. A C2 / MR2 course from 20 Feb until the 07 Mar saw the unit's capacity increase by six C2 Land rover qualified and eight MR2 Unimog drivers. This was a full on time for SGT Allen as he was to start a Mack course on the 12 of March. With the Labour Day holiday thrown in it certainly tested his anxiety, but like all professionals he was Par-Oneri and the course saw another panel of 10 Trainees panelled and six trained.

The COY has been very busy with its commitment to supporting the 4 BDE units. In particular APC Lifts from Puckapunyal to Sale for 4th/19 PWLH. This has kept the regular and reliable members of the COY quite busy with live tasking. In particular LCPL Peet and PTE's Burton and Dickenson. The COY has also played an important roll in the Battalion's high profile involvement with the RRF, culminating with a very successful exercise Mercury. The highlight for most of the TPT COY personnel for the first half of this year was the involvement in a very cold and damp ANZAC Day Service and March. The COY was asked to provide 10 LR 110 to drive Veterans in the march. Members from 4 CSSB also marched as part of 4 BDE. Members from 7 TPT COY and 4 CSSB did this with eagerness and pride. The volunteers from the Vintage Military Vehicles club turned out in great numbers for the old diggers is what the ANZAC tradition is about. It was also a wonderful opportunity for young drivers to mix with old.

May saw the Company deploy to Puckapunyal on exercise Broad Horizons to practice second line CSS as part of the Battalion. This also proved to be an excellent training weekend for two of the COY's Mack drivers with a live task to deliver 105mm ammunition to 2/10 FD BTY gun line.

The first half of the year has also saw the development of the COY's JNCO ranks with two soldiers completing SUB 4 for CPL and one completing her TPT Managers and DTO course at Puckapunyal.

Conclusion

The new OC is looking forward to his posting and his focus for the remainder of the year is the continued support of 4 BDE units along with the reinforcement of 2nd line training within the COY. With the main focus being on the development of all soldiers and JNCO's.

7CSSB Tpt Coy

CPL R. S. Nisbet

The last half of 2003 and the first half of 2004 has been an extremely busy period for Transport Company. So too will the remainder of 2004 for the ARA members of CHQ, 5PL and our GRES brethren from 2PL (Enoggera) and 24 PL based in Toowoomba. Our commitments include Operational Deployments, Driver Courses, All Corps Training and Providing 2ND Line Logistical Support for the Brigade. The Company has been, and remains focused on AIRN compliancy of its members who continue to maintain the ability to be deployable at short notice. The company welcomed all the new RACT personnel that marched in, bringing us a broad range of experience, knowledge and ideas that will no doubt enhance our capability this year.

In sports news Transport Company stamped its mark on the Battalion right from the start of the year, by taking out the 7CSSB Annual Swimming Carnival in March. Having our Company mascot "TURTLE" in the stands obviously lured the opposition into a false sense of security as competitors took to the water like Dolphins. Well done to CPL Jane Bell taking out the Outstanding Female Performance Award, winning all her events. Some of those events were back to back and CPL Bell showed great determination and endurance to win those events. For the remainder of the company, a gutsy effort all round. Special thanks to SGT "the motivator" Grogan for his sports psychology and cheer leading repertoire. Did I mention that this is the third year in a row Transport Company has won the event? Maybe it has something to do with our Corps motto!

7 Brigade Triathlon Competition was next on the calender with Transport Company entering three teams in the female, mixed and individual categories. Well done to the mixed teams finishing first, second and third led by SGT B. Whish, SGT J. Grogan and CPL T. Odell. In the individual category, LT Glover of 5 Platoon was Blitzing the field in the under 21 year old event, yet succumbed to pressures of racing at the elite level and received several nasty abrasions after a tyre malfunction on the 20km bike leg resulting in a DNF.

2 PL and 24 PL GRES members have been instrumental in providing personnel in relation to Operational Deployments, tasking and training. CPL Macarthy has taken the reigns as acting PL SGT, keeping on top of administration and training objectives for the Platoon. PTE Falla and PTE Marinelli deployed to East Timor at the start of 2004 in support of 6RAR on OP CITADEL. Based at the BGR in Dili, their tasks consisted of Water and Ration runs, Troop lifts, POL resupply runs through the treacherous roads of Timor. PTE Hanlon was detached to 2/14 LHR for OP RELEX from July to November 2003.

5 Platoon minus provided a heavy lift capability and travelled to Townsville in May to support 3 Brigade units deploying to High Range for their Combined Arms Training Activity Exercise. Both ARA and GRES members enjoyed life on the road in the sunshine state with vehicle assets consisting of 14 x Mack's, 10 x 20 Ton Trailers and 1x Mack TTF. The first task at hand involved an APC lift for 2/14 Light Horse Regiment from Enoggera to Shoalwater Bay. On arrival to Townsville we conducted vehicle servicing before getting into the bulk of the task. The Platoon lifted 4 FD REGT, 3CER, B SQN 3/4 CAV REGT and 3 CSSB over a four day period. On route back to Bris/Vegas we stopped by Shoalwater Bay to load the APC's belonging to 2/14 LHR. Overall the completion of the task was a statement to the 7 Brigade units of what our small yet diverse Transport Company can provide in the way of logistical support. The exercise provided valuable experience for all ranks, especially the younger platoon members that had little experience working with other Corps. Defensive Driver Skill Awards go to PTE Steve Shaw and LCPL Rowan Cooke with spectacular Mack tyre blow outs, with no collateral damage to other tail gating road users.



CPL Teske and PTE Bishop from 5 PL practicing 9mm shooting in HMAS Shant, off the coast of Christmas Island last year in OP RELEX.

On the operations side of life 5PL members have served with other Australian and other Nation Forces in, East Timor for OP CITADEL, OP RELEX and OP CATALYST. CPL Sean Grogan is currently in the Middle East on OP CATALYST working with Australian and United States soldiers. CPL Kate Teske, PTE Carrie-anne Bishop and PTE Kylie Maddigan deployed with 2/14 LHR for OP RELEX. Patrolling the Indian Ocean on both HMAS Canberra and Darwin with the Navy, the team learned valuable skills including 9mm pistol, Unarmed combat and Vessel Boarding Drills.

Not too far away, 5PL and 2PL members deployed to East Timor with 6RAR for the final rotation. The bulk of tasks were the transportation of stores for the extraction from East Timor. Long hours were clocked up by the team, Servicing and Utilising Mack and 20 Ton Trailers and MHE for the majority of tasks. No doubt that driver skills were enhanced due to the road conditions and the occasional near miss with a Venga Buses. A small team of personnel were also deployed on short notice in April to form part of the Force Extraction Team and at the time of print are due back soon.

As we approach the second half of 2004, Transport Company will be busy running the Brigade Drivers Course kicking off in July. A majority of members from the Company will assist as Assistant Driving Instructor's, Driver Testing Officer's or admin staff for the duration. The C2, LR3 and MR2 courses will travel to Land Cruiser Park at Jimna for the Cross Country Phase. The park should provide some challenging experiences for the Drivers and not to mention the Assistant Instructors.

IMT's will be conducted in August at Wide Bay Training Area with a CSST deployment to Shoalwater bay not long after.

Too all of our fellow Truckies, Movers, Boaties, Posties and Rock Droppers, all the best for 2004, Stay safe and as always be, *Par Oneri*.



5 PL members unloading 105MM rounds for 4FD REGT at High Range for CATALYST.

8th/12th Transport Year 2003/04

Supporting an Arty Regiment

WO2 Russell

Regt Tpt Spvr

Manning:	2003/04 8/12 Mdm Regt Transport
Regt Tpt Spvr	WO2 D.S Russell
Bty Tpt Spvr	SGT P. Argent, SGT S Norman, SGT M.Davies
Sect Comd	CPL R. Bingley, CPL M Edwards, CPL P Bussan
Desk NCO	LCPL A. Underwood, LCPL M. Martin

Drivers Anderson, Bathersby, Blazley, Cekanauaska, Drury, Fredwickson, Finnigan, Foster, Hadley, Hannan, Hinkely, Hunter, Impey, Jones, Malthouse, Murhpy, Meersbergen, Nash, O'loughlin, Opperman, Philp, Richardson, Sattler, Singleton, Todeschini, Vanderzee, Vanderhide, Vukelic, Wells Winley.

For both years (2003/2004) they started with a bang with either a Bde Drivers Course or Mack conversion course both being run in early February. Not having too much understanding of how wet the area can get the trainees had soon got vehicles bogged, but with the help of some recovery training all vehicles were retrieved, the other fun was to shovel the dirt back in to the ruts to save the area. Early in 2003 the unit supplied a section of drivers to deploy on RCB 61 to RAAF Base Butterworth for duration of 3 months and for 2004 transport had 3 drivers support the RCB 65.

For the remainder of drivers within the regiment, a quick training program was put in place to be conversant with Gun towing and the HiAbe crane. During both years C2/MR2 – HR2/ HR4 Driver's cse were conducted, as with all resources, there was a shortage of B vehicles to conduct the training, however, the task to train soldiers was achieved. Throughout the year 2003/04 the RACT element for 8/12 Mdm Regt had conducted the following training:

- Mack Conversion Cse (HR2) – qualifying 60 drivers
- Gun Towing Cse (HR2G) – qualifying 19 driver
- Mack and Plant Trailer (HR4) – qualifying 33 drivers
- Coach/Bus cse (HR3) – qualifying 10 drivers
- Crane Cse (HR2C) – qualifying 53 drivers/operators
- L/Rover (C2) + Mog (MR2) Cse – qualifying 72 new drivers, and
- Carriage of M113 (HR2M) – qualifying 14 new drivers

With Exercise Pred Gallop / Croc 03 upon us, all truckies where involved with the movement of Gun Tractors, Mogs, Rover and M198 to the Darwin wharf for loading on to ships for the trip to Rocky. The road part left on time, in place and best of all in the right direction.

While on the exercises during 2003 and 2004 the truckies where involved in the prepping, loading of Unit Load Artillery Container's (ULAC) and the distribution of ammo and fuel to the batteries. During Ex Pred Gallop 03 in SWBTA the truckies loaded and distributed 1400 x 155mm arty rounds and during the Batteries LFX 04 at Mt Bundy loaded up and distributed 1500 x 155mm arty rounds. Consider that each round weighs in at 45kg each.

101st Mdm Bty Transport

It was the year 2003, the start of a glorious New Year for the truckies of 101 Bty. It would be a year of adventure, hard work and mateship. The truckies of 101 first bush trip was to be an exciting one. We deployed to Kangaroo Flats for a five-day exercise of learning how to kill and to blow crap up. In those five days, the weaponry that we used was a once in a lifetime chance for the RACT members. We threw grenades at the grenade assault range, where we had three blinds in a row. We fired the 84mm rocket launcher, the Wombat Gun (for which only had prac rounds) and the Mag 58. We also participated in live fire section attacks, which is definitely not for the light hearted, but awesome fun for the thrill seeker. We headed home with a great feeling of ecstasy, we were grateful for the opportunity to be war-ie truckies.

After working on the vehicles for over a month, we were told that we were going to be conducting riot training where we had the privilege of getting gassed and OC sprayed. Pte Sattler felt all right when sprayed but started to feel the affects when he got to the water. During riot training, we got to wear plastic armour suits and carry batons, it was fun to learn how to use the baton and work under stress with people throwing stuff and hitting you with any foreign object they could find.

The Mt Bundy trip was the first time that some of us had to deploy out bush with the gun tractors. During the bush trip some minor problems arose for some of the new jube drivers on the gun line. Pte Anderson decided it would be a good idea to drive in to a mud pit, where he sunk down to the dog box steps, taking him an hour to get out. Watching Ando get bogged was all the training we needed, getting him and our selves ready for Croc 03.

The next trip was Shoalwater Bay on Croc 03, an important training exercise. The road trip to Shoalwater Bay was a very long trip where eating pies, smoking darbs and listening to the boom box were all essential things in keeping our sanity. A couple of days later Pte Mills had to pick up to Gunners and had to take them back to the hard standing. Whilst on the road to the hard standing, Millsy made a wrong turn and didn't see the ditch on the side of the road, his excuse was that it was night and his Ninox was faulty, and drove straight into it. An hour later the rover was out of the ditch, but the gunners in the back were a bit sore and sorry from being tossed like salad.

Enemy party was enjoyable. 2 Cav Regt discovered us at 0600 hours and we had to escape down the creek bed, but Pte Sattler got left behind. As he was running from the Lavs (with his heart in his mouth) he tripped over smashing his groin on a log and was caught by a troop of Lavs, so ended his days as a free man or at least 24 hours in the cage out of exercise.

With the closure of the year 2003 the Regiment had a few RACT members posted out or transferred are:

SGT Argent –	2 RAR
CPL Bingley –	ALTC Bandiana
LCPL Underwood –	ALTC Puckapunyal
PTE Fredwickson –	DCO Puckapunyal
PTE Hinkely –	1 CSSBn
PTE Oppermann –	1 CSSBn

New members posted in are:

SGT M Davies
CPL C Beckmann
PTE Cekanauakas
PTE Cork
PTE Minchin

Within the HQ Battery we had a couple of promotions: they were LCPL Underwood to CPL Underwood and PTE Martin to LCPL Martin.



Headquarters 9th Force Support Battalion



9FSB HQ Staff Deployed on OP Anode

Since our last article in June 2003, the Headquarters has again been busy. During the Battalion CPX conducted in Puckapunyal during the first weekend of July 2003, the Battalion headquarters was warned out to deploy on OP ANODE to the Solomon Islands. This was a very intense time as the HQ and OPS staff planned manning and equipment levels to be deployed on operations. HQ 9 FSB was tasked to command the FSB, with the capability bricks of transport, supply, workshops coming from Townsville units.

Pre-deployment training was conducted at the Townsville Mounting Base. During this time the RACT personnel within the headquarters provided invaluable knowledge and support to operational planning to the main force to deploy to the Solomon Islands. Mid-July saw the first elements depart Australia for deployment. Unfortunately, the CO was cut from the orbit a week before deployment due to a limit on LTCOLs that resulted in the Log Bn being commanded by a MAJ.

Upon hitting the ground in the Solomon Islands, the RACT personnel within the headquarters again proved their worth by providing support and expertise to the force elements. During early planning, a

requirement was identified for riggers and dispatchers however, it took approximately two months into the deployment before seven personnel from 176 AD Sqn arrived. Their second day in country saw their rigging and AD skills tested when a Navy Sea King helicopter was required to under-sling a stranded iroquois helicopter which autorotated onto a remote island beach.

The deployment of the FSB on OP ANODE was a great lesson (again) of why logistics and engineers must be considered in detail during the early stages of planning. Real estate allocated was far from adequate; being wholly within the confines of the International Airport fence line. As the majority of the area was grass, this posed a great deal of problems with the siting of the transport, supply and workshop areas. In the end a novel, but high risk decision was made to utilise the disused portion of the runway.

For a non-wariike deployment, the necessity to develop an area to provide basic sanitation was never more evident than during the first few weeks. The local sewage infrastructure was inadequate and electrical blackouts for hours each day prevented the use of the few toilets at the airport.

All HQ 9FSB personnel returned home at the end of November 2003, after a successful but demanding deployment on OP ANODE. Following on from HQ personnel were members of 26 TPT SQN (ARA) and 15 TPT SQN (GRES) deployed to the Solomon's as the main road transport element for the ensuing four months.

All RACT members of the Battalion put a great deal of time and effort in ensuring that all tasks were completed in a professional and timely manner. This is a credit to their skills and lessons learnt from training whilst in country.

The balance of the year in all proved to be a very busy but rewarding time for all concerned within the HQ and the Battalion as a whole.

The beginning of 2004 saw a few new RACT faces to HQ 9 FSB and 9 LSS.

- LTCOL Anthony Hambleton who has progressed remarkably well from being a "boat goat" to OC 26 Tpt Sqn to CO 9 FSB.
- LT Marcus Luciani on graduation and taking up the task of A/ADJT for a year.
- CPL Naomi Thorpe who arrived on promotion to CPL this year.

The 2004 RACT make-up of HQ and 9 LSS are:

LTCOL A. Hambleton – CO, MAJ R. Davis – BN 2IC, MAJ M. Cook – OPSO
CAPT M. Stanfield – ADJT, CAPT D. Newman – OPS CAPT, CAPT J. Matchett – OPS
CAPT, WO1 J. Armstrong – RSM, WO2 J. Ronan – OPSWO RD, WO2 G. Barron – OPSWO Air, SGT N. Foster – SSM, CPL N. Thorpe – HQ Tp Tpt Sect
PTE K. Curtain, PTE B. King, PTE B. Kenny, PTE P. Myles



26 Transport Squadron – Exercise Arakkis 2004

As Exercise Crocodile was in its final phases in 2003, 26 Transport Squadron commenced planning for a field exercise to be conducted in a desert environment. As a result of events in Iraq and Afghanistan, the intent was to practice 2nd line transport operations in an environment of threat. The initial exercise concept evolved into Exercise Arakkis 04, a 9 FSB field exercise. Exercise Arakkis was conducted at Cultana, outside of Port Augusta, in South Australia during the period 12 May-17 Jun 04. Exercise Arakkis provided the Battalion the opportunity to shake-out the Logistic Support Squadron, conduct drivers courses, and practice 26 Tpt Sqn personnel in 2nd line transport operations.

Each of the three transport troops from 26 Tpt Sqn (85, 86, and 87 Tp) rotated through ten days of field activities, including qualifying on the F1/F3 grenade, NINNOX, F88, and F89 practices, culminating in a CFA. The activities revised drivers in the operation of B-vehicles over difficult terrain, troop deployment procedures, mounted ambush drills, night driving, conduct of TCPs and DPs, and varied scenarios simulating operations in a high threat environment. One of the central aims of the activity was to bring the Sqn 'back to basics' and focus on mastering the basic skills of ECN109 driving.

The training was conducted using landrovers and unimogs – a far cry from the relative comfort of the Sqn's S-Liners and Fleetliners. Although many members of 26 Tpt Sqn had not conducted 2nd line transport operations for some time, they soon got back into the swing of cam nets and trucks under trees. Apart from the Sqn's R-series Tp, 87 Tp, the majority of Sqn drivers did not seem disappointed as they resumed 3rd line tasking in their normal Tp vehicles.

The conditions on Cultana Range were cold and wet for much of the deployment adding to the challenge of the cross-country driving. The difficult terrain and night driving phases of the deployment definitely proved to be the most enjoyed activities overall. After the field phase of the exercise, troops then conducted a series of driver courses and driver training including HR1, HR1T, HR-C, and HR4.

During the exercise, 15 Tpt Sqn, with support from other 9 FSB units, conducted drivers courses to qualify 9 FSB personnel for C2, MR2, MR4, HR2, and HR4 codes. The driver courses were conducted on Cultana Range, the Port Douglas area, and on the return journey to Bendigo.

Exercise Arakkis proved to be a successful 9 FSB activity, enabling soldiers to get back to basic soldier and driver skills.



Vehicle deploying to Tpt position

176 Air Dispatch Squadron – 2004

The first half of the year has been an eventful period for 176 AD SQN. A new hierarchy assumed control at the beginning of this year, including a new OC – Major Ron Armstrong, 2IC – Captain David Beaumont and SSM – WO2 Wescombe. New blood has also been injected into the Air Dispatch and Support Troops, each with new Lieutenants. Many old hands have returned to the unit from various postings, including those returning from OP ANODE. This year the Squadron focus is on the consolidation of manning, training and equipping, hence taking full advantage of the current operational pause.

Squadron IMT's were given high priority – so as to enable the incoming hierarchy to assess the basic soldierly skills of the Squadron. The Squadron undertook a two-phased IMT activity, with foundation skills firstly conducted at the Squadron then with the Squadron moving into a field environment at Singleton range. A combination of wet weather and delightful flora and fauna (inch-ants and cacti) ensured that all participants were subject to maximum training value.

Concurrently, a select group was undergoing training in preparation for the Battalion Mil Skill competition. Training was intense and this was evident during SQN IMT's as Mil Skills hopefuls played the enemy party. The final team, led by CPL Teske, arrived in Puckapunyal a few days early to finish their training and get a feel for the terrain in Puckapunyal. Morale from the 176 AD SQN team was high as was expectation, however they were to come a very close second place. Testament to their hard work, members of the 176 AD SQN team was selected to join the 9 FSB team who was victorious in the LSF Mill Skills competition.

During the IMT period, the first major unit task was underway, that being Airborne Ops. This is an annual 36 SQN and 176 AD SQN exercise focusing on building/maintaining AirDrop trade competencies. The volume and types of loads dispatched kept all involved on their toes. The month long exercise culminated with a detachment travelling to Perth for continuation training with 36 SQN and SASR.

Since the IMT exercise period the 176 AD SQN has continued to develop soldier skills such as RATEL, weapon handling, navigation and field craft to ensure that more capable and confident soldiers are produced. 176 AD SQN has conducted four parachute currency activities to date adding to the busy soldier training regime.



PTE Ferguson, NT Tp, working with

Kapooka 10's rugby allowed members of 176 AD SQN to combine forces with their RAAF comrades and put forward an impressive team. The Sqn team put up a good show, enough to give them 4th place. The winning team from 3RAR had PTE Gill an Air Dispatcher posted to the TPT PL, to score their winning try.

A to lack of numbers on both sides, forced a combination team from 176 and the School of Infantry to participate in this years Kapooka 12's AFL competition. Although they were thrown together one hour before play was due to start, they gave their best efforts having two minor losses and two major victories.

Members of 176 AD SQN attended the Battalion Junior Leadership Course; a productive week with those who attended developing Corps knowledge between abseiling off the Sydney Harbour Bridge and swimming in the waters off Mossman.

Of recent, 176 AD SQN has provided support to SASR with EX EMUMOON over in the west as well as 3 RAR with EX ARNHAM. This comes off the back of numerous other taskings conducted thus far including support to 1 RAR, 4 RAR, 37 & 38 SQN and ALTC.

The year to date has been full, and has provided a good foundation for the Squadron with a busier second half of the year fast approaching. A final mention should be given to those currently serving overseas, LT Smith and WO2 Murphy currently on OP ANODE, SGT Eddie and CPL Joyce in the USA on EX AIR WARRIOR II and PTE Barton attached to 3 RAR C. Company in Butterworth, Malaysia.

15 Transport Squadron 2003/2004

The previous 12 months has been a busy and exciting time for members of 15 Transport Squadron. As the smaller transport sub-unit of 9 Force Support Battalion (9 FSB), we are generally the forgotten Transport Squadron in the Logistic Support Force. This is primarily due to our location in cosmopolitan Bendigo, but our efforts in the previous 12 months have clearly put the Squadron on the map!

To the uninitiated, 15 Transport Squadron is a GRES transport squadron with elements in Bendigo and Horsham. Bendigo is the home to the Squadron HQ, 14 Transport Troop and Support Troop, while our 'country' brothers and sisters in Horsham form 128 Transport Troop and further elements of Support Troop. Despite the geographical distance separating the two locations, the Squadron is an effective unit that is quite heavily tasked when compared to other GRES establishments.

The Squadron has a current manning of approx 100 personnel, of which there are 11 ARA personnel and the remainder being GRES. The Squadron operates Mack Fleetliners, Mack Dumps and Unimogs. The structure and equipment of the Squadron means that it is quite versatile in its ability to conduct a wide variety of tasks. From supporting 4 CER with the Mack Dumps, to transporting unit equipment for major exercises, like Predators Gallop, the Squadron has proven that it is willing and ready to undertake any tasks, regardless of the notice, to achieve set goals.

The soldiers of 15 Transport Squadron come from a diverse background, with university students, police officers, farmers, financial advisers and firefighters to name but a few of the many and varied occupations that are present within the Squadron. Despite these commitments, the attendance of Squadron members is outstanding and is a direct reflection on the ability of 15 Transport Squadron to indeed be PAR ONERI!

The training year began in July 2003 with the Squadron 'Head Shed' participating in a Battalion CPX at Puckapunyal. With personnel from all areas of the Squadron involved, the experience gained by some of the junior NCOs and soldiers has been invaluable.

It was then 14 Transport Troop's time in the spotlight as they conducted their Troop deployment over a weekend in Jul 04. To the wet and wild fun park of Puckapunyal they headed and conducted some very worthwhile and important revision of the 'green' side of trucking. The other major activity in Jul was the conduct of a Regimental Dining-In for all Squadron personnel. This was a valuable opportunity for many of the junior soldiers to experience a dining-in, and all the customs and traditions that are associated with such an event.

The Squadron deployment was modified to incorporate some live tasking, this time in support of 4 CER. The trusty 'R' series Mack Dumps were put into good use carting soil and sand. Training of this kind is invaluable as it provides the soldiers with exposure to areas of the Army that they wouldn't normally have access to. The success of this weekend was such that the Squadron encourages any Southern Region unit to seek out our support, as the benefits of activities of this nature are fantastic.

Nov 03 saw the Squadron 'cam up' and deploy to Puckapunyal for an IMT weekend. As many of the soldiers receive minimal exposure to IMTs in the early stages of their careers, the opportunity to revise skills taught and impart further knowledge was well received.

The commitment that GRES soldiers make to the Army is extraordinary as they balance civilian employment, family and social commitments. As all Army members are aware, the support of families and loved ones is integral to our ability to perform as we do. In recognition of this, a mixed Dining-In night was held in Dec 03. The night was a huge success, with partners gaining further insight to the organisation that plays an important part of their lives.

But that's not where the fun stopped. The Squadron conducted its own Courses Camp at Puckapunyal in Feb 04. Approximately 60 licence codes were issued which ensured that the majority of Sqn personnel (new and old) received a vehicle code. With the vast array of personalities present within the Squadron, a concentration of this many in the one location was always bound to result in some amusing anecdotes. With the aid of her trusty cushion, PTE Day was able to finally reach the pedals of the Unimog and see over the

dashboard. Sponsorship is now being sought to provide these 'driving aids' to all vertically challenged people in the ADF!

And last, but not least, who could forget a senior member of the Squadron (who shall remain nameless) whose effort to remodel a coaster with a can opener resulted in an embarrassing explanation. All in all, morale was high and the driving was of an even higher standard. This Courses Camp effort was again duplicated in May 04 when 15 Transport Squadron took the lead and conducted another Courses Camp, this time for all sub-units in 9 FSB.

The highlight for the Squadron was the deployment of 14 personnel to the Solomon Islands on Op Anode in Mar 04. The Squadron provided a Road Transport Section, HQ for the Distribution Troop and a Clerk, Op Sup and a VM for other areas of the deployed force. With 11 of the 14 personnel deployed being GRES, the commitment and ability of these personnel to deploy, at short notice, is a credit not only to themselves and the Squadron, but also to all GRES members. GRES service to the Army is paramount to the successes that the ADF is attributed with, and when you consider that this is all achieved with them maintaining their civilian occupations, it is quite outstanding.

The hard fought contest, known officially as the 9 FSB Mil Skills competition, was conducted in Puckapunyal in early Mar 04. Led ably by CPL Thetford and his trusty 2IC LCPL Hodges, the team put in a committed effort. With the team winning the wiring stand and two of its members (PTE Goss and PTE Lecek) being chosen to represent the Battalion in the LSF Mil Skills competition, the team completed the weekend with smiles on their faces and relief that it was all over.

ANZAC Day activities saw the Bendigo elements of 15 Transport Squadron joined forces with Support Company 8/7 RVR to form a guard that led the ANZAC Day march in Bendigo. The combined guard received excellent reviews from the ex-service persons associations and the general public of Bendigo. In addition, numerous catafalque parties were conducted throughout the surrounding area, including the involvement of 128 Transport Troop in Horsham and their surrounding area.

The second Courses Camp of 2004 was conducted as a part of the 9 FSB 'EXERCISE ARAKKIS' conducted at Cultana Training Area in S.A. Over 130 vehicle codes were issued to members from all sub-units of the Battalion. This activity was conducted at the same time as 26 Transport Squadron's Driver Training Activity and proved to be a success. Operating out of the old 10/27 RSAR lines at El Alamein Camp, the Sqn was able to utilise all areas of the training area to conduct LR 110, MR2 Unimog, HR2 Mack 'R' series, and MR4/HR4 trailer courses.

Once again, individual personalities shone through during this exercise. PTE Whelan Snr was a little disturbed when confronted with a \$1400 fuel bill at Bordertown, especially when the fuel card he was in possession of decided that it would not work. Some smooth talking and a little tap dancing ensured that the situation was resolved without PTE Whelan having to pump gas for the next forty years in repayment.

The ability of the sub-units of 9 FSB to work together in a deployed location was extremely successful. Considering the make-up of 9 FSB, its' geographical disposition and mix of ARA/GRES, all elements of the exercise worked closely to provide effective and timely training. Hopefully this activity will be conducted on an annual basis and the Squadron looks forward to working side-by-side with their battalion counter parts.

To the future and 15 Transport Squadron is deploying a Fleetliner section to move 2 HSB from Brisbane to Mt Bundy in Jul 04 for Predators Gallop. The Squadron continues to meet all tasks thrown its way and will endeavour to continue in this stead as the year progresses. The remainder of 2004 will see both Troops' deploying to the field for weekends in Jul and Aug 04, and will culminate in a Squadron deployment in Sep 04. 15 Transport Squadron will then join forces with 1 Petroleum Company and 3 Recovery Company to conduct IMTs and RSO&I training in the latter part of the year.

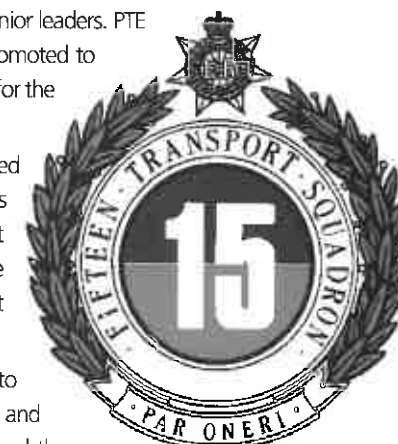
Individual recognition of service is important to all soldiers, regardless of rank. In the past twelve months the Squadron has marched-in many new recruits and promoted individuals who have proven themselves worthy as junior leaders. PTE Hodges and PTE Hughan were both promoted to LCPL; LCPL Thetford and LCPL Rawlins were promoted to CPL, CPL Smythe to SGT and SSGT Doherty to LT. PTE Martin received the 'Soldier of the Year' award for the Squadron, and the stalwart of the Squadron, PTE Flynn, received his 15 year Long Service Medal.

At the end of the year the Squadron farewells its OC, MAJ Rick Rickard. MAJ Rickard will have completed 41 years of service to the Australian Army, with 20 years in the ARA and 21 years in the GRES. His contribution to the Squadron has been immense and he can be credited with the excellent state that the Squadron currently sees itself in. While his hat badge is that of a 'Spanner', he has embraced the transport ethos and shown that even RAEME can meet the high standards and quality of service that us truckies are accustomed to.

For any ARA or GRES members out there contemplating a change of climate, I encourage you to coming and join 15 Transport Squadron. There are positions, across numerous Corps, for both ARA and GRES. With outstanding recruiting and retention, the Squadron continues to grow and expand, and the future looks bright for Bendigo's own 15th Transport Squadron!



Training Weekend at Puckapunyal



9 Transport Squadron 2004

LT Martin Harper

DISCLAIMER: This article is intended to be read in the manner of a 1930s newsreel. IT IS INTENDED TO BE HUMOUROUS. All satirical references to our good friends in the Navy and Field Supply Company are to be taken as such and is in no way a reflection of the authors true opinion of these two fine organisations.

It's the year 2004 and the brave men and women of the mighty 9 Transport Squadron are neck deep in the CATA doing what they do best: providing essential transport support to 3 Brigade. This mighty band of tactical logisticians have been busy showing just who is the superior sub-unit amongst 3 CSSB by deploying to various areas of High Range, digging, providing timely troop and stores lift capability, digging, conducting various LAPES and DZ activities, and digging!

But how did this well-oiled truckie machine develop over the year? We cast our minds back to late January when so many wide eyed soldiers took their place in the vehicle yard under the command of the eagle eyed MAJ Paul Rosenberger and faithful 2IC CAPT Justin Burdett. Quick smart our brave boys and girls were allocated to respective troops under the steely gaze of the SSM, WO2 Paul Cook. Those souls sent to Alpha Troop were to be ruled by the hot iron grip of LT Pip Cleary and the machiavellian SGT Rob Jericovich. The fortunate ones found themselves under the grace of the benevolent LT Martin Harper and enforcer of justice SGT James Stewart. The senior members of the squadron took their places in Charlie Troop under the seasoned veteran LT Lisa Piper and mischievous SGT Andrew Walford. With the troops formed and future operations and training being attended to by the dynamic Ops duo of SGTs Pete Smith and Jason Greer, the squadron was ready to go out and give the Jerries what for.

The first major activity our heroes faced was exercise Sea Lion. This was designed to test the CSSB's ability to deploy a company sized CSST by sea to an established beachhead. Bravo Troop as part of the RBG courageously committed itself to this endeavour and after an extremely hectic period of vehicle repairs, DP1 documentation checks, and the occasional and thoroughly entertaining crisis management sessions, the CSST transport troop assumed its place as part of 3 CSST eager to board the ever steadfast steeds of the ocean HMAS Tobruk and Kanimbila. HMAS Kanimbila proved so steadfast it remained in Brisbane forcing Tobruk to make two trips (who'd have thought a CSST would take up two ships?). God bless those Navy chaps and their impeccable dress sense! But minor setbacks didn't hold our heroes back. After changes to the manifest the CSST was steaming to Cowley beach and conducting vital on ship training such as stern door marriages, vehicle servicing, and stores tasks. The exercise provided valuable experience to all concerned and equipped the Transport troop with the knowledge of how to prepare for Seagoing deployments.

With the maritime antics out of the way, the squadron turned its attention it's bread and butter: tactical deployments and taskings at troop and squadron level. HOORAH! With each troop having completed lead up training that included sect and troop deployments, ninox driving and basic soldering, all were chomping at the bit to get into the thick of Exercise Mammoth Link. This exercise was designed to bring out the best in our heroes by training them in squadron operations in the field. This was indeed a mammoth task and busy was the name of the game. Showing that it truly does carry the battalion, or at least part of it, much training time was devoted to shouldering the movement of the great Field Supply Company. Fun was had and all reveled in the task of lending a helping hand to their courageous brethren from across the logistic spectrum.

The squadron now turned it's attention to the Combined Arms Training Activity (CATA). High Range was again the location and the mighty 3 CSSB was soon in the thick of its own preparation exercise. Position development and individual sub-unit training were covered before the battalion moved into the BMA to commence the exercise proper.

So here we find our heroes. Deep in the CATA, keeping the brigade moving and showing those juries that the squadron truly is Equal to the Task!

But what's next for our champions of tactical road movement? MAJ Rosenberger isn't one to rest on his laurels. Endurance driving is next on the cards. So watch out kiddies in Julia Creek and Georgetown.

Keep an eye on the road and you might just see the squadron passing you by as they train for long range administrative movement. With arrival of LT Nick Elston and a shake-up of troop commanders those of you in North Queensland can expect a newly energised squadron for Exercise Swift Eagle.

So with the confidence that all our transport needs are well in hand, we say goodbye to 9 Transport Squadron, and thank you!

Par Oneri



Ever vigilant: Maintaining distance with reduced training is just one of the challenges facing the Squadron in the field.

16 Transport Company

This year 16 TPT celebrated the Corps 31st birthday in style with what is becoming a bit of a tradition. Adamstown RSL hosted our Annual Dinning in Night for the second time and fun was had by all. LTCOL Allan Murray, CO 8CSSB, was our guest of honor and he claimed it was the highlight of his command to date. Past members of the unit, and RACT folk from neighboring units attended and it was a good chance for the new members of the company to learn the unit's history over a quiet ale. PTE Hulbert gets special mention for his outstanding efforts in fundraising for the event and preparing the DJ that keep the party going till the wee hours of the morning.

The Company training has been a good mix of core training and specialist skill development. Sand driving is a skill often talked about but not often taught. Stockton beach 4x4 drivers didn't know what hit them when they saw a Mack churning up the sand on a fine day in April this year. It was a great day out for the Company; recreational users and a thick sea fog made conditions tricky and very soft sand made for some tense moments. The Mog's performed well but the Mack's were the stars. These beasts had no trouble in the soft sand. Everyone was amazed (civilians and young soldiers alike) at how well the Mack's performed in the tricky conditions. The company's LARC V operators still say they go best on sand but they are just 'stories' to the newer troop members.

Staff movements are common to all units. One time Troop Commander, Capt Helen McGregor after being with the unit since 2001 has taken up an ARA post as a Nursing LT in sunny Brisbane. She has been a key player in the unit since graduating from RMC in 01 and transferring from her home in Tasmania to Newcastle. When asked where to after her current posting she replied, "I'll keep going north 'till they stop me". Is Tassie that cold?

This reserve company has been busy since Croc 03 conducting 4 dvr's cses and assisting in 3 others. Continuous 8 Bde tasking and corps specific individual training with all soldiers performing well, in often trying circumstances. After the company averaged 140 days / man this financial year, some members are seriously considering dropping their civilian "day" jobs and joining our brothers and sisters in the ARA.



These magnificent men in their flying machines during the LAPES activities.



Vehicles returning to the position after loading tasks.



LCPL Mackinnon and PTEs Wynton, Lewis, Nick and Hawkins love digging!

30 Terminal Sqn

LT Tash Whyte

If 2004 is any indication then 2005 is going to be just as busy for 30 Terminal Squadron. The Sqn is made up of approximately 100 personnel and as the Army's only Terminal capability many members of the Sqn are given the opportunity to deploy overseas on a regular basis. The Sqn has been involved in OP ANODE (Solomon Islands) from its commencement with the Sqn's initial commitment being 2 sections and personnel will remain as part of the Force Extraction Team (FET) until the Australian involvement ends. Similarly the Sqn has members deployed as part of the FET for OP SPIRE (East Timor) and has members deployed to the MEAO on a rotational basis as part of OP CATALYST. The Sqn is also involved in various exchanges with members travelling to both the UK and New Zealand and the Sqn currently provides personnel to JLU-N on a rotational basis. As a result most members have a wide range of operational experience and are privy to a high operational tempo whilst posted to the Sqn.

Whilst deployed the 'Termites' are often involved in a wide range of tasks involving Logistics Over the Shore operations, attachments to Naval elements in order to assist in resupply ops. They are also responsible for the recording and handling of all incoming and outgoing cargo and use a Cargo Visibility System (CVS) to track the cargo in and out of the AO. They are used to unload and load all modes of transport and are usually very heavily tasked wherever they are deployed. The 'Termites' work in the Solomons was varied and their tasks ranged from support to the civil community, assisting in the construction of both the living and working areas of the Force, attachments on Naval patrol boats and LCHs, and the unloading and loading of aircraft, as well as running the large container park and Transit Area.

Back home the Sqn is growing and increasing its ability to provide specialist terminal support to the Army. The infamous Kalmar is the workhorse of the Sqn and continues to be a useful piece of equipment on all operations. The Sqn will see the introduction of the 8T Manitou, which will replace the W36 forklift and the CAT forklift has been put to work and will eventually, replace the Merlo. The Termites have been busy training on different C&D vehicle variants and have been involved in numerous course camps throughout the year. The 'Termites' have also been involved in Sqn IMT's where personnel conducted patrolling, section attacks, trailer pushes, and team building exercises in a field environment. This exercise is a good lead up to 10 FSB IMT's that will be run in August this year at High Range Training Area (HRTA).

The members of 30 Trnl Sqn continue to work hard as the Army's sole terminal capability and through the introduction of new equipment into the Sqn and the sound operational experience amongst the ranks the Sqn continues to grow and improve. The 'Termites' can no doubt expect another busy year in 2005.

35 Water Transport Squadron—still the hardest working water transport squadron in the Army

2004 has been as hectic for the Squadron as 2003 proved to be. In July last year the prophecy came true and the Squadron was involved in OP ANODE with two LCM8s, an ABT(-) and the OC and SSM deploying. All elements had returned by mid November with a sense of satisfaction of a job well done. The OC and SSM were taken away from boats and were land locked in command of the FSB Transport Squadron, which consisted of soldiers from 10 FSB, 3 CSSB and eventually 176 AD Sqn. The LCM8s were under command of HMAS Manoora where 35 Water Transport Squadron has continued to have personnel involved in OP ANODE but on a minimal basis.

The beginning of a new year saw some new faces enter the Squadron and some 'old' faces leave. MAJ Michelle Miller and WO2 Wayne Le Lievre have remained at the helm with the SSM almost complete in his IKB ('I Know Boats') competencies after surfing on the V8 LARC V and the current LARC V during Ex Surfing Penguin. CAPT John Vetuna moved from 3 CSSB to take over as OPSO and CAPT Lucy Semple returned from LWOP to the 2IC's position. WO2 Greg Stuart remains the constant presence in Ops and is assisted by SGT Kevin Mauger, SGT Kevin Hayes and CPL Terence Pope. 42 Amphibious Troop had a change at the top with CAPT Dave Nathan and WO2 Dave Riddle taking command. Additional new faces in 42 Tp included SGT Rob Boyce and SGT Slade Langley. The LCM8 Troop also welcomed LT Nick Aplin, WO2 Craig Zeller and SGT Campbell Shugg as the new faces for 2004. LT Phil Cox assumed the mantle of Pirate King at 36 Tp in Darwin with WO2 John Giampino keeping him on the straight and narrow. The Squadron also welcomed a recent RMC graduate, LT Jeremy Quade, to be indoctrinated into the boaty culture.

The Squadron has been involved in a number of activities – supporting different RAE Sqns for AACAP in Bamaga and Palm Island, Exercises Sea Lion



and Sea Eagle, the 42 Tp Ex Surfing Penguin, and vital support to MW ALTC and elements of NORFORCE. The remainder of the year is busy with Tp activities, Bn IMT's, Ex Swift Eagle and continued support to MW ALTC. Hopefully by year's end we will have received the replacement for the NLE (Naval Lighterage Equipment) which is the SPB (Self Propelled Barge) or the ALE (Army Lighterage Equipment) as christened by 70/71 Tp. Additionally we should start to play with the new LPA Watercraft – there are some construction issues that are still being worked through. So the second half of the year will be as busy as the first but with some different activities.

From the boaties in the corps PAR ONERI and you will hear from us again in the next issue of the Corps Magazine.

36 Water Transport Troop

The second half of 2003 saw AB1066 away on a job to Gove, with the trip taking the crew to the Milingimbi Island Group, down to Buckingham Bay and then up river to Lake Evilla landing. This proved to be very exciting, as it was a rush against the tide to complete the task or get stuck there, which could be days or weeks. At the same time AB1067 were away in Derby, allowing the crew to take in some very scenic parts of the West-Australian coast. With those tasks completed the troop started to wind down for the year, with plenty of trips to Melville and Bathurst Island, better known as the Tiwi's, filling in the days. And let's not forget our support of the RAN Patrol Boats with their ammo requirements.

Farewell and congratulations on promotion and posting to CAPT Dan Turner, WO2 Mick Waters and CPL Scott (Bear) Wilson. Farewell also to WO2 Ian Cragan who is posting back to ALTC-MW, PTE Saunders on posting back 70/71 Tp (and who has since discharged to run his own business) and to PTE Matt Payne on discharge, good luck on civilian street. We hope you all enjoyed your time at 36 Tp.

In 2004 the troop has welcomed LT Phil Cox (Tp Comd), WO2 John Giampino (Tp WO), SGT Damyan Wood (EME SGT), CPL Simi Tauasa, PTE Anthony Rose, PTE Andrew Ive and PTE Luke Noyes to Darwin.

The start of 2004 was a little slow with tasks mainly consisting of ammo jobs for the RAN Patrol Boats. The local MPs did come to visit and conducted some valuable training in loading of vehicles and both LCM8s were involved in cross loading training with 2 Cav Regt's ASLAVs and HMAS KANIMBLA. More recently we had a visit from the RMC cadets on EX BARDIA and assisted with transporting a RAAF team to clean up UXOs on some island bombing ranges. CPL Simi Tauasa's first task to the Tiwi's turned out to be rather exciting as he was called upon to try and find a tinny in distress which wasn't where it was supposed to be. The prop change needed on the return from this task also sparked its fair share of local interest when the boat was dried out on the bar in Cullen Bay. CPL Rob Fock-Tave has been deployed for most of the year and should be back from the Solomon's in July to provide some much-needed q-support to the troop once again.

Eight members of the troop also participated in an adventure training activity in the Nitmiluk National Park near Katherine during May/June. During the activity PTE Dale Saville showed that he was completely comfortable in not just salt water but fresh as well, CFN Mark (Maggz) Carter carried more spare parts than you could ever need in his "tardis" pack, and CFN Gavin Barker told the group exactly what he thought of PTE Anthony Rose's walking style on just the one memorable occasion.

There are quite a few more tasks to come this year, which will take us to Gove, Quail Island, Tiwi Islands, Sir Edward Pellew Group, North Goulburn Island, Derby and Wessell Island just to name a few. Until next year...



42 Amphibious Troop

CPL A. J. W. Groves
Beach Team 1 Sect Comd
42 Amphibious Troop
35 WTS

Almost another year has passed and so far for 42 Amphibious Troop the year 2004 has been busy. The year kicked off with our Navy brethren for LCH Concentration Training from 19 – 27 Feb 04 at Cowley Beach Training Area (CBTA). The purpose of the Ex was to give the new Terminal members of 42 Amph Troop and new crewmembers of the LCHs a better understanding on how to conduct Logistics Over The Shore Operations (LOTS Ops). At the end of the Ex the training was found to be beneficial to all members involved.

Once back at the Island (Ross Island Barracks) the members of the fighting 42nd had just enough time to say hello to their loved ones, refurbish section stores and personal equipment in preparation for Ex Sea Lion from 1 – 17 Mar 04. But as luck would have it the Ex was put back a week due to circumstances out of our control, (BUGGER). Before too long, we found ourselves ROARING up to CBTA, once again on HMAS Tobruk. This time it was to give elements of 3 Brigade training on LOTS Ops, which involved driving on and off the stern door of HMAS Tobruk and also the Cowley Beach area.

Along came Easter Stand down, a well-needed and deserved break. Then it was back to work and get ready to go back to, "YOU GUESSED IT", CBTA; This time for Ex Sea Eagle, which involved 2 RAR, 3 CSSB, 5 Avn Regt and, of course, 10 FSB. The concept for this exercise was a National Evacuation Operation (NEO), which involved the deployment of 2 RAR to secure the beach and air heads, and then the safe evacuation of civilians within the area of concern back to the HMAS Kanimbla.

Along came June and with that Ex Surfing Penguin, 42 Troops most important annual troop training activity. Due to the LARC V roll over last year, the priority for the Ex were Safety, Safety, and Safety (and on the lighter side keeping warm and dry), which involved a major reconstruction of the instruction. The Ex involved a road drive from 10 FSB Ross Island to Wide Bay Training Area (WBTA) which took one and a half days. Once in the area various activities were conducted, such as, entering the surf and landing on the beach with the Larc V (Surf Work), a Small Boats Handler's Course (and keeping warm and dry) all over a three week period. Happy to say that over the duration of the Ex, besides a few minor colds and a LR 110 being bogged on the last day (SGT Mauger), all LARC Vs returned to the Island (as boats, not submarines). And did I mention keeping warm and dry.

Various elements of 10 FSB were involved, such as HQ (35 WTS), Catering and RAEME (LSS) and all elements of 42 Troop. Also involved were other elements from all around the East Coast of Australia.

The OIC of the Ex CAPT D. Nathan would like to give special thanks to the Army Dive School, 2 CER, 2 HSB, 3 Recovery Company and 9 FSB. Although the activity was relatively incident free, it was good to know that the safety support was there if needed.

Well 2004 is halfway over, but before it does the fighting 42nd still have a few activities to conduct, mainly, IMTs in August and Swift Eagle in September. All in all 2004 has a very productive year for 42 Amphibious Troop, which makes all members of the troop "EQUAL TO THE TASK". Job well-done guys.



42 AMPH TPT LARC V BEACH



More surfing

A day in the life of a Truckie posted to 145 Sig Sqn

PTE A. McPherson

Once again it has been brought to our attention that it is time for some truck stop news from around the various units.

145th Signals Squadron has like most other units at the beginning of each year had its share of postings in and out. CPL John "Tyso" Tyson has departed us for his new posting to sunny 2nd/17th Bn RNSWR in Orange to escape the deep stress and city smog of Sydney. LCPL Sheree Simmons and PTE Gavin "Roscoe" Ross, have escaped the pent up anxiety of the city and have eloped to Townsville where it is beautiful one day and perfect the next. The new arrivals into the unit have included our new Tpt Spvr, CPL Jeff "Wiggles" Boyd, who has brought a sound knowledge base into 145 Sig Sqn from Tpt Wing ALTC, PTE Thomas "I'm not that old" Brisbane who has Corps transferred to RACT to translate Sig stuff, joining us from 110 Sig Sqn, PTE Stephen "late shift" Pascoe has also joined us from his special exploits which can't be put into print because he was posted to 4 RAR, and our latest and youngest member to join the ranks is PTE Mark "I prefer a coldie" Toohey who has joined us straight from the ALTC at the tender age of 48 and bit ish.

The usual left over crowd from last year includes yours truly PTE Annelies "Don't call me Aleise" McPherson, PTE Tim "Overseas? Again!" Bracken and PTE Al "fully sick" Awai.

We saw the new year in with the usual O week rigours of mandatory lectures carried out with around half the Sqn being held captive in the stifling heat of a lecture room with broken air con (coincidentally repaired on our departure), whilst the remainder of the Sqn, including Tim, enjoying the tranquility of the Solomon Islands.

The Tpt sect was fairly busy over the months of March/April with a CFA and range shoot being conducted on the 16th. An IDC followed which lead us into a C2/MR2 course, which involved all members of Tpt being thrown into the driver training swing. It was a task that at first seemed fairly straight forward, but we were reminded time and time again by our Tpt Spvr that "these are little Siglets we are training", and after a couple of false starts he finally set the laser printer for stun!

May saw the return of the recently deployed from the Solomons Islands and after the leave period, were welcomed back into the workplace in lead up to the stocktake being conducted in June.

June will see us being busy again with the stock take being conducted over the first two weeks, which leads us to our MAS Audit. The rest of year looks to be as busy as the opening half, but we are all looking forward to the downhill run into the new posting cycle.

PAR ONERI and keep on truckin'

Air Movements Training and Development Unit

The Soldiers Story

CPL Woodhouse and LCPL Butt

When you first march in to AMTDU, you are quickly reminded that you are now in a very different environment. You have entered the 'purple zone' where RAAF and Army work side by side, combining two cultures in the process of delivering quality air movement training and development to the ADF. There is also a very high rank structure. Out of a posted strength of 53 Army and RAAF there are only 15 of us below the rank of SGT. The soldiers are expected to be well trained and highly motivated as they are often left to complete tasks on their own.

The majority of PTE and CPL posted to AMTDU can expect to be working in either Load Support Section (LSS), Transport section (TPT) or Army Training Flight (ATF).

The TPT section supports the entire unit needs when it comes to anything with wheels. This will involve organising LSS vehicles for Drop Zones (DZ), loading aircraft and general admin.

ATF conducts the following courses throughout the year: Basic Air Dispatch (BAD); Crew Commanders (CC); Supervisor Aerial Delivery (SAD); Basic Air logistics Officers (BALO); Air Portability Team Leader (APTL); Air-crewman Dangerous Goods and External Lift (ADGEL); and Unit Emplaning Officer (UEO).

In addition to supporting the full year of ATF courses, LSS also provides support to Projects Flight with the rigging of trial loads. This can include making mock up equipment so load items do not get damaged. The loads then receive trial drops from a crane before they get thrown out the back of a plane. All things being equal it will be a successful drop with the load surviving. The trial needs to pass three successful airdrops before it is approved for general air dispatch. Some of the most recent and successful trials have been on the 4x4 All Terrain Vehicle (ATV) and Zodiac boats. LSS also support 36 SQN RAAF in maintaining aircrew qualifications during the Airborne Operations Course and the Engineering Flight with the weighing of equipment and loads. This more often than not becomes a part of a Projects trial.

A day in the life of an Air Dispatcher at AMTDU could involve setting up and running DZ and Extraction Zones (EZ). Setting up stores and loads for courses, loading aircraft for air land demo's and rigging loads for projects and training courses, or all of the above.

Just recently we sent a member from LSS to assist Engineering Flight in Townsville to help out moving an uncleared underslung load (water tank) to Magnetic Island. The LSS member rigged the load for the lift and our Engineering Flight did a few calculations such as vertical bounce, air resistance and wind analysis. The go ahead was given for the lift to commence and a CH47D Chinook from 5AAAVN Regt arrived to pick up the load. It was delivered without a hitch. It was a very successful mission with the people of Magnetic Island able to drink easily now that their water tank problem has been resolved.

LSS and TPT also assist in the running of PT, the conduct of weapons training for the Unit and run the Unit canteen. This ensures that no one at AMTDU goes hungry.

Although we are a small unit in the ADF, we are expected to provide a high level of expertise, which can vary from day to day. The duties at AMTDU are diverse but are very rewarding and the experience will leave the member with a broad view of the ins and outs of Air Logistics in the ADF.

JMCO Melbourne – Unit Report

The past year has seen the unit busy with both operations and unit training.

Exercise Croc 03 saw members of the unit deployed to JMCO Brisbane, JMCC and SWBTA gaining experience in large-scale movements. Sgt McLaughlin and PTE Marshal assisted at JMCO Townsville at the start of OP Anode with PTE Alison Sampson deploying. Her excellent work on OP Anode was recognised by the award of the Soldier's Medallion. PTE Sampson was posted to JMCO Townsville on her return to Australia.

At the Commanders visit in November, a presentation was made to WO1 Cheryl Frawley on the occasion of her retirement. WO1 Frawley had previously served as the OPSWO at Melbourne for four years and is well regarded within the unit. WO1 Frawley intends to reside somewhere in Victoria but has left her options open at this stage. We wish Cheryl well in her future endeavours.

Personnel changes at the start of the year included, WO2 Phil Marshman to HQJLC, CAPT Bruce (Stretch) Jarvis to OC 4 CSSB TPT, LCPL Kerwyn Owen to Perth and CPL Karen Hayden to ALTC. We also saw the arrival of WO2 Geoff Vaughan (OPSWO), CAPT Tony Smith (2IC) and after a short stint at OP Catalyst, SGT Belinda (Blinky) Cox (OPS SGT) and PTE Steve O'Donnell.

The unit continues to provide support to operations and saw WO2 Geoff Vaughan and CPL Deb Coutts deploy to OP Catalyst early in 2004. We also saw a long time unit member, PTE Adrian Singh, transfer to 2 Commando Coy in the hope of a new challenge in his life.

The unit has a large AOR encompassing both Victoria and Tasmania, which has seen us compiling reconnaissance reports throughout various locations in both states. The unit also provides Unit Movement Officer training to ADF units in the AOR, which includes an intro course for Navy and Officer Basic Courses at CATC.

The unit continues to remain busy providing both movements support to its customer base as well as an interesting and varied training program for its members. The unit has a very professional approach to its work and provides an integral and important role as a part of the 1st Joint Movement Group. The unit has vacancies for OP MOV's and anybody considering discharge or transfer to the GRES in Vic, is encouraged to have a chat to the unit recruiting Officer to take up the challenge of what can be a very rewarding career.

JMCO Perth's support to the MEAO

Joint Movement Control Office (JMCO) Perth has played a key role in providing movement support to the Middle East during Operations Falconer and Catalyst during the past 12 months. JMCO Perth teamed with 1 Air Terminal Squadron Detachment Pearce and Joint Logistic Unit West to form Mounting Base West to support Operation Falconer. The task of moving personnel and equipment to the Middle East during the deployment, sustainment and redeployment phases of the operation required the attachment of seven additional ARA staff to the JMCO's normal manning of just three. The unit's Reserve staff were also heavily involved with the provision of movements support.

Unit personnel initially worked shifts of up to 18 hours ensuring priority equipment arrived within the Middle East on time. Cargo ranged from mechanical equipment, clothing, weapons, through to spare parts and rations.

During a five month period JMCO Perth executed movement of 900 000kg of cargo and 1200 passengers over 117 aircraft flights and one sailing of HMAS Manoora. Chartered Russian Ilyushin 76 and Antonov 124 freighter aircraft were the primary carriers during this operation.

Captain Barker stated it was a demanding time for all staff at the JMCO. He added "Teamwork, patience and perseverance were essential with ensuring the success of the operation". He also stated "... it was an excellent learning curve for all JMCO staff involved including our reservists".

Mounting Base West was disestablished on 16 June 03, however, the JMCO continues its support to Operation Catalyst with a minimum of one sustainment flight per week to the Middle East.



JMCO Sydney

The beginning of 2004 has been an extremely busy period for JMCO Sydney. There were new members marching into the unit and members deploying on exercises and operations all over the world. The members of the unit have worked hard continually throughout the year, being responsible for the planning of a number of continuing and future operations and exercises. Their hard work paid off with the deployment of CAPT Brad Bristowe, CPL Michael Sharkey and PTE Peter Brine on OP Catalyst, WO2 Barry Carr on OP Citadel and the recent deployment of PTE Julian Harris on OP Anode. The unit has also supported the HQ and other units with a number of members throughout the year including ARA and GRES being TDY. With the arrival of the new Detachment Commander earlier in the year, the unit was in full swing.

The role of JMCO Sydney is to provide movement support to customer units within NSW and also coordinate the movement of units for exercises and operations within Australia and overseas. Some of the exercises that we are currently responsible for are Ex Aces North, Ex Pitch Black, Ex EWDI-04 (nicknamed WD40), Ex RimPac, Ex Long Look, and Ex Swift Eagle.

The unit is co-located in Lidcombe in the old 5 BDE HQ building with JMCC. The barracks is located west of Sydney, and one block from Rookwood Cemetery, which does provide a peaceful running track for PT sessions. The unit is currently under a heavy workload due to a number of unit members being on course, TDY to other units, or deployed on operation.

The unit has a manning of 17 members including CAPT Brad Bristowe as 2IC, LT Pru Burrows as the acting 2IC, OPSO and numerous other positions and LT Danielle Harrison as the Det Commander. The Ops team are WO2 Barry Carr and SGT Scott Mielcarek and so far there is only ever one of them here at a time. The Det SGTs, SGT Chris Kirby and SGT Penny Rogers are in control of the daily running of the Detachment. The unit also has nine dedicated GRES personnel including the OC, MAJ John Gallagher.

The unit went through a rough time with the death of one of our soldiers, PTE Dave Busic on the 22 June 03. PTE Busic was killed in a light plane crash whilst conducting a civilian air rescue in Sydney's west. The loss of PTE Busic hit the members of the unit hard as he was a great mate to all who are here. A minute silence was observed in memory of Dave Busic on the one-year anniversary of his death.

With the high intensity of deployments and the constant need for movers in the field there are the future deployments to OP Catalyst. PTE Aaron Soden is deploying in July, and SGT Chris Kirby and PTE Shane Bonnici in November.

The members of JMCO Sydney are continuing to work hard. With the continuing intensity of Operations and exercises there doesn't seem to be a light at the end of the tunnel. For the members who remain at the unit they will soon see recognition of their hard work.

JMCO Townsville

Joint Movement Control Office Townsville (JMCO TSV) is a tri-service unit located within Lavarack Barracks and currently has a manning of approximately 22 ARA and four GRes personnel. The central role of the unit is to provide operational movement support to military units within the JMCO TSV area of responsibility. The majority of JMCO TSV's workload has traditionally focussed on supporting 3 Bde activities, but with the current gambit of overseas operations the support provided has become extremely broad.

The members of JMCO TSV have been a busy bunch of movers in the last 12 months. The second half of 2003 went by in a flash. Already busy with the preparation for 3 Bde's Ex CATA 03 and undermanned due to detaching several members to various locations around Australia in support of Op FALCONER, we were already swamped when the deployment of troops to the Solomon Islands landed in our lap. From this end, 24-hour operations, numerous personnel attached to us from all corners of JMOVGP and constant changes to the element deploying made for a very interesting and very tiring few weeks. Op ANODE was not just a steep learning curve but rather a very rocky cliff for the two new Movements Officers that had arrived only weeks earlier. Myself, LT Cindy Hinds and LT Clarke Brown were thrown into the deep end and had to learn very quickly what operational movements was all about. I can't say how much value adding we provided to the unit but I am happy to say that we survived (that feat alone can be largely attributed to the knowledgeable OC at the time MAJ Paul O'Brien and the OPSWO, WO1 Sandie Wilson).

As well as providing continued successful movement of personnel and equipment into and out of our AR throughout the year, JMCO TSV was also required to deploy our own unit members in support of the various operations being conducted. The following is a summarised account of the experiences of some members who have deployed in recent times.

OP Catalyst

PTE Ben Fruin deployed to the MEAO in early December 03 to assist with the movement of personnel and cargo into and out of Iraq. To use PTE Fruin's own words – 'I learnt a great deal whilst being deployed in Iraq. I learned how to liaise, coordinate and deal directly with all facets of foreign countries defence forces and hierarchy. I coordinated movement and dealt with political issues directly for the Australian Representative Office (Embassy) and I moved all varieties of forces and equipment in and out of a war zone for the Australian Defence Force (ADF)'. For services rendered in the MEAO PTE Fruin will receive the AASM and Iraq campaign medal.

OP Citadel

PTE's Cristy Moore and Kathryn Remedios were both deployed to East Timor as Operator Movements but performed quite different roles. PTE Remedios' main role was with the Movement Control Division and her job was to move personnel around the AO whilst located in Dili. She later coordinated the movement of personnel into and out of Timor whilst located in Suai. PTE Remedios was required to supervise the locals as they were being trained to manifest personnel and also monitor and process UN supplies as they arrived in country.

PTE Moore's main role was with the Equipment Draw-Down Team (EDT) which included the extraction of freight out of Timor and return to Australia. PTE Moore was required to liaise closely with local authorities, Customs and AQIS officers in order to facilitate the smooth transition of equipment back to Australia. Whilst both members worked hard on Op CITADEL, they also had the opportunity to experience the local culture, enjoying the odd refreshing beverage and sight seeing expeditions. Both soldiers received the AASM and UN medal for their services on OP Citadel.

OP Anode

PTE Alison Sampson deployed to the Solomon Islands in an Australian led peacekeeping effort to restore law and order to the local population. PTE Sampson learnt a great deal and worked hard whilst in the Solomons compiling MOVORDS and manifesting passengers. PTE Sampson made the following comments which sums up her deployment quite well – 'One of the most challenging but rewarding facets of my job was to liaise with local authorities and organisations. Technology although present, was not in abundance as in our modern society. This often meant paperwork was compiled by hand and was very time consuming. One of the other most frustrating factors was that the local inhabitants have a very relaxed way of life. Although appealing, it often had an impact on our work deadlines and commitments with other agencies. This proved to be testing and I soon learnt to develop an abundance of patience.' For her deployment on OP ANODE PTE Sampson received the ASM and was awarded the Soldiers Medallion for her hard work and dedication.

The tempo has not slowed this year. With a large number of new members posted in, our support to operations has increased. Of our strength of 26, eight members have deployed this year with a further three due to deploy shortly. The OPSO, CAPT Wayne Reed and the AO, LT Clarke Brown recently deployed on Op Anode with PTE Justin Lennon soon to follow. CPL Mark Lang and PTE Cameron

Wilson have recently returned from Op Citadel with PTE Wilson barely back at work before being attached to JMCO DWN for a few months along with PTE Sheryl O'Brien. We also still have members deployed on Op CATALYST with a rotation of personnel to occur in the near future.

JMCO Townsville over the past year has provided effective movement support to the ADF on operations all around the world with our soldiers gaining a wealth of invaluable experience and knowledge. All staff are now looking toward another busy but rewarding year.

Remember nothing happens until something moves!

Postal Unit

By CPL Kirsty Dow

The trade of Postal Operator, in my opinion, would have to be one of the best jobs in the Australian Defence Force, however one that is also quite unfamiliar to many people. Although it may be understandable that other branches of the Defence Force may not be familiar with the Army Postal Service, it surprises me that many of those in the Army have not heard of us 'posties'.

Posties are based at the Headquarters Australian Forces Post Office and Military Post Office on Lavarack Barracks, Townsville. From this small pool of posties comes the capability that provides postal services for deployed troops both on domestic exercises and overseas operations.

Once on deployment defence members quickly realise the importance of the mail service. Of course telephone and e-mail communication is a great opportunity to keep in touch with family and friends, however most would agree that nothing surpasses receiving a hand written letter or a package containing treats from home.

I have been fortunate enough to be deployed to the Middle East Area of Operations for six months to provide postal support in a tri-service environment. The opportunity to operate both Australian Forces Post Office 12 (AFPO 12) and Australian Forces Post Office 20 (AFPO 20) has given me many experiences that will stay with me for a lifetime. It has also provided me the opportunity to raise the postie profile.

The first half of my tour was spent at AFPO 12, where I was able to finally put into practice those skills I gained during my Operator Postal Course. AFPO 12 provides postal services to a small contingent of mainly logistic staff and also acts as a transition point for mail to and from AFPO 20. Having previously only ever worked in Australian Forces Post Office 15 (which was raised to support Exercise Predator's Gallop 03 and Exercise Crocodile 03 in the Shoalwater Bay Training Area), AFPO 12 was a good training base to start with, before moving to AFPO 20.

The workload at AFPO 20 is a more 'hands on' effort with the mail. The mail is received and despatched on service air and postal support is provided to four main units and many smaller detachments throughout Iraq. During my time at AFPO 20, I have been fortunate to be able to provide mobile postal services to some of these units. A ride in an ASLAV is the method of travel to one of the units I deliver to, a far cry from the civilian 'postie bikes' we see getting around at home!

Job satisfaction is one of the main reasons I say that I have the best job in defence. Knowing how important it is to the troops deployed on Operation Catalyst to receive their mail, and being a link in the chain that enables this, gives me a sense of purpose that helps me to remain focussed and positive during my tour.



Don't Mess With The Postie.



PTE Kirsty Dow and AMSN Caitlisk.

SAD Tobruk



Unloading the Katoor container filler at the
Townsville Port.

Since HMAS TOBRUK's deployment to East Timor in 1999, there has been little opportunity to demonstrate her amphibious capability. 2003 was the year to prove her abilities once more with exercises SQUADDEX and SEA EAGLE, working up to the big event – CROCODILE 03. Before commencing this exercise however, TOBRUK was keen to finish a task started in 1998 when she first deployed troops and equipment to the troubled island of Bougainville. TOBRUK assisted in the OP BELISI II withdrawal, and made her way to Townsville for disembarkation of the Australian soldiers and equipment.

Immediately after disembarking the personnel and equipment from Bougainville the Ship's Army Detachment (SAD) cargo specialists (Termites) were put to the task once again, to embark well over 50 vehicles from 3 CER for CROC 03. As always, the SAD pulled through well under the time limit. On completion of the load it was time to set sail for Shoalwater Bay, sailing in company with HMAS KANIMBLA, both crews eager for the challenging three weeks ahead. Before the full effect of the amphibious assault could take place a dress rehearsal was required to ensure a smooth operation.

Getting troops ashore was one part of the exercise for members of the SAD. As members of the Ship's Company, Termites were also involved in flying operations, RAS/Light Jackstay (resupply of fuel and water) defence watches, Officer of the watch manoeuvres with the other HMA Ships, action stations and damage control exercises to practice emergency drills at sea. This includes fire fighting, casualty evacuation, emergency repairs and simulated attacks from aircraft and submarines.

With rehearsal out of the way it was time to get down to business, C Day (CROC Day) the day a full amphibious assault would take place on the shores of Shoalwater bay. All preparations had been made and the date was set. TOBRUK made its way towards Shoalwater in company with HMA Ships, KANIMBLA, SUCCESS, STUART, MELBOURNE and US Ships O'BRIEN and CURTIS WILBUR the stage was set for something big.

All ships approached the Shoalwater bay training area with only one thing in mind; victory over the Kamarian's! TOBRUK and KANIMBLA weighed anchor on the afternoon of the 11th of September and preparations were made for the up and coming events. Once again the SAD Termites were put to work unloading the LCM8s needed to complete the amphibious puzzle. Due to the tidal windows, unloading of the ship was reduced to two four-hour periods. Again the heat was on the keen diggers to stick to the task they had been given.

Unloading consisted of day and night operations. Night operation for most of us was a new experience. Conditions were not ideal for successful stern door marriages, but the experienced LCM8 coxswains were equal to the task. Throughout the next twenty-four hours the ships load gradually diminished. However there was no room for celebration just yet, the lads were in for one more challenge - the Mack! An eighteen tonne monster, the biggest vehicle on board and most dangerous to back down the already blackened aft tunnel. It was up to myself (Pte Malone) to finish the job. With the trusty Macca (Pte Mackenzie) at my side there was nothing that could go wrong. With the moon beaming down on our faces the last vehicle backed out of the stern door and the job was done. All that was left was the arduous task of packing up the tie down straps which only hours before kept the load from falling over board. HMAS TOBRUK was no longer required and another successful exercise was complete.

Following CROC, HMAS TOBRUK was tasked with moving a full load of 48 ASLAVS from Gladstone to the home of 1 Brigade in Darwin. The job was not finished after all. It was time to start loading once again and as soon as we were alongside in the port of Gladstone we started to load the ship straight away. The simplicity of the load ensured that the ship would be loaded in quick time, the prospect of finishing early gave the Termites some incentive to work quickly to ensure they would be rewarded with some R&R late that evening. Loading was completed at six 1800 h after a 1200 h start. It was time to experience the nightlife that Gladstone had to offer. Some of the lads find it a little hard to watch most of the Sailors step ashore while the SAD is required to stay back and work, but that is part of the job. However we made the most of time we were given.

Once we left Gladstone it was time to head for Darwin but not without a quick stop over in Cairns. The crew was set free for the majority of the time, to let their hair down and experience the best of what Cairns has to offer. After that short bout of freedom it was back down to business. A quick four day sail ensured the lads were fresh for disembarkation, which was done in record time with no hiccups. The SAD set upon the task with vigour and the ship was unloaded in four hours with the assistance of the roll on roll off ramp. With the task done it was time to grab some last minute things, before the ship sailed north for Singapore and a rare treat of an up top trip.

That was the scene for the whole exercise, loads done in quick time with little fuss. Once again the SAD showed off their professionalism while still being able to have laugh and enjoy themselves, which made for a good couple of weeks. In our eyes exercise CROC 03 was a great opportunity for the ship and the SAD to touch up on their deployment capabilities in all aspects, making a good exercise for all.

HMAS TOBRUK's 'Up Top' Trip

Whilst waiting to cross the equator for the last time, and hopefully catch those buoys that mark it, we think back and reminisce to the days gone by, to our tours in Vietnam, Bangkok and Singapore. We realise how lucky we are to have survived these treacherous times. Hard days, waking at 0900 shopping all morning and touring each city, followed by an afternoon massage and a few "quiet drinks" with all the new friendly people we met. Some from back home in Oz, others the colourful locals.

First stop Singapore. Expensive and clean Singapore was the most Westernised City of the three we visited, yet still exotic and cultural. In this city amongst these clean cut well dressed locals one would feel out of place wearing the Australian dress of stubbies and double pluggers. For anyone who is looking to explore a new culture, but doesn't want to go too far over his or her head, Singapore would seem like a safe choice. Almost all residents speak English, which makes the place a lot easier to get around and experience. However make sure you have plenty of spending money. There are many attractions to visit including the Changi War Museum and replica chapel, Singapore War Cemetery as well as the Singapore Zoo.

Next stop, Bangkok. This city certainly lived up to its reputation. Some areas were out of bounds due to the APEC meeting scheduled at the same time as our visit, but that didn't stop anyone having a great time. The shopping was fantastic, inexpensive and a lot of Christmas gifts were bought.

The accommodation was also fantastic for the price. Some SAD members stayed at Banyok Sky hotel, the tallest hotel in Bangkok. For around fifty Australian dollars a night, the rooms were huge, had king-sized beds, a private bathroom with large bathtub and a good view of the city from the thirty sixth floor. Of course it also had a mini bar, pay TV, swimming pools, dry cleaning service, and breakfast. The food in Bangkok was also value for money. Any restaurant in Bangkok would offer a great meal with quality service at fifteen dollars per person, at the most.

After taking a day tour of the floating markets in Bangkok, our tour guide, Rose, took us to the largest jewellery shop in the world. We watched in the workshop as the talented craftsmen, chiselled away at their tiny masterpiece, from the simplest friendship band to the most extravagant headdress, boasting all the colours of every jewel. We searched for items within our price range, and were pleasantly surprised. Our guide decided to come out to dinner with us to help us experience the true taste of Thailand. Around the corner from our hotel was a small local eatery, and we ordered one serve of every dish there and shared it around. It was great.

Some members of the Ship's Company went exploring the countryside. They went on elephant rides, river cruises and experienced the local food and custom in places like Kanchanaburi where the famous bridge over the River Kwai is found. There were many war cemeteries in the area also for prisoners of war. A popular destination to reflect on our military past was the Hellfire Pass Museum built next to part of the original Burma Thai "Death" Railway.

Last but not at all least Ho Chi Min City, Vietnam. There were some limitations of where we could go, a curfew of 2300 h and we had to wear our general duty uniform the whole time, but never the less we all managed to enjoy ourselves. So much so that Ho Chi Min City was the most popular port visit of all three.

As soon as you stepped outside the wharf gate you were set upon by taxi drivers, moped riders and cyclo riders (modified pushbikes like a rickshaw) wanting to take you into the city. After each getting two million Vietnamese Dong (VD), we went to a restaurant and tried the local cuisine. We had a bit of everything including frogs, soft shell crab, clams, squid, chicken, beef and soup. Vietnam had some of the best seafood we have ever tasted. You could choose all your own fish, crab and lobster with mud crab only costing 40000VD which is about \$4 Australian. It was an absolute bargain.

Once again the shopping was superb, with the markets full of all kinds of bargains and wonders. Many of the girls on board had the old style Vietnamese dress with silk pants tailor made. Many also enjoyed the cheap but professional massages readily available.

Although in Australia the war in Vietnam is taught in schools and still talked about on TV, we were advised not to speak of it whilst in Vietnam. However there is a war museum in Ho Chi Minh City and there are tours of the famous Cu Chi tunnels used by the Vietnamese soldiers. This tour comes complete with demonstrations of booby traps and the opportunity to live fire an assortment of weapons from that era.

Ho Chi Min is definitely a port that we would recommend to anybody for a visit. We certainly plan to revisit this piece of history, only next time it would be on our own time without the responsibilities of duties, curfews or wearing of uniform.

The up top trip was a major success and a great opportunity for the Ship's Company to experience the taste of Asia. Fun times were had by all, with unforgettable sights, smells, tastes and sounds. Damn it! If it wasn't for all that reminiscing we wouldn't have missed the buoys marking the equator.

Article by PTEs Nathan Mackenzie, Andrew Malone, Russell Maywald and Lisa Armstrong.



TOBRUK SAD/Shipbacks preparing to meet their families
below King Neptune in the crossing the line ceremony.

Teaching Military Logistics to Truckies at ASLO ALTC

WO2 M. Valencia

Army School of Logistic Operations (ASLO) formally known as Integrated Logistics Division (ILD) is located at South Bandiana, VIC and comes under command of the Army Logistics Training Centre. ASLO conducts integrated logistics training, combat service support (CSS) training and special to corps (STC) subject 2 courses. Students attending the suite of ASLO courses range from CPL through to MAJ. The RACT STC Cell comprises of 1 x CAPT (RACT STC Cell OIC) and 2 x WO2 (RACT STC instructors) and they are responsible for the conduct of the STC training for the Logistic Officer Basic Course (LOBC); Logistic Officer Intermediate Course (LOIC); and the Warrant Officer Logistic Course (WOLOG). Apart from the STC Cell, ASLO has RACT members (3 x CAPT and 1 x WO2) in the Integrated and Operations cells and they are responsible for the integrated training, administration and operation of courses and the unit.

Like most of our corps, we hit the ground running straight after BRL with our first LOBC starting mid January with an overlapping WOLOG course thrown in for good measure towards the end of February. Juggling both courses, although they differ greatly, was achievable. However, having two large courses running at once did put a strain on our training resources.

The 10 day field EXERCISE WANDERING WHEELS held in March (at Pucka) for the LOBC truckie LTs was eventful and well supported by the B Troop BDC, which were actually held back specifically for the Ex. WANDERING WHEELS had everything from real life emergencies to blue on blue incidents. The Ex started with a keen bunch of LTs deploying their soldiers and vehicles into the field. 10 days later, after numerous deployments and troop activities, the Ex finished with those same keen LTs and troop completely annihilated in a pre-dawn attack by a much superior enemy force (a CAPT playing enemy with a busted WO2, a SGT and a few diggers).

The first WOLOG course for the year was worthwhile for staff and students alike with a large amount of student feedback through the validation process. From an RACT perspective, the RACT STC element (which is still rather young in development) is evolving slowly for the better. The next WOLOG course for the year in September will see some significant program changes that are aimed at making the course flow in a more logical sequence.

The first LOIC (one of two being run this year) started in May and is very similar in instructional content to the WOLOG course. The STC side of the course seems to be pitched at the right level with most students demonstrating good skills both individually and in syndicate groups. The STC RACT phase mainly focused on the military appreciation process and how to deploy a transport squadron in the field.

Finally, in between courses we are adjusting our presentations and scenarios to reflect the recent doctrine changes and publications. Also, the STC Cell is intending to propose, through training development, certain adjustments to some of the training management packages in order to modernise some teachings. So there you have it from the truckies at ASLO ALTC – a good job, if you can get it. Regards to all, *Par Oneri*.



CAPT Chris Clapes, CAPT B. Bridge and WO2 D. Dickett discussing enemy tactics during Exercise WANDERING WHEELS

The Past and Present Truckies Dinner

4 – 6 June 2004

Friendships were renewed and memories revived when past and present soldiers traveled from all points of the compass to celebrate the RACT 31st birthday at Albury-Wodonga's Lake Hume Resort. The weekend began with the "circle of wagons" consisting of a barbecue and a few beers around a welcome fire, with some people meeting again for the first time in 30 years. As the night progressed so did the reminiscing and stories.

The committee of Steve Hunter, Sptut Lowry Alan Skinner, Ian Mitchell, Peter Robb, and Craig Olsson organised the weekend to bring together as many past and present truckies with their partners.

Many of the visitors took advantage of a bus tour with visits to the Bandiana Military Museum to view the RACT display and the famous Beechworth Bakery, whilst some sought a coldie at the Beechworth Hotel.

The Saturday night dinner was a great evening with a three course meal and a live band with some displaying their dancing prowess.

Guest speaker at the dinner, Colonel Rex Rowe reflected on past and present Corps issues he also took the opportunity to tell some war stories to the crowd of 130 people.

The dinner was followed by an auction with many showing interest in the RACT driver statue donated by Peter Robb and a bottle of the finest port (RACT 25th Birthday) donated by Steve Hunter.

The weekend was a great success due to the initiative and creative skills of the organising committee in planning and sourcing sponsors to support the event.

On behalf of all in attendance the committee would like to thank the following sponsors for their kind donations:

- Haulmark Trailers
- The National Industrial Skills Training Centre
- National Transport Security Services Pty Ltd
- Transqual Pty Ltd
- Wodonga Sports and Leisure Centre and
- Grants Home Timber and Hardware

Following the success of the gathering, the committee has decided to plan for another gathering of the Clan in June 2006.



Mr Craig Olsson, MAJ Colin Barker and WO2 Gary McLeish



Mr Trevor Fehring, Ron Carter, Mr Sam Corfield, Mr Wayne Carter and Mrs Dor Hill



COL. Rex Rowe addressing the Dinner



Mr Sam Corfield, Mr Ronald Collins (CEO Tps Security Services) Mr Mike Ireland and Mr Tony Debraza (Haulmark Trailers)

Gathering of past IS 3pt. Tp Members



Mr Steve Hunter addressing the Dinner

10th/27th Battalion, The Royal South Australia Regiment Transport Platoon

CPL Matt Ryan

10th/27th Battalion, The Royal South Australia Regiment is spread across eight Townships in South Australia and has its BHQ located in Keswick Barracks in Adelaide. The Transport Platoon has recently been reviewed and now, 2004 brings a whole new outlook to life within Transport PL and for the members of the Battalion. The battalion now holds an ARA CPL Transport Supervisor position in replacement of the previous SGT position. CPL Ryan is currently sitting in the seat. He has a wealth of knowledge with a variety of experiences where he has been posted to various units within the Army. Along with him in the Adelaide metro area we have many truckies who include CPL Edmonds, who has been posted in from 9CSSB and LCPL Cox-Brogan who has posted in from RTC-SA. We also have PTE's Moll, Jordan, Elliott, Denton, Kavooris, Smolski, Von Senden and Windle. I have also had the pleasure on meeting PTE Pickhaver. She looks after the Vehicles in the Northern Depots located in Whyalla and PT Pirie as well as LCPL Ellis and PTE Ellis who look after the Vehicles in the Southern Depot located in Mt Gambier.

An overview of 2003/04 has begun by other members of the Battalion asking to why TPT PL members are becoming regular paraders and to why TPT PL attendance has risen from 15% to almost 100%. I am still not quite sure myself but I do know that whatever the reason is, it will be sure to continue.

Our first Truckie weekend activity was Ex Blue Singlet. This weekend involved a convoy drive from Adelaide to Mt Gambier. We had the pleasure of PTE Harvey (who I am very keen on seeing wear a Sheriff's badge in the not too distant future) join us from Berri. We met up with LCPL Ellis who lives down the Mount who was more than willing to give us a personal guided tour if we had a month to spare. Once we arrived in Mt Gambier, we immediately headed to a place called Carpenter Rocks, which is part of the Canunda National Park, about 40kms south from Mt Gambier. We anticipated on doing some four wheel driving and camm and concealment in the training time that we had up our sleeves. After our initial drive we encountered some obstacles that I could only be a passenger if I was to have my eyes closed and my tightest

underwear on. These sand dunes made us look like ants to the size of these mountains of sand. It was incredible. Most of the guys had never encountered difficult driving like this before. It was an experience for all that went. Due to the excellent training environment, we put the Camm and Concealment training on hold until we had another training weekend at Murray Bridge and made the most of the 4WD tracks. We are hoping to do another weekend where just the Truckies go away and spend time practicing their own trade training in the new financial year.

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The Comings and Goings of Transport Wing – 2004

LT Sue Robinson

Transport Wing – Puckapunyal, part of the Army Logistic Training Centre, Army School of Transport and Ordnance has started the year off with ideas, enthusiasm and a mission to make the Wing a more social and community active unit. With the help of unit members, the Wing Regimental Property Account (RPA) and the Wagoners' Club, this plan has developed from talk to action.

The year started off with a 'Spouses' Morning Tea' held at the Wagoners' Club so that the families of the Wing members could meet each other, the Wing hierarchy and staff. Funded by the RPA, those who attended now know who is who at the Wing, and can undoubtedly follow the conversations of their spouses better, as they can put faces to names.

Transport Wing provided support to the annual Puckapunyal Cup held at the Seymour Raceway through personnel and vehicles in a static vehicle display – showing the Wing assets and hopefully providing some on the spot encouragement to join the Army and RACT. The event attracted people from all over the Shire of Strathbogie.

Active in supporting fundraising for charities, the Wing has helped SGT Koen Boog from Advanced Training Troop in his participation in 'Shave for a cure' for Leukaemia – he raised \$200 going bald for a cause. CPL Kevin Davison and his wife Penny, with support from members of the Wing, worked hard raising money for Cystic Fibrosis. The Bangers and Cash barbeques and raffles ended up raising \$843.00.

Keeping with ANZAC Day spirit, Transport Wing supported local communities with the provision of catafalque parties in Euroa, Pyalong and Nagambie. There has been interest shown within the Basic Driver Training Troops to continue to support the same town each ANZAC day, in order to develop a bond and tradition between the Wing and the communities. SGT Phil Weir carried on another ANZAC day tradition by selling 'Legacy' badges, raising \$200.

The Wagoners' Club has undergone some changes with the club now an 'all-ranks' staff club. The Wagoners' has upgraded its children's play area with TV and DVD, chalkboards and kiddies furniture in an effort to make the club more family friendly. Major grounds works have been undertaken by staff and CSI-P resulting in newly a turfed entrance to the club, a new wood shed erected and garden beds installed. The Senior Instructor, MAJ Neil Grierson and Wing Sergeant Major, WO2 Dave Jones have instigated the upgrading of the facilities in the Tobruk Barracks Other Ranks Mess (VC Dunstan Club). With assistance from CSI-P and Frontline, the mess has been repainted with new furniture and entertainment equipment provided. Frontline also have plans to increase the level of service for the soldiers with the provision of a bigger range of merchandise, hot food and grocery items in conjunction with normal bar trading.

In the swing of things, the RPA is also putting its profits back into Wing. The RPA provides for Troop and Wing functions during the year as well as providing additional equipment for the staff and trainees. The committee is also looking into purchasing winter PT kit, to combat the cold of a Puckapunyal winter, as well as funding the purchase of Wing memorabilia as gifts for visitors to the Wing and for sale as souvenirs. The RPA will also be purchasing gas heaters for use in the training hut on the SDA.

Looking to the rest of the year, the Wing conducted a mid-year mixed dining-in night for staff and partners, at the Tobruk Barracks OR's Mess, which was a resounding success. The traditional end of year troops and Wing functions are yet to be decided, but are likely to include a mixed candlelight dinner. On the work side of things, the Wing has been warned out to provide a static display in support of the ADFA Open Day.

As well as running an average of 60 courses per year with a throughput of 1000 trainees, the Wing still maintains its Corps skills, and has qualified unit staff in Bus, Coach, Motorcycle, LR4 (Coaster), LR1 (T4000) and MR2 Crane so far. Future courses have been planned to enable Troop staff to attain Scania and 20-Ton Trailer codes. Also in the planning stages are first and reverse M113 and MBT courses.

Whether its social or career orientated or if they are coming or going, there is no doubt that Transport Wing is moving forward – now and in the future.



WO & SNCO Wing – CS&O TC

WO2 Ian Stahlhut

Located at Canungra the wing is dominated by arms corps instructors. Keeping the flag flying for the loggies are the three truckies WO2 Ian Stahlhut, SGT Adrian Cherry and SGT Chris Letton. So far this year the wing has trained approx 320 Sergeants (Subj 1 WO) and approx 210 Corporals (Subj 1 SGT) with at least another two Warrant Officer and Sergeant courses to go to end the year.

Being posted here for my first time, every body has warned me about how cold Canungra can get. We are now into the middle of winter and now I can understand where they are coming from. It is quite a special moment down on the parade ground assessing a students drill lesson whilst your hand can hardly grip the pen as it's nearly frosted up. All I can say is thanks to the system for the issue of the latest winter clothing.

On the Sergeants course side of the house it's always a thrill to watch Chris and Adrian exhibiting their drill prowess when conducting colour drill demonstrations.

Overall the RACT impact around Canungra is extensive with truckies being located not only at WO & SNCO Wing but across the ridge with both BRIG Anstey (Head of Corps) and LTCOL McManus being posted to HQ RTC.

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