



PAR ONERI

THE OFFICIAL JOURNAL OF THE ROYAL AUSTRALIAN CORPS OF TRANSPORT



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TRUCKSTOP NEWS

Issue 37
2005



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HEAD OF CORPS MESSAGE



I am delighted to have been appointed your new Head of Corps. I am acutely aware I follow in the footsteps of a succession of fine officers and look forward to contributing what I can during my period as torch bearer.

In this, my first contribution to Par Oneri, I want to make three points to you.

First, we are soldiers (rather than civilians) because we can be called upon by our country to go into 'harms way' and provide transport support, potentially under fire, to a nominated dependency. Everyone in the Corps is to understand this clearly, and everything we do should be focused on maintaining this ability.

Second, we are in good shape. The Corps is well situated when judged against a range of metrics – trades are recruiting solidly, have good retention levels, and we are well represented on operations, in command and RSM appointments, and a range of prominent and significant non-corps appointments.

Third, the Corps is like your family. You may leave the Army, transfer from one category of service to another, you may retire or even resign – but you never

'leave' the Corps. I strongly encourage those who have left the Army (or are in the process of doing so) to keep in contact with the Corps family for the mutual benefits that relationship offers. I strongly encourage all serving and non-serving members to continue the tradition of celebrating the Corps birthday in their region and where possible, attending the annual Corps Conference in Bandiana where you can catch up with old friends in the tremendously convivial atmosphere we always enjoy.

Finally, the Corps Conference for 2005 will focus on 'Doctrine and Training for the Corps in a Hardened Networked Army'. It promises to be an interesting activity with Chief of Army delivering the Keynote Address and Deputy Chief of Army attending the dinner on the Saturday evening.

I wish you all good soldiering and look forward to meeting you as I move around the country.

CPL JAYSEN SHEATHER

CPL Jaysen Sheather enlisted into the Australian Regular Army on 24 October 1995 at 27 years of age. On completion of recruit training he was allocated to the Royal Australian Corps of Transport as a Terminal Operator now known as a Cargo Specialist. Jaysen completed his trade training at Army Maritime School, Chowder Bay, Sydney and was subsequently posted to 30 Terminal Squadron when it was located at Lower Georges Heights in Mosman, Sydney. Jaysen moved to Townsville with the disbandment of 10 Terminal Regiment in 1997 and the subsequent raising of 10 Force Support Battalion in 1998.

Jaysen spent time within both the Terminal Troop and also the Amphibious Beaching Team, lending a mature and calm approach to his work, which was a settling influence on younger soldiers. His grass roots down to earth approach saw Jaysen promoted to LCPL on 17 September 1999 and then again to CPL on 05 September 2000. Jaysen was deployed

on operations to East Timor as a part of OP Tanager, OP Warden and then International Force East Timor (INTERFET) during the period 11 October 1999 to 6 March 2000. He deployed to Bougainville as part of OP BEL ISI II during the period 23 August 2000 to 19 October 2000 and he deployed to East Timor a second time during 17 May 2001 to 28 August 2001 as part of the United Nations Transitional Authority - East Timor (UNTAET).

Jaysen was awarded the Australian Service Medal with Clasp "Bougainville" on 26 January 1999 for his service on OP BEL ISI II. He was awarded the following medals for his service in East Timor, Australian Active Service Medal with Clasp "East Timor" on 10 April 2000, INTERFET Medal on 23 March 2001 and the UNTAET Medal on 19 December 2001.

As a result of spending so much time away, Jaysen made a choice to consolidate his family in one place to gain continuity for his family's future, as he found he could not bring himself

to be separated from them. This was a likely outcome to his trade, as he was due for a posting to one of the Ship's Army Departments at the end of 2002 or 2003. Jaysen's wife Helen said to me, at his funeral, that Jaysen truly loved the service and would still be serving except he would not leave his family and that the happiest day in his life was when his son Jayden was born.

Jaysen and family settled in Southport to commence the civilian part of their lives, sadly Jaysen was diagnosed with Cancer and passed away on 22 June 2005 with the funeral being held at the Southport Uniting Church on Monday 27 June 2005. Major Trevor Davies & WO2 Greg Collins of 30 TML SQN, as well as SGT Norman Wiegold and CPL Jason Hall of Maritime Wing-AST&O attended the funeral in representation of the Terminal Trade.

Jaysen is survived by his wife, Helen, and their son, Jayden

WO2 Greg Collins.

VALE

3811712 8234563 PTE Ray McMahon
1 Mar 76 – 18 Feb 05



All members of the RACT are advised of the passing of PTE Ray McMahon on 18 Feb 05 in a tragic motorcycle accident. Ray enlisted on 21 Apr 98 and after recruit training was allocated to RAAOC. He transferred to AAAN on 17 Dec 99 after completing a Ground Crewman Course.

Ray transferred back to RAAOC on 22 Feb 02 and then to RACT on 10 Oct 02. Ray served in a variety of units including 26 Tpt Sqn, 5 Avn Regt, 4/19 PWLH, 2/10 Fd Regt, 1/15 RNSWL and finally HQ LSF.

Ray's funeral was conducted in Melbourne on 24 Feb 05 and was attended predominantly by members of HQ LSF.

Ray was a hard working and amiable person who was respected and well liked by all members of the unit. Ray will be sorely missed by all members of HQ LSF.

Ray is survived by his daughter Chelsea.

May he Rest In Peace.

TO THE EDITOR: PAR ONERI MAGAZINE

Return Thanks

Our family would like to thank Head of Corps and Members of the Royal Australian Corps of Transport for their kind thoughts and expressions of support following the recent tragic

passing of our oldest son Rory O'Grady (aged 20 years) on 04 May 2005. Many cards and phone calls were received from friends in the Corps from various locations around Australia. It is helping in a time of sorrow and reinforces the

fact that both the Army and Corps are in many ways like a family.

Par Oneri

John and Pam O'Grady
Adelaide

June 2005

MESSAGE FROM THE REPRESENTATIVE COLONEL COMMANDANT

BY RACT COLONEL R. T. REGAN, CSC (RETIRED)



Since the issue of the last Par Oneri magazine much has changed. Our efforts in East Timor, the Solomons and Bougainville have come to an end, however, our involvement in Iraq continues.

As a Corps we are very much aware that we must continue to be proactive to ensure that we have a stake in our future.

The Corps Conference in October 2004, which looked at the impact that the Hardened and Networked Army Concept is likely to have on the Corps, is a great example of this. We were given the opportunity to listen to those responsible for this initiative, to ask questions, to then address specific questions relating to manpower and equipment issues, and to identify critical issues. This enabled our Head of Corps to put these concerns to the ACMC. This is not the end of the matter. There is much to be done by the Corps before this Army initiative is introduced.

We have also seen the departure of our head of Corps Brigadier Cris Anstey who has taken up a posting on the Multi National Headquarters in Iraq. Brigadier Anstey continued the fine work of his predecessors in ensuring that the Corps interests were progressed, especially in the higher echelons of Army. Brigadier Anstey's replacement is Brigadier Mick Kehoe, the current Commander of the Logistic Support Force. He is an experienced and dedicated officer and he is well placed to lead our Corps into

the future.

From a Colonels Commandant point of view, we have seen one change. Honorary Colonel John Such has completed his tenure as Colonel Commandant Central Region and his successor is Honorary Colonel Greg Allen. Firstly may I thank Colonel Such for his efforts. He has always been proactive in his Region and the Corps is better off because of his involvement. May I also welcome Honorary Colonel Greg Allen to the fold. I am sure that he will continue to ensure that the Corps is not forgotten in South Australia.

Lastly, I should mention a recent visit I had to meet RACT personnel in Townsville. In three days, I was able to meet a range of our soldiers across most of the Townsville based units. I was also able to speak to a number of the Commanders of the units involved. I left Townsville with a firm understanding that our soldiers are well respected, that they are well trained, and that they carry out their responsibilities in a most professional manner. Well done to all of you.

HONCOL D. M. WYATT, RFD, RL

BY COLONEL COMMANDANT RACT (TR)



As the patron of the RACT Association (Tasmania), I wish to report that the Association is steadily progressing albeit low in numbers. The motto of the Association, "Linking the present with the past and always equal to the task", means just that! The Association was represented at the special ANZAC Day ceremony at Latrobe on 17 April this year resulting in National TV coverage. I sincerely thank all present on that day for being Equal to the Task.

The 32nd RACT Anniversary Dinner was held at the Devonport RSLA Club at Devonport on 4 June 2005. The dinner was attended by 62 past and present members of the Corps and

their partners. Special guests being The Corps RSM WO1 Jim Armstrong, the Mayor of Devonport, Alderman Peter Hollister and Mrs Hollister and the CO, 2FSB, LTCOL Mike Romalis and Mrs Romalis. Past OC's of both 44 and 47 Tpt Coy/Sqn as well as the MCO and MCU were also present.

The Mayor of Devonport, Alderman Peter Hollister, also announced that the tree planted by Sir James Plimsoll, near the Devonport cenotaph in 1986, to mark the centenary of the Volunteer Defence Force on the North West Coast, will be replanted on 3 July this year. This event will be celebrated as part of Reserve Forces Day 2005.

COMING TO TERMS WITH IT

BY MAJOR JOHN SUCH

Now that my four year appointment has come to an end, I would like to say that it has been an absolute privilege and a pleasure to serve the Corps as the Colonel Commandant for Central Region. During that time I have met a lot of Corps members and represented the Corps at various functions, which I have thoroughly enjoyed. My computer now will not be quite as active as the number of e-mails and letters will drop away and I will drop back into retirement.

What I did particularly enjoy as Colonel Commandant was to attend the annual Corps Conference and the Tobruk Dinner.

The Corps Conference not only provides an opportunity to catch up with old mates and acquaintances, to meet new people and have a good time, it provides an opportunity to get a snapshot of the Corps and an insight into what Corps members are doing.

You soon realize that RACT is a very diverse Corps with trades in Postal, Movements, Air Dispatch, Cargo, as well as Water and Land Transport.

Our sergeants, warrant officers and officers are not confined to Transport Units but are spread throughout the Army in numerous key roles which is a reflection of the calibre of our

personnel. They are truly, par oneri, "equal to the task".

I have been particularly impressed by our officers who are, in the main, intelligent, well-educated, articulate and confident, particularly when presenting information to a large audience which is also intelligent, well educated, articulate and confident.

Now the poor old Colonel Commandants, who are also in the audience, have for the most part been away from mainstream Army for some time. They struggle to keep up with all the new acronyms which are liberally used at the conference like some kind of alphabet soup. But they are impressed by the terminology which is now used. No longer are we addressed with words of one syllable but with colourful descriptive phrases, metaphors, and technical logistic terminology. At the last conference, I took the trouble to jot some down.

To describe the way things are going, terms such as sliding to the right, line call, moving feast and migration path are used. It may be possible that they have left an evidentiary trail along the way.

The old "wiring diagram" which illustrated formations has now given way to capability bricks. Let's hope

that these formations are providing incredible capability and that we have been able to articulate organizational risk. Some extant positions have been ring-fenced, while others have been massaged.

The new computer tool suite has been very useful, particularly the event management tools. Fortunately, the intuitive information system has been personnel neutral and has provided us with a raft of information.

Unfortunately a sub-serial of one of the discretionary serials did not provide the aspirational solutions we were seeking in relation to the fleet remediation and modularization of the small load units. While there was some capability replication due to the commonality of the remediation vehicles, the result was sub optimal. This meant that we had to develop a new construct which enabled us to have a purvue of the scope interfaces of the capability pipeline. Thus we were able to articulate and mitigate risk.

Seriously, the Corps is in good shape and it is in good hands. As you progress in your military careers ensure that you maintain your support of the Corps by actively supporting Corps functions, supporting the Corps fund and encouraging fellow "Truckies" to do likewise.

FROM THE CORPS REGIMENTAL SERGEANT MAJOR

BY WARRANT OFFICER CLASS ONE JIM ARMSTRONG

Let me start by saying I am pleased to be the Corps RSM RACT and RSM Army School of Transport and Ordnance (ASTO). I came here after completing a busy and enjoyable tenure as RSM 9 FSB. I congratulate and thank John Frazer for his efforts as Corps RSM and wish him continued success as RSM 3 CSSB. I would also

like to welcome BRIG M. Kehoe as the HOC RACT and bid farewell BRIG C. Anstey. I wish him the best of luck and a safe return.

This year kicked off at a rapid pace, as I'm sure it did for all of us, with the normal round of induction training and settling into the new job. For me this period also included preparation for

attending Princess Alice's Memorial Service, which you will read about latter in this article. Along with day to day RSM duties has been a constant round of visits with the CO/CI ASTO to Road Transport Wing in Puckapunyal and Maritime Wing in Townsville. These visits along with attendance at other functions and engagements (inc Corps

duties) have kept us both out of the office quite a bit.

Recently, I accompanied the Representative Colonel Commandant RACT, COL (Ret) R. Regan, CSC, on a visit to RACT members of units in the Townsville area. It was a good opportunity for us to visit members in their respective work places around Lavarack Barracks and 5 Avn Regt on RAAF Base Townsville. We were both pleased with the attitude and professionalism of those we met. If these members are an indication of the standard across RACT, the Corps is in good shape.

RACT ANNUAL REGIONAL DINNERS

On Friday 3 Jun 05, I attended the Southern Region RACT Annual Dinner at the Tobruk Bks SGTs Mess. The PMC of the Mess, WO2 Dave Jones, who is also the WSM Rd Tpt Wing, and his Dinner Committee organised a great night. It was good to see that RACT members will still travel some distance to attend a Corps Dinner.

The following night I attended the Tasmanian Region RACT Annual Dinner in Devonport. It was hosted by 44 Tpt Sqn and held at the Devonport RSL Sub Branch. The evening commenced at the Devonport Army depot with pre-dinner drinks for all ranks and the cutting of the birthday cake. From there, the SNCO/WO and officers departed to change into mess kit and headed to the RSL. The COL COMDT Tasmanian Region, COL (Ret) D. Wyatt and the Mayor of Devonport and his wife attended the Dinner. MAJ A. Wyatt, OC 44 Tpt Sqn, was the Dining President. I was pleased to see many retired members, both GRes and ARA, attend the dinner along with past and present serving RAEME and AACC personnel - these Corps do not hold an annual dinner in Tasmania. Thank you to all concerned for a great evening. The junior ranks had organised their Corps Birthday Party at a venue in Devonport and joined us at the RSL on the completion of the Annual Dinner. Once again, I was pleased with the attitude of the RACT members towards the Corps.

PRINCESS ALICE

The Colonel-in-Chief Royal Australian Corps of Transport, HRH Princess Alice, Duchess of Gloucester, GCB, CI, GCVO, GBE, Grand Cordon of Al Kamal, (Lady Alice Montagu-Douglas Scott) was born on 25 December 2001 and passed away on 29 October 2004 aged 102 years 309 days. Her funeral was held on 5 November 2004 at St George's Chapel, Windsor and she was buried at Frogmore Royal Burial Ground near Windsor Castle beside her husband, Prince Henry, and her elder son, Prince William. The Queen, Duke of Edinburgh, Family and Friends attended the funeral. Soldiers from the King's Own Scottish Borderers, of which Princess Alice was Colonel in Chief, carried her coffin.

A Memorial Service was held on 2 February 2005 at the Church of St Clement Danes, London and was attended by over 300 people comprising of family, friends and representatives of the many organisations that she was involved with. The family members included her son His Royal Highness, Duke of Gloucester (Prince Richard) and his wife Her Royal Highness, Duchess of Gloucester (Miss Birgitte Henriksen). The then Head of Corps, Brigadier Cris Anstey, and I attended the Service representing all members of the RACT.

Princess Alice was appointed Colonel-in-Chief of the Royal Australian Corps of Transport on 8 February 1975 and RACT received her Banner on a parade at Puckapunyal on 4 Jun 1983. Princess Alice's Banner will continue to be used until a new Colonel in Chief is appointed.

Princess Alice was also the Honorary Colonel of the Royal Australian Army Nursing Corps. The Deputy Head of Corps, Royal Australian Army Nursing Corps, Major Kim Sullivan and Warrant Officer Class Two Norma Hinchcliffe attended the Memorial Service on behalf of the members of the RAANC.

CORPS RSM PACE STICK

The Corps RSM Pace Stick was to have the names of previous Corps RSMs inscribed on plates inside the pace stick.

There has now been a change of plan. The pace stick will be mounted on a board, removable for special occasions, with a description of the pace stick and the names of Corps RSMs on the board. An ex-Corps RSM has offered to donate a pace stick, have it re-furbished then present it to the Corps. More information on this and him will be released at a later date.

FAREWELL CERTIFICATE

A new Corps Certificate has been designed and almost ready for production. This certificate will be presented to any Corps member on discharge from RACT after completing a minimum of 20 years service. It is important that MAJ Colin Bailey, SO2 Corps, or I are advised of any members discharging after a minimum of 20 years service. We will have the certificated compiled, signed by HOC and framed. This will then be forwarded to the member's unit for presentation or it may be presented at a respective Tobruk Dinner for SNCO/WO and officers. The certificate will include the member's posting history, honours and awards, the RACT seal, a 48mm RACT medallion and colour patch all set in an A3 frame.

HOC AND CORPS RSM PIPE BANNERS

The HOC Pipe Banner is currently held, but not displayed, at HQ ASTO. The Corps RSM Pipe Banner is on display in the Army Logistics Sergeants Mess (ALSM). It is my intension to have a cabinet made to hold both banners and display them together in the ALSM. Corps Policy Statement No.19 deals with Pipe Banners.

CORPS COMMITTEE MEETINGS

The last Corps Committee Meeting was held in Canungra on 7 Apr 05 with the next one planned for Jul 05 (would have already been held by the time this goes to print). Details of Corps Committee Meetings can be found on the RACT web site -

<http://intranet.defence.gov.au/armyweb/Sites/RACT/>

CORPS (CENTRAL) FUNDS

The subject of Corps Funds is constantly raised. How do we encourage members to subscribe? What incentives can be put in place? I would ask that you promote the value of Corps Funds and encourage members to subscribe. I believe an education process is required to inform members on how the money is spent. There are no secrets; anytime you want information on this don't

hesitate to call. Also, please have a think about ways we can better the subs system - due on Corps Birthday; only paid-up members receive a free copy of Par Oneri; what benefits do paid-up members receive; if you are not a paid-up member you won't be dined out on retirement? I don't necessarily agree with all these examples, they are just given to get the creative juices flowing. Corps Policy Statement No.5 deals with Corps (Central) Funds.

FAMILIES

Our families are the backbone of what we do and how we are able to get on and do it. The understanding and support given is immeasurable and shouldn't be taken lightly. I would like to pass my thanks to all the wives, husbands, mums, dads, children and defacto partners of RACT members who have supported us and continue to support us in remaining equal to our task.

HONOURS AND AWARDS



WO1 Peter Kevin Robb, Medal of the Order of Australia (OAM)

Citation: For meritorious service in the field of trade and training management at the Army Logistic Training Centre

Date Received: 13 June 2005

RACT CENTRAL FUND

The RACT Central Fund is established by Corps Policy Statement No 5. This Policy Statement outlines how the fund is set up, how it is to be managed and the responsibilities of the RACT Central Fund Committee.

The RACT Central Fund was created to support projects and activities that are generally for the benefit of RACT soldiers and that are not funded by

Public Monies through the system. Some examples are JNCO and Soldier of the Year prizes, unit Corps Birthday activities, wreaths and messages of condolence for families of RACT members who die and Museum projects. Some specific examples of recent assistance provided by the RACT Central Fund are:

- \$3,000 for the 2004 Soldier & JNCO of the Year cash prizes;
- \$500 to the Townsville Corps Birthday celebrations;
- \$365 for Corps birthday cakes for Puckapunyal and Tasmania;
- Wreaths for the funerals of HRH Princess Alice, LTCOL McCormack (Retd), SSGT Christie (Retd) and PTE McMahon.

Income is received primarily from interest earned on investments, from subscriptions/donations from Corps members and from other fund-raising activities. Each year there are fixed costs that the RACT Central Fund must cover. These include:

JNCO and Soldier of the Year Awards	\$1,600
Corps Property Maintenance	\$1,000
Wreaths	\$ 500
Tobruk Dinner/Corps Conference Advertising	\$ 500
Tobruk Dinner Farewells	\$ 800
Memorial Plaques	\$ 400
Book Prizes	\$ 120
R.K. Mair Dinner	\$ 120
Regional Corps Birthday Grants	up to \$5,500
	\$10,540

Longer term projects that the RACT Central Fund would like to seed each year, subject to availability of funding are shown below. Unfortunately, none of these projects have been funded to date due to limited funds.

Presentation of new Corps Banner	\$2K (Possible presentation in 2007. Est \$5K)
Corps history book	\$5K (Planned release 2025. Est \$100K)
50th Birthday Fund	\$0.5K (Est \$10K.)
Museum projects	\$2K
	\$9.5K per annum

The RACT Central Fund must be managed very carefully. The aim is to organise revenue and expenditure so that interest earned on the Term Deposits can be re-invested to grow the capital base rather than be consumed. To avoid this, we need to increase the level of Corps subscriptions.

As an officer, WO or SNCO, you are expected to meet the responsibilities that come with wearing the rank. One of these inherent responsibilities is the welfare of our soldiers. Although not compulsory, it is expected that all officers, WOs and SNCOs will make a commitment to supporting the RACT Central Fund by making a subscription.

This can be easily arranged either by commencing a fortnightly allotment to the RACT Central Fund account; by making cheques payable to the RACT Central Fund and forwarding them to SO2 Corps; by EFT to the RACT Central Fund account or by unit collections with cheques made payable to the RACT Central Fund.

Allotments are the preferred method of making subscriptions firstly, because this is the most convenient method and secondly, because we have managed to successfully argue for resumption of allotments and for the allocation of a Non-BSB number. Some members may recall that in 2004 all of our allotments

to Corps funds were ceased. Part of our justification for resumption was that the allotments would be used by a large number of the Corps. If we now do not display an adequate take-up rate, DEFPAC will quite rightly question our integrity. As at 29 Jun 05, only 36 members make Corps subscriptions by allotment. Our aim is to at least triple this by the end of 2005. Members who wish to commence an allotment simply need to go to their servicing Pay Cell and fill out a Commence Allotment form. Where the form asks for the BSB, use the Non-BSB number below. Account details and subscription rates for allotments and direct deposits are:

Account Name	RACT Central Fund		
Non-BSB Number	451		
Account Number	87440		
Subscription Rates:	MAJ and above	\$2.00 per pay	\$50 per year
	SGT-CAPT	\$1.50 per pay	\$35 per year
	PTE-CPL	\$1.00 per pay	\$25 per year

As a Corps we would like to support a wider range of activities but we can only do this if we increase the level of receipts. As such, you are asked to make a small, regular commitment to future of our Corps by taking out an allotment. HOC and the RACT Corps Committee extends their appreciation to the following individuals and the relevant organisations/regions for their subscriptions throughout FY2004/05:

	Northern Region	\$1121.50		
	JMCO Adelaide	\$100.00		
BRIG Anstey	MAJ Graham	WO1 Frazer	SGT Mangnall	PTE Maida
BRIG Kehoe	MAJ Grierson	WO1 Golden	SGT Mann	PTE Maslen
COL Crouch	MAJ Hills	WO1 Irwin	SGT McCaffery	*Barnes
COL Overell	MAJ Madsen	WO1 Wilson	SGT McCormick	*Brannan
COL Regan	MAJ Rowland	WO1 Wolfe	SGT Nash	*Burgess
COL Rowe	MAJ Walker	WO2 Collins	SGT Penrose	*Clothier
COL Tweedie	CAPT Briggs	WO2 Doherty	SGT Stewart	*Dibdin

COL Webb	CAPT Garman	WO2 Jones	SGT Weir	*Duncan
COL White	CAPT Donovan	WO2 Kersnovske	SGT Whish	*Foord
LTCOL Audrins	CAPT McMahon	WO2 Lenicka	SGT Yeo	*Fowler
LTCOL Cole	CAPT Modderman	WO2 Maher	CPL Baxter	*Lewis
LTCOL Draheim	CAPT Muldoon	WO2 McLeish	CPL Beckham	*Murtagh
LTCOL Gillespie	CAPT Smith	WO2 Mitchell	CPL Carmichael	*Newell
LTCOL Grimshaw	CAPT Thurecht	WO2 Plain	CPL Emery	*Norris
LTCOL Hambleton	CAPT White	WO2 Richardson	CPL Harback	*O'Mahoney
LTCOL Miller	LT Baldoni	SGT Boog	CPL Kool	*Papadimitriou
LTCOL Symons	LT Benfield	SGT Busson	CPL Lord	*Priestly
LTCOL Tuckerman	LT Brown	SGT Edwards	CPL Sonter	*Ryan
MAJ Bailey	LT Robinson	SGT Giampino	CPL Swenson	*Sherman
MAJ Bennet	WO1 Armstrong	SGT Hickey	CPL Turner	*Wood
MAJ de Nardi	WO1 Barron	SGT Keighly	PTE Corbett	LTCOL Maclean
MAJ Gallagher	WO1 Foster	SGT Knights	PTE Jones	CAPT Benfield
				LT Baldoni

Note: * denotes rank unknown

If you have any questions about the RACT Central Fund or about Corps subscriptions or would like to offer any suggestions, please contact SO2 Corps, MAJ Colin Bailey on (02) 6055 4544 or colin.bailey@defence.gov.au.

SOLDIER CAREER MANAGEMENT AGENCY

EMPOWERING THE SOLDIER

WO2 JANET WEINMAN

The life of a Career Manager (CM) RACT is certainly not without its challenges, but when you weigh up the beauty of the surroundings in Queenscliff, Victoria you would be hard pressed to say that it doesn't have its benefits. However, there has been very little time to get acquainted with the area in the first half of this year as the pace begins early for RACT.

SCMA CAREER MANAGEMENT PLANNING CYCLE

The SCMA career management cycle remains fairly extant for tasking and timelines, as detailed in figure 1. After an intense induction period for the unit the CM group became absorbed in the Promotion Advisory Committee (PAC) process for 2006. RACT was one of the first corps to present at PAC this year and

the results can be seen later in this article.

With the PAC process completed we move into preparing/finalising the Posting Planning Cycle (PPC) for 2006. As the Army makes changes under the Hardened and Networked Army (HNA), units are consequently seeing an increase and decrease in capability and size. Ongoing Single Entitlement Document (SED) Reviews across the Army, coupled with the Army Personnel Establishment Plan (APEP), has created an increase of positions in Darwin and a reduction of positions in Brisbane in some rank/trades. The Army "giveth" and the Army "taketh" away. Our task is then to manage the right soldier into the right position.

RACT has soldiers serving in almost every unit in the Australian Army. We have a significant number of soldiers employed in representational positions such as ARTC, ALTC, RMC, ADFA, AFG, RTC and DFR. Each year we

seek recommendations from unit CO/RSM for suitable Corps soldiers for representational positions. Soldiers who are interested in career progression, are encouraged to speak with their unit CSM/ RSM for further guidance on postings to these units. The postings for 2006 will be promulgated on the DRN DEFWEB NLT 08 Jul 05.

The RACT cell has been the first to hit the road this year to interview soldiers in preparation for the 2007 PPC. First visit – the Army training establishments, where select groups are taking on the challenge of training our new soldiers and officers in the Army. Not only are these soldiers gaining invaluable experience and expertise within their all corps or trade skills, but they are also fulfilling the requirement of a successful posting to a representational position.

SCMA provides the opportunity for soldiers to discuss career progression and postings with their CM each year,

with our annual visits conducted in all capital cities (with the exception of Hobart) from May to Oct each year. Soldiers should develop and be prepared to discuss a five-year plan that is tailored to accommodate their career goals and ambitions during their career interview. Supervisors should encourage soldiers to discuss their career plan with them and their respective CM, through their chain of command. A soldier's five year plan should also be reflected on their annual AD 148 Posting Preference form or the PMKeys self service webpage.

As your CM, our aim is to manage RACT soldiers to the best of our ability, within current policy and direction so that each individual can enjoy a successful and rewarding career.

PREPARING FOR PAC AT SCMA

The process for taking a soldier to PAC is not shrouded in mystery. It is a transparent process, which can be viewed at any time by soldiers requesting a visit to SCMA. The only stipulation is that you cannot view your own corps PAC.

When preparing eligible soldiers for the PAC, the CM and an arbitrator (a staff officer within SCMA) independently conduct a review of all eligible soldiers in each rank and trade. To be considered eligible for PAC soldier must meet time in rank and be recommended for promotion on their last PAR.

The CM then prepares a dossier on each individual being considered at PAC.

Considerations include:

- anticipated vacancies for the following year;
- quality and consistency of performance, over at least six years, but specifically the last three years and the written comments and appraisals contained in these reports;
- the experience the soldier has gained in trade, rank and postings (including employment limitations self-imposed by the soldier);

- any civil or military offences, commendations and/or awards gained; and
- the soldier's medical classification and any restrictions.

THE PAC PROCESS

Soldiers are presented to PAC grouped by rank and trade for their next target rank (SGT through to WO1). The PAC

detailed later in this article.

During PAC Part Two the recommendations of PAC Part One and suggested order of merit are considered by CO SCMA for soldiers of target rank WO2 - WO1 or SO1 Personnel Management (PM) Gp for target rank SGT. The final approval for the order of merit list and any other considerations are conducted in Part Two.

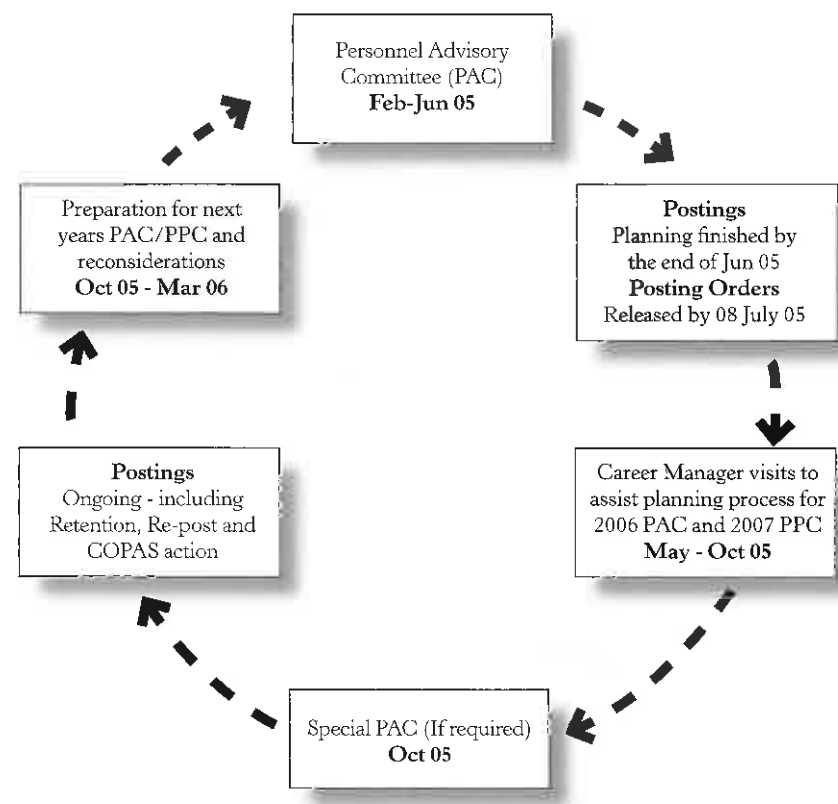


Figure 1.

is conducted in two parts PAC Part One and PAC Part Two. It takes the CM at least two hours to prepare a soldier's dossier for PAC.

After detailed consideration of each soldier during PAC Part One, each soldier's merit for promotion is weighed against his/her group. They are then placed into a band for consideration at PAC Part Two. The banding system was implemented in 2004 to give the soldier a clear definition of competitiveness in their trade, explanations of these are

All soldiers considered by PAC are notified of their results by formal letter via their unit chain of command. Soldiers eligible to be presented to PAC in 2005 should have received a letter from SCMA advising them of their outcome. Any soldier who has not yet received a letter should request to speak with their chain of command.

THE BANDING SYSTEM

PAC employs five bands to notify soldiers of their promotion prospects.

- **Band One.** The soldier is suitable for promotion. Based upon projected vacancies, these soldiers are likely to be promoted within the current Posting Planning Cycle (PPC). All soldiers in this band have a high likelihood of Promotion.
- **Band Two.** The soldier is suitable for promotion. Subject to the availability of positions, the soldier may be promoted in the current PPC. Soldiers in this band are placed into a merit order for promotion.

- **Band Three.** The soldier is suitable for promotion. Due to the limitations on the number of positions available, the soldier is not expected to be promoted in this PPC. Soldiers in this band are also placed into a merit order.
- **Band Four.** The soldier is not suitable for promotion in this PPC. The PAC will identify the areas in which the soldier needs to improve or the circumstances that need to change before a soldier would be considered suitable.
- **Band Five.** The soldier is not suitable for promotion in the long term. The soldier may be offering restricted service or their

performance history relative to his/her peers has not been strong enough for them to be considered competitive for promotion. This does not necessarily mean that the soldier lacks the qualities for continued service.

- **No Band Allocation (NB).** When the PAC is unable to make a merit based decision on a soldier due to an outstanding issue. For example a soldier under investigation or the soldier is suitable for promotion, however will not be fully qualified in the current PPC. In these cases the soldier will not be allocated to a Band. These soldiers will receive feedback.

For further information on the banding system refer to the SCMA handbook.

Promotion Advisory Committee (PAC) results 2005

ECN	Rank					
	CPL - SGT		SGT - WO		WO2 - WO1	
	Considered	Band 1 or 2	Considered	Band 1 or 2	Considered	Band 1 or 2
035 Movements	4	3	11	2	9	2
099 Air Dispatch	6	3	2	0	2	0
171 Cargo Specialist	6	2	4	1	3	1
218 Marine Specialist	5	2	3	1	6	1
381 Driver Testing Officer	47	23	26	9	17	3
250 Regimental Sergeant Major	-	-	-	-	12	2
Total	68	36	46	16	49	12

Total eligible for promotion: 164

Total Band 1 and 2: 64

POSTING PLANNING

To ensure each soldier's needs are met in order to further his/her career progression, the CM will apply the Manual of Army Employment (MAE), Employment Category Standing Order (ECSO) and RACT Corps policy to each soldier's current career plan. These documents direct the time in rank, qualifications, pay and posting experience soldiers require for progression. A soldier can influence postings by having an understanding of

these requirements and offsetting these against their personal needs (i.e. posting locations and desire for promotion). Your CM is happy to work with you in an effort to facilitate a posting plan that is IAW policies to meet your career plan, short or long term.

POLICY DIRECTIVES

The most significant change that has affected trades within our Corps in recent years would be the recent review of the MAE and the subsequent development of ECSO.

Trade Management Cell, Development Group ALTC manage the MAE and are the Employment Category Sponsor (ECS). The Trade Managers (TM) are responsible to develop, maintain and restructure employment specifications and competency standards for the trade, to support the delivery of the Army's capabilities. The TM provide the policy for SCMA to follow.

These documents are essential reading for all soldiers, particularly supervisors. A thorough understanding of the

current compliance requirements detailed in the MAE is required to ensure that soldiers are not at detriment for their trade and career progression. Current copies of the MAE and ECSSO can be found on the DGPERS-A website (<http://intranet.defence.gov.au/armyweb/Sites/DPERSA/>). If a soldier believes that there are inaccuracies in these documents then

they are encouraged to contact the SO3 Trades RACT, Development Group, through their chain of command, for corrective action. Ph: (02) 6055 4315.

FAREWELL

On a sadder note RACT cell take this opportunity to farewell WO2 Duncan (Jock) Milne from the Army. He

has taken discharge after 20 years of dedicated service in the Air Dispatch trade and as a Career Manager for RACT. We wish him well in his new employment and whatever endeavors he may explore in the future and look forward to joining him for some fishing from his boat.

RACT SCMA CELL 2005

Soldiers can contact their CM through their chain of command anytime their circumstances change. It is advisable to have your chain of command vet any correspondence with SCMA to ensure that your correspondence is not emotive but details the issues, which need to be brought to our attention.

MAJ Peter Fleming, Senior Career Manager
ECN 035, 171, 218 (all ranks), postal and all RACT WO1
Ph: 03 5258 0496

WO1 Wayne Le Lievre
ECN 099 (all ranks, less WO1) and ECN 381 (SGT and WO2)
Ph: 03 5258 0497

WO2 Scott Strijland
ECN 109 and 381 (CPL and below)
Ph: 03 5258 0498

WO2 Janet Weinman
ECN 274, management of RACT IET and RACT course panel administration
Ph: 03 5258 0751

CPL Peter Herbert
RACT Clerk
Ph: 03 5258 0499

WEBSITES OF INTEREST

<http://intranet.defence.gov.au/armyweb/Sites/DPERSA/>
For access to current copies of RACT MAE and ECSSO

<http://intranet.defence.gov.au/ArmyWeb/sites/SCMA/>
For the Commander's Guide to Career Management Issues 2004 – 2005

<http://intranet.defence.gov.au/armyweb/sites/RACT/>
For information on Corps Policy Statements

<http://pmkportal.dcb.defence.gov.au/psp/pkdssp1/?cmd=login>
For access to your PMKeys self help page

OP SUMATRA ASSIST SAD KANIMBLA

By CPL K. LOVELL



On Boxing Day 2004 a Tsunami hit the shores of Sumatra and nearly wiped out the provincial capital of Banda Aceh from existence. On the 29th Dec 04 HMAS KANIMBLA was recalled from Christmas leave to assist in the relief effort. The Ship's Army Department (SAD) loaded the ship to set sail for Darwin to pick up 1st Combat Engineer Regiment (1CER) and it's supporting elements. The ship's company was farewelled in Sydney and steamed out at 1800h on New Years Eve. The media followed the ship out of Sydney heads to get those last shots of the ship leaving.

The ship arrived in Darwin on 06th Jan 05 to the awaiting media on the wharf, eager to get that front-page shot of Australians helping out in the aid effort. Once the media had gone, the loading commenced. A lot of shuffling of loads occurred during the loading in order to maximise the amount of equipment to be taken, which would ultimately assist in the clean up effort. We loaded the ship in 26 hrs, and departed Darwin on the afternoon of 07th Jan 05.

We arrived off the coast of Banda Aceh on 13th Jan 05. After the beach survey was conducted, we were given the go ahead to start unloading.



First to go was the Amphibious Beach Team (ABT) to set up the beachhead, and after a few hassles they managed to establish themselves and were ready for the unloading of the ship to commence.

The first few vehicles unloaded took hours to get off, but once the set backs were sorted out everything started rolling smoothly. The whole unload took 3 days to effect, and once completed, the sustainment support phase to the Engineers and support elements ashore began. The sustainment phase was named OP DRY OUT, and consisted of Rest and Relaxation (R&R) and sending stores and work parties ashore. Each day the LCM8's would arrive at the stern door between 0700h to 0800h and then again around 1700h each day to take the work party ashore and then pick the engineers and laundry up.

OP DRY OUT's duration was about 30 days in which the Ship's Company



went and did their part ashore and the support elements came onboard to rest and recuperate. The whole phase went well and the ship accommodated upwards of 400 personnel over this period for R&R purposes. OP DRY OUT ended on 22nd Feb, as most of the elements were now well into the pack up stage and preparing to head home.

From 24th to 28th Feb it was the ship's turn for R&R in Penang to cool the heels and get out and about. Upon return to station in the waters off Sabang the SAD assisted in the extraction of equipment to be returned to Australia.

Once the equipment was cleaned it was time for the ship to return to Australia. The return trip was to be through

Singapore and then onto Townsville to offload the Landing Craft and ABT, before heading home to Sydney.

However, the ship was crash sailed out of Singapore and headed off to Nias to provide emergency assistance after the earthquake devastated areas of the island. We assisted moving Humanitarian Aid to the destroyed villages of Nias. Once this was done we headed home for the second time and arrived in Sydney on 30 Apr 05 to a massive crowd of family, friends and well wishers.



SAD TPT MEMBERS ON BOARD

MAJ Graham
CAPT McMahon
WO2 Giampino
SGT Gentles
SGT Leayr
CPL Kleidon
CPL Lovell
PTE Coady
PTE Dugdell
PTE Goodwin
PTE Freeman
PTE Jendra
PTE Macey
PTE McLean
PTE J. Robertson



HMAS TOBRUK

AMTG DEPLOYMENT

By PTE CARLO FRANCIS, CARGO SPECIALIST, SAD HMAS TOBRUK



On the 28th of February 2005 HMAS TOBRUK was completing EX TASMANEX 05 off the West Coast of New Zealand when the CO, CMDR Bramwell, informed the crew that we were cutting short our involvement in the exercise and returning to Australia. This was due to the Australian Government's commitment of a further 400 troops to Iraq; namely the Al Muthana Task Group (AMTG).

After a hectic two weeks at Sydney's Fleet Base East preparing the ship including our cranes and lifting equipment, we set sail for Darwin on 04 April. We were farewelled by family and friends, however, before we got to Darwin and ultimately Kuwait, the ship and crew had to undergo two weeks of intense training with the Navy's Sea Training Group (STG) embarked.

Having passed our Mission Readiness Evaluation, TOBRUK sailed into Fort Hill Wharf in Darwin on 13 April. The loading of the AMTG equipment took place on 15 April. The nine Cargo Specialists commenced the 400 tonne load at 0900h in searing 40-degree temperatures. Within four hours the load was complete and we were now ready to make our way to Kuwait.

The ship departed Darwin for Kuwait on 17 April. During the next 22 days we filled our time with a deck hockey competition between the different messes on board, a SWIMEX and a beard growing contest. The Ship's deck hockey championship was a hard fought affair with the two Army teams making the final. After a very physical encounter, 2 Cav Regt came

out on top 2-1 winners over the SAD. Three days out of Kuwait TOBRUK conducted a Replenishment at Sea (RAS) and Vertical Replenishment (VERTREP) of fuel and fresh food. This was conducted over 4 hours and 12 helicopter flights.

After not seeing land for 22 days, TOBRUK finally arrived in Kuwait on 09 May. We immediately commenced unloading the AMTG equipment by crane. This was completed in 3 hours and 40 minutes. After spending the night alongside, TOBRUK then proceeded to sea for our next port visit to Dubai.

All the Ship's company were looking forward to this respite. We arrived in Dubai on the 13 May for four days R&R which was greatly appreciated and subsequently enjoyed by all. After lots of shopping and a few quiet beers, it was time to make tracks for Cochin, India.

TOBRUK came alongside in Cochin on 21 May. Our visit included a number of



diplomatic engagements and of course four days R&R. The ship was welcomed alongside by the Indian Naval Band and a gathering of locals wanting to sell all sorts of their local produce and souvenirs. All members of the SAD stated that India was a very different but enjoyable experience. After four days in Cochin it was time to head for Darwin and then eventually on to Sydney for our arrival home on 23 June.



Although we enjoyed the deployment and the experience of the foreign ports, everyone was keen to arrive home and see their loved ones after almost a 3



1. The members of the SAD on HMAS TOBRUK are as follows:
Front row:
Major Paul Barker
Second row:
WO2 Mark Cockburn
Third row left to right:
Cpl Shane Ward, Pte Lincoln Watts, Pte Kevin Forgas, Cpl Ben Buse, Pte Dale Weber and Sig Adam Cumberland
Fourth row left to right:
Sig Karen Jones, Lcpl Andrew Harding, Pte Phil Beroukas, Pte Micheal Moody, Pte Carlo Francis, Sgt Peter Woodham and Ssgt Dave White.

month absence.



Left to right: CPL Craig Stirling (Craft Engineer), CPL Adam Keenahan (Coxswain), PTE Michael Evans (Deckhand) and PTE Anthony Rose (Deckhand)

36 WATER TPT APPREHENDS FFV

Account of apprehension of FFV 12 Oct 2004 - compiled from statements by CPL C. Stirling and PTE A. Rose - on board at the time of the incident.

CPL Stirling awoke to have dinner and went into wheel-house where Rose and Evans were on shift. They reported to him that they had seen something. They took out the binoculars to have a closer look. Having decided that this was a suspicious vessel, CPL Stirling woke the coxswain, CPL A. Keeahan and advised him of what they could see. CPL Keeahan advised they don full DPCU uniform and went to take a look. AB1055 subsequently changed course and started heading toward the vessel. The other vessel started to make headway, and AB1055 began to give chase. On order of the coxswain, CPL Stirling fetched the rifle and went to the

'load' condition. The pursuit continued.

As AB1055 closed on the suspected FFV, they could see that the vessel was definitely trying to run. The coxswain, CPL Keeahan attempted to bring them along the port side, though weather and seas were too rough. At this stage, CPL Stirling had placed the weapon in the deck locker for easy access, and remained close by. The suspected FFV now had either stopped its engines or broken down.

By such time that AB1055 had come alongside within 10m, the crew of the other vessel was calling out that they didn't speak English and claimed to be lost. Simultaneously, the Coxswain was deciding what actions were required next. There were four on the deck - three were those trying to be funny and say they were lost, but a fourth member at the stern of the boat was acting more suspiciously. CPL Stirling kept an eye on him. The foreigners didn't see the weapon that was concealed on AB1055. The coxswain ordered to bring the vessel along side. PTE Evans was heading up the catwalk when CPL

Stirling spotted the fourth foreigner on deck still acting suspiciously as another previously unseen head emerged from the wheelhouse. CPL Stirling brought the weapon out and brought it into the shoulder - muzzle directed toward the deck of AB1055 (not at the other vessel).

CPL Stirling bellowed to the foreign crew to get the other people out and on deck; they complied. There were two others on board - a total of six. PTE Rose was at the stern of the LCM8 and demanding the line from the person on the aft of the other vessel. These orders were also complied with, however after briefly having lines attached, the swell proved too great and CPL Keeahan ordered the lines be thrown back. The other vessel, made of wood, looked as though it would break up if waves threw it against the LCM8. The stern line had already caused damage and the foreigners were attempting repairs with hammers and nails. CPL Keeahan manoeuvred AB1055 into a position that they could perform a long tow. The display of the weapon had changed their demeanour, which clarified the seriousness of the crew of AB1055 resulting in absolute compliancy.

CPL Stirling kept the weapon at hand whilst the long tow was being set up. During this time, the communications were being maintained with 36 Tp HQ and NORCOM. The vessel was towed at a distance of 30-50m (enough to keep visibility on the boat, range of weapon and react to them using a weapon). The weapon was kept at load and returned to the deck locker. A picket was organised to keep watch and the boat's spotlight was trained on the other vessel. Their passage continued until they rendezvoused with HMAS Geelong and handed over the suspected FFV. A rigid inflatable boat (RIB) was dispatched immediately from HMAS Geelong to board the craft.

The actual apprehension from PTE Rose and CPL Stirling's point of view was fairly fluid - at no stage was there consideration to board the vessel, and ROE in terms of escalation of weapon states / violence was maintained.

UPON WINGS OF EAGLES

AUSTRALIAN VOLUNTEER AUTOMOBILE CORPS IN TASMANIA 1910-1915

HONCOLD. M. WYATT, RFD, (RL)

BY COLONEL COMMANDANT, ROYAL AUSTRALIAN CORPS OF TRANSPORT (TASMANIA REGION)

INTRODUCTION

Soon after the automobile was introduced into the Australian community, it was identified as a valuable asset to military operations. The automobile could be employed on reconnaissance duties as well as staff transport in the field. The authority to form the Australian Volunteer Automobile Corps was notified in the Commonwealth Gazette No 22, of 9th May, 1908 and Military Order 119 of 1908, is quoted below:

'FORMATION OF CORPS'
'The formation and maintenance of an Australian Volunteer Automobile Corps is approved.'

Additional details were announced in Military Order No 148 of 1908, as detailed below:

1. With respect to the notice in Commonwealth Gazette No 22, of 9th May, 1908, and to Military Order 119, of 14th May, 1908, relating to the Australian Volunteer Automobile Corps, regulations have been approved by the Governor-General in Council, and have been forwarded to Commandants in Circular No. 24 of the 1st instant.
2. Commandants will take such steps as are possible for raising the Corps, but no expenditure in this connexion is to be incurred until provision is made by Parliament, and the usual financial authority received.'

The automobiles in the AVAC were provided at no cost by the owner (in a similar manner to the Mounted Infantry, who provided their own horses for peace time training). Consequently, the members of the AVAC were restricted to those who could afford such a rare and expensive machine, as well as the petrol to run it! All members of the AVAC were officers and appointed as a provisional Lieutenant.



Height: Hat Badge 40mm
Collar Badge 25mm

Finishes: Enamel on Brass

Collar Badges: Identical design to hat badge

Shoulder Titles: AVAC

BADGE (AUSTRALIAN VOLUNTEER AUTOMOBILE CORPS)

(Army Museum of South Australia)

The motto adopted for the Australian Volunteer Automobile Corps (AVAC) was 'Sicut Aquilae Pennis' or 'Upon Wings of Eagles'.

Between 1908 and 1915, elements of the Australian Volunteer Automobile Corps (AVAC) were raised in all States (Military Districts) with the exception of Western Australia (5th Military District).

FORMATION IN TASMANIA, 1910

The first record of the Australian Volunteer Automobile Corps (AVAC) in Tasmania was in the 6th Military District, District Orders, 1910, where the transfer of Lieutenant J. Boag from the Retired List to the AVAC as a provisional Lieutenant was notified. Dated 1st February 1910.

The Easter Encampment of 1910 was conducted at Mona Vale in central Tasmania with 1050 men in attendance.

The highlight of this camp was a visit by Field Marshall, Lord Kitchener and Major General Hoad who were transported around the Mona Vale estate in an automobile. This was the first occasion where the automobile was employed for military transportation in Tasmania.

'During the tactical operations Lord Kitchener's movements were made by motor. As a result of the experience at the camp the military authorities propose to establish an automobile corps in Tasmania.'
- Weekly Courier 10 Feb 1910.



1911

Officers posted to the AVAC in Tasmania in 1911 were LT J. Boag (appointed 1/2/10) and LT J. D. Foster (appointed 5/12/10).

The Easter Encampment in 1911 was again located at Ross and Mona Vale.

'At 6 o'clock the first troops from the north arrived, and, to the cheerful strains of their band, marched to their quarters. They were soon followed by the Ross company, then came the Sheffield Light Horse,



1. Lieutenant James Boag, Australian Volunteer Automobile Corps, in the passenger seat of his 35hp Talbot car at the 1911 Easter Encampment at Ross. (Weekly Courier, 20 April 1911, pp20)

and at intervals the Field Artillery, Tasmanian Rangers, the Derwent Regiment, Army Medical Corps, etc. The evening was clear, but cold, and each regiment on reaching camp was supplied with hot coffee. The different sections in camp are - 12th Australian Light Horse, 15th and 16th Field Artillery, 12th A.I.R., Derwent Regiment, No 5 Field Company, Tasmanian Rangers, Signalers, Army Medical Corps, and Automobile Corps, the whole consisting of 1200 men.' - Weekly Courier, 20th April 1911, pp27

1912

Lieutenant James Boag was the first officer appointed to command the AVAC in Tasmania. The notification was made in the 6th Military District, District Order No 10, dated 15th March 1912, paragraph 5. Other officers posted to the AVAC in 1912 were LT J. D. Foster (appointed 5/12/10) and LT L. J. Rigney (appointed 30/10/11).

The AVAC attended the annual Easter Encampment at Mona Vale as reported by the "Weekly Courier":

'Automobile Corps has three cars in camp. The belong to Lieutenant Boag, commander of the Corps, Lieutenant J. D. Foster and Mr C Davey of Burnie.' - Weekly Courier, 11 Apr 1912

1913

The 'Officers List of the Australian Military Forces' dated 1 January 1913, pp110 have no record of Lieutenant J. Boag. The officers listed as members of the AVAC were:

Lieutenant J. D. Foster (appointed 5/12/1910)

Provisional Lieutenant L. J. Rigney (appointed 30/10/11), and,

Provisional Lieutenant C. Davy (appointed 7/2/1912)

Lieutenant K. L. Field was also appointed on 16/8/13

1914

The Officers posted to the AVAC in 1914 were:

LT J. D. Foster
Appointed/confirmed 5/12/10

LT L. J. Rigney 30/4/13

LT C. Davy 7/8/13

LT K. L. Field 16/8/13

LT R. C. Grubb 16/10/13

LT G. P. Potter 16/11/13

UNIFORM

The Uniform adopted by the Australian Volunteer Automobile Corps can be seen in the photograph above and is described in Military Order 362 of 1908.

1915

The Australian Volunteer Automobile Corps was disbanded in 1915 and the 6 remaining officers were transferred to other units.

Lieutenant Foster was called up for duty at Claremont in 1916; Lieutenant Rigney transferred to 23 Coy, Australian Army Service Corps; Lieutenant Davy transferred to the 26th Light Horse Regiment in January 1915, prior to being appointed as a 2nd Lieutenant in the 12th battalion, 1st AIF in March 1915; and Lieutenant Potter enlisted in the 26th Battalion, 1st AIF in September 1915, later being transferred to the 12th Battalion.

LT J. BOAG - AUSTRALIAN VOLUNTEER AUTOMOBILE CORPS (TASMANIA)

James Boag, son of James Boag was born at Launceston in 1854 and educated at the Collegiate Institute. Completing his education in 1870 he joined the staff of the Boags Brewery and under his fathers guidance he was educated in the brewing business.

On 26 May, 1898 he was commissioned as a Lieutenant in the Launceston Volunteer Artillery. He was transferred to the 'Retired List' in 1901 where he remained until 1 Feb 1910 when he was the first officer appointed as provisional

Lieutenant in the Australian Volunteer Automobile Corps (AVAC).

Lieutenant J. Boag was the first officer to be appointed to command the AVAC in Tasmania. The notification was made in the 6th Military District, District Order No 10, dated 15th March 1912, paragraph 5.

James Boag died on 6 Feb 1919 and his obituary was published in the Examiner newspaper on 7 Feb 1919 pp6 c4.

CONCLUSION

In September 1914 the Army decided to supply mechanical transport for the 1st Division, AIF by activating the 8th Service Company in New South Wales as an ammunition sub-park and the 9th Service Company in Victoria as a supply column. Apart from the AVAC, these were the first mechanical transport units in the Australian Army. Some 135 trucks and 35 other vehicles were purchased and the two units departed Melbourne for Egypt on 22 December 1914.

The reason for disbanding the AVAC in 1915 is unclear, perhaps it was because the automobiles were provided by the owner/driver and could not be used on active service.

However, the automobile had been identified as an asset to military operations and consequently the 1st Australian Armoured Car Section was formed in 1916 and equipped with three vehicles. The vehicles were donated by a group of Victorian motor enthusiasts and modified at the Vulcan Engineering Works in South Melbourne.

A 60 horsepower Mercedes and a 50 horsepower British Daimler were fitted with armoured bodies. The Mercedes, believed to be chain-driven, was fitted with a narrow, bevel-edged turret while the Daimler, had a large shield attached to the gun mounting instead. Colt machine guns were attached for use in both cars.

The machine guns were designed by John Browning, dating back to 1895 and they were known as "potato diggers" on account of the curious action of the recocking arm.

The tender, the third car, was a 50 horsepower Minerva.

On arrival in Egypt, the section was committed to the campaign in the Western Desert, where their role was long-range patrol and reconnaissance. Running armoured cars across the desert took its toll on both men and machines, and spare parts for the unusual Australian vehicles were hard to obtain.

On 3 December 1916 the Australian Armoured Car Section was re-equipped with six unarmoured T Model Ford Light Cars, each armed with a Lewis Gun, and became the 1st Light Car Patrol. The original armoured cars were returned to Australia in 1917.

The new cars were given names: Anzac, Billzac, Osatal, Silent Sue, Imshi and Bung. These were traded in for six new Fords on 11 December 1917. In May 1917 the unit was redeployed to Palestine by rail, and served throughout the campaign there.

The Australian Volunteer Automobile Corps can be regarded as a predecessor to the current Royal Australian Corps of Transport, in that the common denominator was the internal combustion engine and four wheels. A new mechanical technology that provided a faster means of military transportation, upon wings of eagles.



2. Tasmanian Officer of the Australian Volunteer Automobile Corps, circa 1912-1915, (Jeff Gossum Collection)

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PORTON - AUSTRALIA'S MINI-DUNKIRK

THE OPERATION¹

BY NEVILLE LINDSAY



Porton Plantation landing area AWM P02729.009

THE SITUATION

By June 1945 operations by 2 Aust Corps in northern Bougainville saw 11 Bde pitted against 2,000 Japanese Naval troops, organized into five battalions, which were defending the Bonis Peninsula. The three battalions of 11 Bde were worn down to about half strength, and with one battalion holding the front of 8 km of jungle against a nominally superior enemy, little progress was being made. In addition, the enemy was conducting a vigorous ambush programme, against both 11 Bde patrols and the jeep-trains which supported the front line.

To turn the situation around, it was decided to outflank the Japanese front by landing a reinforced company of 31/51 Bn at Porton Plantation behind their lines. This tactic had worked previously at Toko and the Soroken Peninsula, however this was different as air reconnaissance had located enemy troops and bunkers in the beach area: a night insertion was planned with artillery support in range and air reconnaissance support available. F Det 42 Aust Landing Craft Coy, with eight Landing Craft Assault (LCA) and four Australian Landing Craft 15 (ALC), was in support of 11 Bde.

PLAN AND EXECUTION

The plan was for three LCAs to land one company, then three ALCs as follow-up group to guard the beachhead and land heavy weapons, with an extra platoon to be landed the following night to reinforce the landing. A second company was available to reinforce the position if necessary. However although the Landing Craft Detachment commander, after studying the reefs shown in aerial photographs, recommended that the operation take place at full tide, the original plan was adhered to.



LCAs at beach assembly area AWM 093001

At 0357 hrs 8 June the assault company arrived 300 metres north of the intended landing place, grounding 45 m offshore, the troops wading ashore and establishing a perimeter 100 metres inland. The second wave met machine gun fire, was unable to unload the mortars and ammunition, and as a foretaste of things to come, only one of the three ALCs was able to retract: the other two were stuck on the coral reef.

The infantry patrolled forward, and found themselves encircled by an arc of bunkers 400 metres in radius. This was reinforced throughout the day, with the number of automatic weapons increasing, and mortar rounds lobbing into the company position. That night five more landing craft made two abortive attempts to land reinforcements and ammunition, withdrawing under intense fire. The following day, with the company under

intense pressure, sustained only by 4 Fd Regt and fighter ground attack support, a decision was made to withdraw the landing force.

Due to the seriousness of the situation, this evacuation was advanced from late evening to late afternoon and, under observed enemy fire, the force was taken aboard three ALCs, which grounded under the overload, one partially sunk. Two were eventually extricated, the remaining one with 60 on board having to survive under constant attack until the survivors were extricated the night of the following day. While losses during the beachhead operation were light at four killed and seven wounded, and none was lost during the actual infantry embarkation, during the aftermath the total climbed to 23 killed and 106 wounded including the landing craft crews and other rescuers.

THE JAPANESE VIEW OF THE OPERATION²

The repulse of the Australian attempt to land near Porton on 8th, 9th and 10th June greatly lifted the spirits of the Japanese. Observers reported that the landing was on a rough strip of beach and the enemy were in difficulties negotiating the reefs. The surrounding high ground commanded an excellent view of the landing point, and presented ideal positions for the siting of automatic weapons. Kato rushed 150 troops to the area from Chabai to reinforce approximately 100

LCAs attempting evacuation under fire AWM 092844



men in contact. These troops were able to prevent any further enemy landings and the enemy were pushed back to the beach, from where their remaining troops were hurriedly evacuated.

THE 42 AUST LANDING CRAFT COY VIEW OF THE EVACUATION³

Phase 2 - Reinforcement

After Phase 1 - the lodgement on night 7/8 June - Phase 2 was the reinforcement of the company ashore on night 8/9 June with two additional platoons and replacement of the lost ammunition and stores. One ALC and four LCA were to be used, the latter in two waves, with the ALC in reserve out of enemy fire.

First Attempt - Night 8/9 June.

The convoy left at 2100 hrs, lost one ALC to engine trouble, and arrived at Porton 2234 hrs; 4 Fd Regt was shelling enemy positions. At 2245 hrs the bombardment ceased, and the first wave went in at 2245 hrs, coming under heavy small arms fire from front and flanks. As it was low tide, the reef could not be crossed, and the craft withdrew under fire for another attempt at 2315 hrs. With the second attempt grounding 35 metres from the shore, and under heavy fire, no landing was possible and the craft again withdrew. The convoy returned to a safe beach and offloaded.

Second Attempt - Night 8/9 June.

An 11 Bde conference ensued, at which a reattempt was decided on - two LCA loaded with the reinforcements and stores to beach, with a third to provide covering fire with its twin Vickers and 50 cal machine guns. The convoy left at 0245 hrs, but the supporting LCA lost contact, and at 0300 hrs, the two landing ones attempted to beach. Again the enemy fire was too intense to permit unloading, so they were ordered by 2ic 31/51 Bn to withdraw. The convoy returned and again unloaded, then returned to its base at Saposa to repair the mechanical and structural damage sustained from the reef and enemy fire.

Phase 3 - Evacuation 9 June

Early on the afternoon of 9 June F Det 42 Aust Landing Craft Coy was ordered

to produce three LCAs and two ALCs to evacuate the force at Porton. As only one LCA was fit for duty out of the detachment's 12 vessels, a crash repair effort produced the required craft by 1430 hrs, which arrived at Porton at 1540 hrs. The LCAs went directly in, while the ALCs stood offshore to receive the evacuees as they were ferried out. When the LCA came under heavy small arms fire from the shore, they responded with their own machine guns.

They grounded 25 metres out, and lowered their bow doors to receive the infantry who poured aboard from the beach. However this was the undoing of an effective evacuation - the overloaded craft were unable to retract with the excessive weight on board, and remained grounded under continuous fire, ameliorated only by return fire from the craft, 4 Fd Regt artillery fire directed from one of the LCAs, and RNZAF and RAAF Corsair and Boomerang ground attack aircraft. The gunners and an engine hand on two craft were killed, and other crewmen wounded.

To lighten load, the infantry had to leave the protection of the hulls and jump overboard, where many became casualties to the enemy fire. One vessel



Covering fire on the beach AWM 092848

retracted successfully, ferried its load out to a waiting ALC, and attempted to return for another from the stranded craft, but with one engine dead, damaged steering and making water fast through its holed hull, it was called back.

Four more ALCs now arrived from base on their own initiative, 'going to the sound of the battle', one moving in to pick up swimmers from one of the stranded craft. At 1930 hrs another LCA



Wounded in evacuating LCA AWM 093068

also arrived and, covered by fire from an accompanying craft, attempted to reach the two stranded ones. The gunship ran hard up on a reef, but the rescue craft successfully evacuated one vessel and took aboard the crew of the gunship. However its exhaust pipes were holed and a succession of crewmen had to man the engine room until each was disabled by the fumes and relieved.

One of the two craft was finally pulled off the reef, but as the tide had now fallen, it was impossible to attempt another rescue of the last stranded vessel, which had 38 infantry still aboard and was half full of water. The fleet loaded with casualties then returned to base.

Phase 3 - Second Stage Evacuation 10 June

An ALC with a party of Battalion HQ and Engineer volunteers aboard arrived at 1400 hrs on 10 June to effect a last ditch rescue on the remaining craft's occupants. The attempt was covered by an ALC making a strafing run along the beach, with supporting fire from artillery and RNZAF-RAAF aircraft, including smoke to screen it. An LCA approached the stranded vessel but was driven off by intense enemy fire. Under cover of dark at 2030 hrs, two ALCs moved stealthily in, launching three folding dinghies crewed by engineers, which successfully extricated the survivors. The convoy returned to base by 0415 hrs with the mission completed.

SUMMARY

Of the 12 craft engaged, one vessel was lost, a second badly damaged, and the remainder retrieved; but most craft were damaged by small arms and anti-tank fire. Of the 55 crew engaged, five were killed and seven wounded;

one crewman who was separated during the melee swam 8 km back to base. The Detachment expended about 33,000 rounds in the fire fight over the three days. This dogged and courageous effort by 42 Aust Landing Craft Coy was at the heart of saving most of the infantry from their impossible predicament, as recognised by CO 31/51 Aust Inf Bn in a letter to the unit:

Much credit for the success of the evacuation of the force is due to the courageous efforts of the landing craft coy in pushing their craft to the beach in the face of heavy enemy fire and total disregard for their own safety.

It is the Australian way to recover its servicemen who are isolated and under threat, but the question arises in the first place on the decision of exposing them to an amphibious operation against a vigorous and inventive enemy known to be in position, without the naval and firepower support necessary for successful opposed amphibious landings and withdrawal if necessary.

Footnote - Operation Woolwich 4:

A potentially similar situation arose in South Vietnam in 1969. Commander 1 ATF was temporarily absent, and during this absence it was decided to land infantry sub-units on a beach north of Vung Tau to support an operation in the Long Hai Hills. As 1 ATF was under operational control of US II Field Force Vietnam, HQ AFV was not in the operational command chain, and so the first indication of this impending operation was a request from 2 AOD for authority to release a large number of life jackets. A telephone attempt to gain clarification for this request was frustrated by not having a secure line; however some circuitous talking with the 1 ALSG Commander indicated that an amphibious operation was being planned.

By similar discussions on the Movements net, it was ascertained that it involved LSM Clive Steele accompanying eight US landing craft discharging two infantry companies, without supporting fire other than the ships' Bofors and machine guns. A lead platoon and clearance divers, delivered in assault boats, were to



4 Fd Regt gun position AWM 092782

secure the beach. At HQ AFV, a check of beach reconnaissance reports, the weather forecast and tides produced unsettling results - rough conditions with a southerly drift were predicted, and there was a sandbank offshore which could ground the landing craft at the time of tide. The planners of the operation had not consulted the LSM commander (who was designated Sea Convoy Commander) on the maritime aspects during the appreciation. A prior reconnaissance of the beach was not conducted to avoid compromising the plan, yet the standard headings of an Appreciation of the Situation included Ground and Meteorology, and even such major amphibious operations as D Day, the Oboe series in Borneo, and the landing at Jacquinot Bay in New Britain, were based on proper reconnaissances and predictions while still retaining security.

In view of the adverse factors, authorisation of issue of the lifejackets was refused, and the story as it was known was referred to the Force Commander. An officer was dispatched on the Wallaby Courier to HQ 1 ATF at Nui Dat, returning with a copy of the operation order. In the face of the known facts and assessments at HQ AFV, the Force Commander ordered abandonment of the amphibious segment of the overall operation. This caused resentment within the Task Force, as the Force Commander was a National Component Commander, not an operational commander. However his Directive did have a sanction on the commitment of Australian forces, and although such a detailed intervention was not envisaged, it was decided to use it in the circumstances.

A potentially serious risk was thus averted only by lifejackets being a controlled store requiring higher headquarters release. While there was no identified enemy force at the beach, it was uncleared territory, and even a small enemy party could have inflicted horrendous casualties on infantry in small boats over several hundred metres of traverse, supported only by lightly-armed army watercraft offshore. And there was also the factor of rough water and sandbar in exposed ocean water. Apart from the possibility of serious military failure, it was potentially a nightmare scenario in a hyper-charged Australian domestic context.

The benchmark for the conduct of amphibious operations is the provision of the full spectrum of intelligence, planning and firepower - air, naval gunfire, and artillery where possible. Amphibious landings, large and small, are knife-edge operations, and demand the best possible chance of success, and the capacity for extraction if necessary. The spectre of Porton provides an exemplary warning on the risks of amphibious operations not conducted with the full array of planning and support.

Notes

Principal source Long Official History of World War 2 vol 1.7 pp 208-216.

Excerpt from OHW2 vol 1.7 p 216.

Principal source AWM 54 613/6/11 42 Aust Landing Craft Coy RAE Report on Operation Porton 8/11 Jun 45;

Principal source AWM 95 7/5/23 Pt 2 Operation Order 8/69 dated 21 April 1969 especially Annex D and its Appendix 1, and enclosure C/10. Primary evidence W. Barsley, K. Duncan, N. Lindsay.

ALCs evacuating wounded AWM 092841



VX 59659 SAPPER H J B BURRELL MM BEM ED.

BY KEN TELFER (ED. 'LOG BOOK')

Harry Burrell's story as a Gunner on an ALC during the Porton Operation is best told by quoting direct from his Citation for the Award of an Immediate Military Medal.

For outstanding courage and devotion to duty. During the night of 9/10 June 1945, Spr Burrell H.J.B. was a gunner in an ALC, which had been ordered to proceed to Porton to assist in the evacuation of personnel of A Coy Gp 31/51 Aust. Inf. Bn.

On approaching the beachhead the craft came under extremely heavy enemy fire from both flanks, the aft gunner immediately being killed. Despite the intensity of the enemy fire, Spr Burrell continued firing his Browning Gun until his ammunition was exhausted effectively silencing three enemy MG posts.

Calling for more ammunition to be prepared for his Browning Gun, he then with great courage dashed along the catwalk fully exposed to enemy fire, to man the aft gun. Spr Burrell then continued to engage the enemy positions until, owing to lack of ammunition he returned to and continued firing his Browning Gun, which had by that time been replenished.

Whilst manning the aft gun, a wounded soldier floated by in the water. Spr Burrell immediately pulled him to safety aboard the craft. His complete disregard for personal safety while manning guns in positions to heavy enemy machine gun fire, had the effect of considerably reducing the enemy's firepower thus enabling personnel to be evacuated from the beach to the craft with only minor casualties.

The example set by Sgt Burrell was outstanding, and had a great effect in maintaining the morale of the crew of the craft and the personnel being evacuated.

Harry Burrell, although wounded on Day 1 of the operation remained on duty. Although he was later hospitalised he personally carried the body of Cpl John Bourke ashore after the Landing Craft had returned to base.

Following the promulgation of the award of his MM, Harry Burrell received two letters. The first was from Lt General S G Savige CBE OBE, who, as Commander of 2nd Australian Corps wrote on 22 September 1945,

"It gives me great pleasure to write and congratulate you on receipt of your decoration awarded by the King because during the PORTON operation on 9/10 June 45 you

displayed great personal bravery and with complete disregard of your personal safety, your actions were responsible for the successful evacuation of many of your comrades.

This is probably the last opportunity I shall have to congratulate you fellows on winning a decoration, and I wish you every success in the future on your return to civilian life."

The second letter was signed by Colonel J Herbertson DSO, who, wrote,

"On behalf of the Transportation Corps and myself, I desire to extend congratulations to you on the award of the Military Medal which is well deserved."

Harry Burrell rejoined the CMF when it was reactivated in 1948, serving with 38 Infantry Bn (3/92361), subsequently promoted CSM of 'D' Coy and awarded a BEM for his unremitting efforts as a Warrant Officer. His award was presented by the Her Majesty Queen Elizabeth in Melbourne in 1954. He was later awarded an ED. He had served with 38 Bn in the pre-war Militia transferring to the Armoured Division and serving in PNG with the 2/8th Armoured Regiment before joining Australian Water Transport.

ENHANCING THE AUSTRALIAN DEFENCE FORCE'S CONTAINER HANDLING CAPABILITY

INTRODUCTION

Recent operational experience has reinforced the requirement for the Australian Army to have the capability to lift, unload and deliver a diverse range of shipping containers. Armies across the globe utilise a range of military and civilian modes to deploy containers into an area of operations. This requirement has been reinforced by lessons learned from operations in East Timor and the Solomon Islands. Within the Australian Army, containers are now widely used in garrison, on exercise and on operations. The British Army and the United States Army currently use integrated load handling systems to enhance the speed of the supply chain from the support area to the area of operations.

The Australian Defence Force (ADF) is yet to integrate suitable civilian transport systems and procedures for handling containers. This issue is being examined by the Australian Army, which is examining solutions to effect an efficient container transfer through the supply chain. One part of this solution is the acquisition of integrated container handling capabilities and this is being considered by a number of current ADF projects. To enhance the Australian Army's understanding of integrated load handling, funding was approved in early 2005 to acquire a Steelbro Sidelift

Container Trailer (SSCT) as a Concept Technology Demonstrator.

The SSCT is a slightly modified Steelbro SB 360 R and was acquired from Steelbro Container Handling Solutions. The SSCT as delivered is based on a semi-trailer and is capable of lifting containers up to and including 40' ISO containers.

A trial of the SSCT commenced with delivery of the trailer to 9 FSB in early February 2005. The trial will conclude after the SSCT has been utilised by 26th Transport Squadron on a range of exercises over the period February to September 2005. It is intended that the results of the trial will inform supply chain oriented projects within Defence such as Joint Project 126 Joint Theatre Distribution and Land 121 Project Overlander.

TRAINING

The SSCT represented a new capability and it was necessary to complete a training program prior to testing its usefulness to the ADF and, in particular, the Australian Army. A Steelbro representative provided this training to members of 85 Transport Troop. 85 Transport Troop is located at Moorebank in Sydney and operates semi-trailers and tank/plant transporters.

The SSCT is simple to operate. The training package is delivered to a small group of three to five soldiers over the course of one day. The training included approximately one hour of theory and the remainder of the day was spent receiving instruction on, and then practising, the operation and capabilities of the SSCT.

The training covered all issues typically expected with a new piece of equipment. This included the capabilities of the SSCT, daily maintenance and operating procedures. The training demonstrated some of the versatility of the SSCT, which will be evaluated during the trial period.

The operators were taught how to load and unload containers from the ground, from other vehicles and from a rail car. The training also include double stacking containers on the ground as well as joining and separating containers.

Having completed the training, 9 FSB was then in a position to commence testing the SSCT on support tasks. The first opportunity to do so was during the deployment of 17 Construction Squadron equipment to RAAF Base Curtin for AACAP 05. This task was conducted over the period 7 April to 8 March 05.

EMPLOYMENT

There are a number of objectives to be satisfied during the trial of the SSCT and the majority of these relate to the use of the equipment in the exercise and operational environment. The AACAP 05 deployment was the first opportunity to test the SSCT on a third line road transport task. The focus on the AACAP task was the functionality of the SSCT in its container handling role. The container task was to collect 17th Construction Squadron containers from Sydney and to transport them to RAAF Base Curtin. The SSCT was utilised to load some containers in Sydney, to support the cross-load of containers during the convoy move and to unload all containers at RAAF Base Curtin.

The SSCT is in common use around the ports of Australia and is well suited to clearing containers from wharves or transit areas to another location some distance away. In doing so, it mitigates the need for materiel handling equipment (MHE) at either location - a situation common in the Army context where 20' container capable MHE is limited resource. It does this one load at a time and hence is not optimised for the loading of multiple containers to clear a transit area. This is intuitively obvious and was confirmed during the loading of the AACAP 05 containers. A

1. Unloading 17 Construction Squadron Containers at RAAF Base Curtin. PTE Zunker guiding Mack Fleetliner into position to be unloaded by the SSCT.





2. Unloading 17 Construction Squadron Containers at RAAF Base Curtin. PTE Rowe operating the SSCT in the Transit Area.

forklift was used in conjunction with the SSCT to load containers. The forklift was able to complete this task much more quickly but the SSCT proved that, while slower (on average approximately ten minutes per container), loading is completed safely and without damage to equipment. The main issue is the manoeuvrability of the MHE. A forklift can manoeuvre easily around a transit area and the layout of the containers is not a major factor. This is not the case for the SSCT, which is at its most efficient when container lines are linear with their long axis parallel to the trailer.

During the convoy move to RAAF Base Curtin, the SSCT was utilised on a number of occasions to transfer containers from one vehicle or trailer to another. This action was required due to vehicle breakdowns and the need to move containers to task relief vehicles. In performing this role, the versatility of the SSCT was demonstrated. The SSCT was being used as a task vehicle and was carrying a container itself - carrying a load provides a better ride for the trailer and it is therefore better from a maintenance and safety perspective. Two of these transfers were conducted on the side of the road following vehicle breakdowns. Other tasks were completed in staging areas when re-configuring of vehicle loads became necessary. Without the SSCT, the only way to effect container crossloading would be to utilise an in-service crane or forklift or to utilise a civilian contractor. Specialist MHE is in short supply in the ADF and is unlikely to be available for convoy operations and a contracted solution may not be appropriate. The SSCT provides this flexibility and, in this case, allowed the materiel flow to

continue without disruption. It also showed that, while relatively hard and flat ground is required, the SSCT can operate away from hardstanding areas such as those found in transit areas.

The unloading area at RAAF Base Curtin was a flat area with a light covering of small shrubs. No MHE was available to support the unloading of approximately thirty 20' ISO container variants. The available space allowed the SSCT to unload the containers in a line - this is considered the most efficient method for unloading multiple containers. The basic methodology is:

- a. the SSCT is positioned,
- b. the truck to be unloaded backs up to the SSCT,
- c. the container is lifted from the truck,
- d. the truck moves away and the container is lowered to the ground, and
- e. the SSCT backs up to where the next container is to be positioned.

This methodology creates a line of containers aligned on their long axis. It is possible to create a double stacked row but this requires more manoeuvring of the SSCT. This was the first major task conducted using the SSCT and as the operator became more familiar with system, the total unload time for a rigid truck was a little as four minutes. The typical range was five to seven minutes. Unloading different variants requires slightly different positioning of the vehicle relative to the SSCT. During this task, the procedures were developed to load/unload containers from Mack R Series, Mack Fleetliners and both 20 Tonne and 41' trailers. Double stacking containers was also practiced and the procedure for this task confirmed.

The unloading proved very successful. A call forward program was utilised with timings based on initial estimates of the time it would take to unload the containers. Initial estimates prove too conservative and it was the SSCT that waited for trucks to unload as opposed to the other way around. The conditions were well suited to employment of the SSCT and its utility was proven.

One advantage of the SSCT is that containers remain on a relatively level plane and are placed gently onto the ground. This was demonstrated during the unload.

In completing the AACAP 05 task, the operation of the SSCT informed 11 of the 16 trial objectives. These mostly related to the use of the capability for its primary task of container handling and the development of standard operating procedures. As a system, it was variously operated by one operator in a task relief role or by a crew of three when conducting the unload of multiple containers. There is no doubt that it has increased the current capability of 9 FSB.

THE FUTURE

The SSCT has demonstrated potential to fill a niche in the materiel handling capability of the ADF. It does not have the capability to replace specialist MHE but rather to augment these capabilities. It has already proven that it can replicate some of the functions of specialist capabilities like cranes and forklifts albeit at reduced efficiency. However, its increased mobility means that it can replicate these functions over long distances. It also means that the distribution of small numbers of containers can now be done without the need to take a specialist crane or forklift away from its primary role. Current practice often means that specialist MHE is transported on a separate vehicle, or driven over significant distances to complete such tasks. The SSCT can unload both itself and other vehicles and can obviate this requirement in many cases. This capability will be explored further during the remainder of the trial period.

3. Unloading 17 Construction Squadron Containers at RAAF Base Curtin. The container line.



Further capability enhancement of the SSCT will see the acquisition of two 40' and four 20' bolster platforms, which will essentially replicate the function of a trailer tray. Once delivered, these bolsters will provide the ability for the SSCT to recover vehicles from the ground provided they can be positioned onto the bolster. The use of bolsters would also make it possible for the SSCT to collect prepositioned materiel in much the same way as flatracks are used with other military integrated load handling systems. This system is compatible with International Standards and will allow the platforms to be carried in the same way as standard ISO containers, thus speeding up the transfer process at a transshipment point for vehicles and materiel.

This system was successfully trialled on EX TALISMAN SABRE. US bolster platforms were utilised with the Sidelifter to transfer US military vehicles from the staging area at Rockhampton to the Port of Brisbane for onforwarding to the US by ship. There was no requirement for these vehicles to be downloaded in the Port and allocated to other platforms for their sea passage.



TRUCKLOAD OF DOCTRINE

The last few years have seen a lot of hard work done to have RACT's Doctrine completed, in the majority of cases. This year's priorities are completing the Marine Specialist Handbook and validating the Cargo Specialist and Terminal Operations Handbook to move it from 'Developing Doctrine' to 'Endorsed Doctrine'. The next few years will see RACT's Doctrine move from the production of new doctrine to validating current doctrine, to keep it valid and current.

Listed below is an outline of the current status of RACT doctrine and what is ahead for 2005 and beyond, the way you can affect current Doctrine and the posting opportunities available at

At this stage of the trial, a number of small enhancements to the capability have been identified. These are primarily focused on the military environment. For example, the SSCT is fitted with a hard-wired control unit. During the unloading activity at RAAF Base Curtin, the cable regularly got caught on the small shrubs in the transit area. A remote control unit would be more suitable in this environment and would better suit the task of unloading other vehicles as the operator needs to move around to ensure correct alignment. At the conclusion of the trial, an assessment will also be made on the suitability of 20' rigid truck capability incorporating the SSCT technology. The additional mobility available in the smaller vehicle may prove useful.

CONCLUSION

The SSCT has made a very favourable impression with the operators within 9 FSB and the initial results of the trial indicate that it fills a niche in the current suite of ADF materiel handling equipment. The SSCT combines a container handling and carrying

capability with long-range mobility and is unlike any current ADF capability. It can mitigate the low numbers of specialist materiel handling capabilities currently held in the ADF inventory and allow them to remain allocated to their primary tasks. It has proven useful in the support of road transport tasks and trial results support the belief that integrated load handling solutions have a place in the ADF.

Like all capability options, it has advantages and disadvantages but the technology should not be discounted as a possible solution for current and future materiel handling equipment suites.

4. Unloading 17 Construction Squadron Containers at RAAF Base Curtin. SSCT loaded and being driven into Transit Area by PTE Rowe.



Land Warfare Development Centre
- Outposted Doctrine Cell, Bandiana.

CURRENT STATUS OF RACT DOCTRINE

Land Warfare Doctrine (LWD)

- LWD 4-3 Transport Support
 - Completed 19 Apr 05 and currently available on ADEL
 - Planned to be validated in 2009

Land Warfare Procedures - General (LWP-G)

- LWP-G 1-1-3 Postal Support
 - Completed 16 Sep 03 and currently available on ADEL
 - Planned to be validated in 2007

- LWP-G 4-3-1 Driver's Handbook
 - Completed 26 Aug 04 and currently available on ADEL
 - Planned to be validated in 2008
- LWP-G 4-3-4 Small Craft Operators' Handbook
 - Completed 12 Dec 03 and currently available on ADEL
 - Planned to be validated in 2008
- LWP-G 4-3-7 Unit Movements on Operations Handbook
 - Completed 20 Jul 04 and currently available on ADEL
 - Planned to be validated in 2008

Land Warfare Procedures - Combat Service Support (LWP-CSS)

- LWP-CSS 4-3-2 Road Transport Operations Handbook
 - Completed 26 Sep 03 and currently available on ADEL
 - Planned to be validated in 2008
- LWP-CSS 4-3-3 Marine Specialist Handbook
 - In progress, planned to be available early 2006 as Developing Doctrine
 - Planned to be validated in 2007 and to be issued as Endorsed Doctrine
- LWP-CSS 4-3-5 Cargo Specialist and Terminal Operations Handbook
 - Completed 26 Jun 03 and currently available on ADEL as Developing Doctrine
 - Publication is currently being validated and should be available as Endorsed Doctrine early 2006
- LWP-CSS 4-3-6 Air Dispatch Handbook
 - Completed 26 Sep 03 and currently available on ADEL
 - Planned to be validated in 2008
- LWP-CSS 4-3-8 Operator Movements Handbook
 - Completed 15 Oct 03 and currently available on ADEL
 - Planned to be validated in 2008
- LWP-CSS 4-3-9 Transport Commander's Aide-Memoire
 - Completed 26 Sep 03 and currently available on ADEL
 - Planned to be validated in 2008

ACCESSING DOCTRINE

New publications will appear on the Army Doctrine Electronic Library (ADEL) Website soon after their endorsement. Army units can access current doctrine publications electronically on ADEL at: <http://adel.defence.gov.au>. Information on current Army Doctrine can be found at the Doctrine Wing homepage at: <http://lwdc.sor.defence.gov.au/doctrine/> or by following the link on ADEL Online.

ORDERING DOCTRINE

Use the ADEL Online "Order Doctrine" link to order hard copies of Land Warfare Doctrine publications. Units can also place an order using the SP 150 Publication Access Request Form available on DEFWEB. Keep an eye out for the July ADEL CDs that will be distributed. They will replace the current CDs that people have and bring them up to date with the 50 odd publications that have been completed since the last CD run in November last year.

HOW YOU CAN AFFECT CURRENT DOCTRINE

Amendment Proposal. By forwarding suggestions for amendments, users can help the Army to improve its doctrine publications.

What To Do. Fill in one of the tear-off cards attached to the back of publications, stating any ideas or recommendations for improving any doctrine publication. Be sure to fill in all spaces provided on the card. Send your card directly to Doctrine Wing, Doctrine, Simulation and Lessons Group, Land Warfare Development

Centre, which will acknowledge comments as soon as they have been received. All adopted proposals will be incorporated into the next amendment to the publication. Lengthy comments should be attached to the card and slipped into an envelope before forwarding.

This can also be done online at the ADEL website (<http://adel.defence.gov.au>). Simply click on the 'Contact Us' box, fill in your name and email address, write your message, then press 'Send'.

TELL US ABOUT

- Unclear or incorrect expression;
- Conflict or inconsistencies between publications;
- Out-of-date doctrine;
- Proposals for changes to doctrine;
- Any inadequacies in relation to instructional objectives; and
- Errors, omissions or suggested improvements in safety procedures, security procedures, technical procedures, doctrine, layout, illustrations, tables and checklists.

POSTING OPPORTUNITIES

Listed below are the posting opportunities available for RACT personnel at LWDC - Outposted Doctrine Cell, Bandiana:

Major (CC55) - Senior Outposted Doctrine Officer PERS/CSS Doctrine,

Captain (CC54) - SO3 (RACT) Doctrine, and

Warrant Officer Class One (CC54) - WO1 (RACT) Doctrine.



44 TRANSPORT SQUADRON



1. Pictured left to right were HONGOL Doug Wyatt, Alderman Peter Hollister, Mrs Hollister, Mrs Romalis and the CO, 2FSB, LTCOL Mike Romalis

44 Transport Squadron is a Sub Unit of the 2nd Force Support Battalion with the Headquarters and one Troop located at Kokoda Barracks at Devonport and the remaining Troop located at Derwent Barracks at Dowsing Point, Glenorchy. The current strength of the Squadron is 96.

The primary role of the Squadron is 3rd Line Transport and the sub unit has recently received two Mack Fleetliner vehicles to enhance driver training in this role.

A recent posting into to the Squadron as the Training WO is WO2 Peter Stafford (ARA) replacing WO2 Gavin Cole (ARA) who has been reposted within 2FSB to the Ops WO position. CPL Cody Bradshaw (ARA) has also been posted into the Transport Supervisor position replacing CPL

Les King who has retired from the ARA and transferred to the Regional Training Centre Tasmania into an active Reserve position. CPL Bob Dundas has transferred within the 2 FSB to the Transport Supervisor at 10HC.

WO1 Greg Barron has recently been posted to the position of RSM 2FSB.

Currently, two members of 44 Tpt Sqn (CPL Tim Berwick and CPL Garth Pearce) are serving on full time duty with 19 Construction Engineering Works at Fitzroy River area in WA for 4 months. They are employed with the Australian Army Support to the Army ATSIIC Community Aid Program.

SGT Nelson (Trg SGT) has just returned from a 2 month detachment with 85 Tpt Tp, 26 Tpt Sqn on the same project.



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The Squadron was represented at the special ANZAC Day ceremony at Latrobe on 17 April this year resulting in National TV coverage on the 25th April.

The RACT 32nd anniversary was celebrated at the Devonport RSLA Club at Devonport on Saturday, 4th June 2005. The event was a mixed formal dinner for serving and past serving Officers and SNCO's of the Corps.

There were 70 in attendance including the Mayor of Devonport, Alderman Peter Hollister, the Colonel Commandant RACT (TR) HONCOL Doug Wyatt, RFD (RL), Corps RSM WO1 Jim Armstrong, past OC's of 44 Tpt Sqn, 47 Tpt Coy, MCU and 44 Tpt Sqn Workshops. It was identified that two previous OC's of 44 Tpt Sqn had enlisted in the Squadron as private soldiers and were subsequently posted out from the Unit as the OC!

Prior to the dinner, the RACT anniversary cake was cut by the Corps RSM, WO1 Jim Armstrong and the newly appointed PMC of the Captain Peter McCarthy Club, PTE Shona Corbett.

Reserve Forces Day 2005 was recognised on 3 July with a tree planting ceremony at Devonport. The tree was originally planted by Sir James Plimsoll, near the Devonport cenotaph in 1986, to mark the centenary of the Volunteer Defence Force on the North West Coast, and was replanted by the Mayor of Devonport, Alderman Peter Hollister and the OC Major Annette Wyatt.

This was followed by an open day and BBQ at Kokoda Barracks, with many past members of the Unit in attendance. "Par Oneri 44"



1. L-R SGT Mann, SGT Nash, SGT McCaffrey, SGT Weir, WO2 Maher, SGT Mangnall, SGT Stewart.
2. Corps RSM WO1 Jim Armstrong and PTE Shona Corbett cutting the RACT 32nd Anniversary cake at the Captain Peter McCarthy Club at Kokoda Barracks, Devonport
3. Mayor of Devonport, Alderman Peter Hollister and OC 44 Tpt Sqn, Major Annette Wyatt at the replanting and dedication of the Volunteers Tree at Devonport on 3rd July 2005.

ROAD TRANSPORT WING

ARMY SCHOOL OF TRANSPORT AND ORDNANCE

BY WO2 DEAN MAHER - NCO TP

Time to hear from the home of Transport, Rd Tpt Wing here at Truckapunyal. This year seems to be no different than any other year; we are all busy training drivers or soldiers for promotion. As with all units there is

the usual change over of staff and the odd incident that requires last minute deployments etc.

The year got under way with the normal induction training and then a Certificate 4 Course for all instructors, which is a

requirement to instruct at ALTC. Once this induction training was completed the real work began.

In between the conduct of courses, the Wing combined with 26 Tpt Sqn to enter a crack swim team in the area



1. L-R SGT Mann, SGT Nash, SGT McCaffrey, SGT Weir, WO2 Maher, SGT Mangnall, SGT Stewart.

swimming carnival. MAJ Grierson (SI), LT Powell (OC D TP), WO2 Maher (NCO TP), SGT McCaffrey (NCO TP) and SGT Weir (NCO TP) all participated in the carnival and contributed to the team winning the overall competition.

We are now into Jun, mid way through the calendar year (hump month) however just about to commence a new training year. There will be a number of key staff changes at the end of the year including the SI MAJ Grierson and WSM WO2 David Jones.

HQ/OPS RD TPT WING: BY SGT JAMIE GANGELL OPS SGT

Road Transport Wing OPS Cell commenced 2005 flat out again as expected. The influx of new march-ins across the board was somewhat up in numbers than what was experienced in 2004. Constant guidance on behalf of the OPS Staff to all new Tp Staff would eventually pay off as the staff of 2004 quickly found out. There was a need to quickly familiarise ourselves with the day to day activities of Rd Tpt Wg, which would be beneficial in the long run.

2005 saw the departure of CAPT David Stables (2IC) and his replacement CAPT Leigh Briggs. CAPT James Ford (OPSO 2004) was farewelled and replaced by LT Kimberley Wilson who would assume all responsibilities for a day or so until she departed for Bandiana for a six (6) week holiday to commence her Logistic Officers Basic Course (LOBC).

It was during the absence of the OPSO that the OPS SGT, SGT Jamie Gangell was able to run riot and soak up the freedom that he seldomly gets the opportunity to do. Continual planning and implementation of Rd Tpt Wg Courses period 2005-2006 in line with juggling of the hectic courses schedule meant that the OPS Cell have remained quite busy to date.

2005 has not come without its share of surprises. MAJ Neil Grierson (SI RD TPT WG) and his wife Rebecca graciously welcomed the arrival of their first child Kaleb Grierson born in April this year.

August this year will be scheduled as the handover of the OPS SGT position, a day that SGT Gangell would be looking forward to. Following an approximate four week handover, the newly appointed OPS SGT (SGT Pat Busson) will have his training wheels removed and be able to look forward to the rewarding challenges that Rd Tpt Wg provides.

To the OPS Staff of 2005, a big thank-you on behalf of the SI Rd Tpt Wg, MAJ Neil Grierson for the continual effort that has been given throughout this year.



2. Trainees involved in a VCP - one of many command and tasks that are allocated

NCO TP: BY SGT C. MANN

Well 2005 has brought on another exciting year for NCO TP. With the troop ending on a high note prior to Christmas 2004, the pressure was on to maintain the same emphasis on training and commitment to the Corp this year.

Last year had seen the sad departure of WO2 Gary (Aardvark) Mcleish, SGT Gary (Pom) Edwards, SGT James (Shrek) Knights and SGT Terry (Tapeworm) Penrose; however, this year has seen some fresh new faces to the troop or should I say, old faces with fresh ideas. With the figurehead WO2 Dean Maher at the helm having joined us from 2 RAR, SGT James Stewart (3 CSSB), SGT Shaun McCaffrey (ALTC BDC), SGT Phil Weir (ALTC BDC) and SGT Keith Mangnall (ALTC BDC), NCO TP has welcomed the new influences and ideas with open arms.

With SGT Nash and SGT Mann remaining from 2004, the pressure had been put on both members to maintain the same tempo for the Troop from last year. Both had the task of conducting the first five courses as Course Managers to ensure some continuity. This allowed the new staff an opportunity to get their heads around on how courses are conducted within the Troop.

This year the tempo has remained high. NCO TP hit the ground running this year with the first course a Sub 4 CPL commencing 29 Jan - 13 Feb 05. The Tp has successfully completed a number of Subject 4 CPL Courses, Transport Managers Course, Driver Testing Officers Course and Subject 4 SGT already this year. The staff are always continuing to strive to maintain the best possible training for our future junior leaders.

With the Net Training Liability (NTL) for most courses being 24 trainees, by the end of the year the troop would have trained around 330 soldiers within their trade stream.

The staff has been broken into three teams - A, B and C team. Understanding the difficulty of not being accepted into the "A" team, which consists of WO2 Maher, SGT Nash and SGT Mann, the newcomers have made a massive effort to become part of the team. SGT McCaffrey who is the recruiter for the B team has been doing a recruiting drive across defence by asking members to join his team with little or no luck. With the amount of hand shaking that he has conducted



3. Charlie Troop: By LT S. Luke

with potential B team applicants we are sure that he would become a good politician if he desires that role in the future. He even tried recruiting COL Reagan (Representative COL COMDT SVIC) at the Corp Birthday Dinner but to no avail.

In closing, the Tp is a well-oiled machine that strives to maintain very high standards. At years end there will be a large turn around with Tp personnel. New members to the troop will have big shoes to fill to maintain the standards. Members being posted are WO2 Maher, SGT Nash, SGT Weir, SGT Mangnall and SGT Mann.

With the tempo remaining the same for 2006, NCO Tp will once again be under the pump but if this year is any indication to go by then it will be a roaring success.

ALPHA TROOP: BY SGT DAVID WHITE

A Tp began 2005 with a large changeover of personnel. It included a new Troop Sergeant and Troop Commander and six new Corporals. Following the Boxing Day Tsunami, LT Christine Pope was deployed to the Indonesian province of Ache. She was not to return to Australia and march-in to the Wing until April 05.

This left SGT Dave White at the helm ably assisted by CPL Brodie Haar as the acting Tp SGT. There's nothing quite like jumping into the deep end! For the next eight weeks the old hands tried to pass on as much knowledge and experience as possible, while the rest came to terms with the world of Training Command.

The first course concluded on the eve of Good Friday, which allowed us to take

four days and catch our breath. From there we tackled a new beast in the form of a C2/MR2 DG, NFE & OPS course. This is basically an IET course without the week-long bush trip. It is aimed at those trades that require most of the skill of RACT drivers, such as Recovery Mechanics and Aviation Ground Crew.

The Troop then commenced its first internal course for the year for the R1 code aboard the good old Yamaha XT600s. For the next week the JNCOs threw themselves around the Pucka area with more than a few laughs provided by those with a not-so-good sense of balance. CPL Back's "Superman" over a wombat hole is worth of special mention. We completed the 0065 Mack course. While this was relatively new ground for a BDC Troop, it was familiar territory for most of the new instructors

BRAVO TP: BY LT K. CLARKE

B Tp this year has seen a large turnover of staff, which has kept the Troop on its toes. With the Tp COMD away on LOBC for the first three months of the year, the challenge was left up to the Tp SGT, SGT Fenton, and CPL Parker (the hardest-working member of the Troop), to teach the new staff how things are done in B Tp. They must have done a good job, because two C2/MR2 courses were conducted quite well between January and April.

Once the Tp COMD returned, not only was it time to conduct a BDC, but also to work with a new acting Tp SGT, CPL Robertson, as SGT Fenton elected to leave the ARA.

The 0043 IET RACT DRIVER course was conducted reasonably smoothly, considering that this was the first BDC

4. Member of Btp on ANZAG Day



for the Tp for the year. CPL Moore experienced a taste of being 381 CPL when the hardest working member of the Tp went on leave for a while. CPL Murdoch and CPL Rankin realised that being section commanders for a BDC was an interesting challenge, especially with IET soldiers. They are currently undergoing therapy, but should be fine for the next course.

B Tp continues its quirky tradition of doing things slightly out of the ordinary, as demonstrated by CPL Morrill teaching his repair and splice rope lesson dressed up as a cowboy, right down to the flannelette shirt and Akubra hat...

B Tp enjoys its social get-togethers, usually at the Waggoners Club. This is where you may find CPL Murdoch and CPL Senior having a quiet ale or two. The 70's night was a prime example of very bad dress sense by the Tp, but I am rather concerned that some of the clothes came straight out of the cupboard and did not have to be especially bought for the night.

CPL Cooney continues his artistic photos of the courses in the most remote areas he can find on the highway phase. He also successfully organised a trip for the trainees to the Winton Truck races, emphasising that the purpose of the day was to "show the trainees what trucks were really capable of". Sure it was - it was really to smell burning rubber and watch some great examples of how NOT to drive trucks in the Army...

The next six months should prove to be hard work, but interesting for the Tp. CPL Davies will be conducting a non-continuous R1 course in the near future, in light of each Tp now having

5. CPL Harton prepared for the dam crossing demo.



6. 0041 BDC Boots and Saddles Parade.

to maintain four motorbikes each. The Tp will also focus on conducting more courses for the Wing, being the C2 course, followed by a HR3 course, followed by a C2 course, followed by a BDC, followed by a C2 course... The list never seems to end.

In Jan 05, Charlie Troop saw the introduction of eight new instructors to the troop. They were thrown into the deep end straight away with the troop conducting the first IET Basic Drivers Course for the year. The instructors found their feet quickly and the troop operated smoothly with LT Luke away on his LOBC.

Charlie Troop also had the responsibility of conducting Exercise WANDERING WHEELS, an exercise conducted for the RACT LOBC students IOT learn and practice RACT operations in the field. All instructors acted with a high level of professionalism and passed on all their knowledge to the junior LT's to assist in the smooth operation of troop deployments.

Since this time, Charlie Troop have conducted another IET BDC with a high success rate and is now starting its first C2/MR2 - DG, NFE and OPS course.

Charlie Troop has also been conducting internal Rd Tpt Wg courses including Palfinger Crane on Unimogs and an upcoming R1 motor bike course.

DELTA TROOP: BY LT B. POWELL

This year Delta Troop have administered and instructed a number of courses including the 0007 T4000, 0041 BDC, 0163 C2 and 0044 BDC.

The staff currently posted to Delta Troop include LT Belinda Powell, SGT Brett Fidler, CPL David Beckman, CPL Steven Emery, CPL Jason (Harry) Harton, CPL Andrew Pacey, CPL Kathleen Quirk, CPL Scott Richter, CPL Clayton Sharrett and CPL Robert Taylor.

The current course is the 0044 BDC. Most of the trainees from the 0044 BDC have been posted to ALTC straight from Kapooka and they are advanced soldier qualified. The major improvement to the advance soldier, from our perspective, is that they are familiar with NFE.

Last week was the field phase of the course and this week the trainees are beginning the highway-driving phase. Generally the trainees enjoy the field phase of the course as they get to put their new skills into practise. PTE Smith (0044 BDC), says that 'cross country driving is awesome, driving up tracks you wouldn't even dream of driving on in normal circumstances but doing it here is unreal'. During the highway phase Delta Troop try to explore the Victorian countryside by taking the trainees on distinctive drives. During this course we are taking the convoy to Lake Eildon, Healesville and Lorne. Apparently there is a mystery zip-boil, which is tempting the instructors at Healesville?

Overall, Delta Troop has had a challenging start to the year. We have all learnt some valuable lessons and have proved ourselves equal to the task at the end of the day.

7. 1st Battalion, The Royal Australian Regiment



ADVANCE TROOP: BY CPL D.J ROBERTS

It's June already and what a start to the first half of the year for Advance Troop. Advance Troop consists of WO2 Glenn Plain (Troop Commander), SGT Mark Keighley, SGT Patrick Busson, and CPLs, Darren Roberts, Leah Maher, Gareth Baxter, and Darren Harback.

The role of Advance Troop is to conduct specialist driver training courses for the road transport stream. These courses include HR2, HC1, MC4, and VIP driver courses and motorcycle courses.

We started the year off with a HC1 course then we helped our comrades in the Basic Driver Troops and conducted a LOBC C2 drivers course which was a step back in time for most of the Troop, as we have not instructed on landrovers for many years. Then we moved on to a MC4 tank transporter course, then another HC1 course.

We have also conducted an internal VIP Driver course, this course is very exciting as it involves conducting handbrake turns and J turns without losing control of the vehicle which some members found difficult to comprehend.

Another task that the Troop is involved in is Team Army, a recruiting initiative directed by the Chief of Army with the assistance of Advance Troop, ASTO. This concept involves building a 6 X 6 Landrover that is not your average off the shelf rover. The word on the street is it produces 900 Horsepower to all 3 axles. Utilising the troops pride and joy 'the Kenworth' the Troop will have the task of transporting the rover to different events such as car shows and possibly V8 supercar rounds all over Australia. (You wish. Ed)

So if you're ever in sunny Puckapunyal call in for a coffee and a chat.



TRANSPORT PLATOON 2005 - THE BIG BLUE ONE

WO2 ROBERT JERICEVICH: TOCWO



After what can only be described as a great Christmas break for one and all concerned it was without trepidation that the start of the New Year was drawing closer. To that end the hardened Truckies of the Big Blue One 1st Battalion, The Royal Australian Regiment dusted off the Christmas cheer and returned back to work.

On arrival back at work we were under the starters gun, when it went off we had two C2 drivers' courses to ease us back into the year. Both courses ran well and drivers from Transport were able to put their instructor's hat on and impart some knowledge into the war fighters. During one of the courses CPL McNamara was conducting top secret trials on a new piece of equipment. He was using the driver's course as a screen for the trial and development stage of his new submersible Landrover 110-GS. His intentions were good; however, the vehicle had a fatal floor that being it sunk, which forced him to ditch his idea.

After the drivers course we entered the arena for Champion Soldier, it was here that Transport lead the way in Admin Coy and provided some willing participants for the competition. We fared well and Truckies proved that they could mix it up with the best of them when it comes to war fighting. PTE Taylor seemed somewhat unsure when it came to the navigation stage of the event. I am going to put this down to one thing, and that is he must have been caught off guard due to the map being used being a Mount Stuart Range Special and not a UBD. After much deliberating he was able to rectify the fault and soldier on in his usual methodical way.

We then had a well-earned Easter break then were back into another series of gruelling Platoon / Section competitions and once again there were numerous eager volunteers to be had. Following

the Battalion competition phase of the year Transport shifted its focus onto trade-related matters with the Battalion Exercise Hump and Hobo Woods. These exercises form the culmination point for a live fire activity incorporating all things that go bang at their disposal. During this period Admin Coy used its time wisely and conducted an A Ech shake out. Once again the fearless warriors were up to their old tricks and were out patrolling honing their skills. During this time we were able to conduct training on the new 750kg trailers as well as practise LZ / DZ for both day and night with live drops from 176 AD SQN utilising the state of the art CC08 Caribou. During one of the passes the aircrew tried to help us out by trying to dispatch the load onto the back of the vehicle, to make things more exciting this was conducted at night.

CPL Wynne was away on a series of promotional courses and the young pup CPL Deeble was left wearing many hats; consequently, this at times forced him to pull out the little hair that he does have left. During this time he dusted off his

soccer boots in order to relive his youth as Maridona, this was short lived due to tearing a hamstring in training so the boots were placed back in his locker for next year.

What is a reduced tempo period, is there such a beast?

Transport Platoon was chosen to provide a Section of hardened warriors to the beautiful and tranquil surroundings of Tully for a few weeks of fun filled adventure as enemy. I heard on the grapevine that they had a spot of rain there and it was not like the brochure; however, they endured the elements and learnt new skills in relation to jungle war fighting.

We have been able to get the guys on some interesting courses this year those being a Bobcat course, fuel course, APTL, subject courses as well as instructing on numerous internal drivers' courses that we have run.

The year is shaping up to continue to challenge one and all within Transport Platoon in the Big Blue One.

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1 TRANSPORT COMPANY 1ST COMBAT SERVICE SUPPORT BATTALION



2005 started for 1 Tpt Coy with a flourish made more challenging by an almost complete rotation of key appointments within the Coy. MAJ L. Oei took over as OC with WO2 P. Bodsworth as his CSM. CAPT J. Prucha came down from Bn Ops to take up the 2IC/OPSO position and LT S. Robinson and LT M. Eastgate took up their new postings as Pl Comd of Hy Pl and 1 Pl respectively. As soon as all the obligatory induction training had been completed, the Coy was preparing to provide support to 1 Bde for EX SOUTHERN REACH 05. At the outset, the exercise was designed to be the initial shake out for the Bde and an opportunity to conduct training not feasible in the NT during the wet season. The focus rapidly changed however, with the PMs announcement that 1 Bde would be providing the manning and equipment for the soon to be raised Al Mathanna Task Group. At short notice, requiring vehicles already loaded to be reconfigured, the Coy responded to the change in plans. With the exception of the DACC element that was required to stay behind to provide a capability to Defence in the NT in the event of a cyclone (a common occurrence at that time of year), the entire Coy deployed to Cultana Field Training Area.

The road trip to Cultana was conducted over five days and took the Coy directly through the centre of the continent, exposing the members to all of the delights that entails. The move took the Coy from Darwin to RAAF Tindal, Tennant Creek, Alice Springs, and Coober Pedy before arriving in Pt Augusta. Highlights included 1 Pl's extended halt at the Devil's Marbles (of all the places to burn out a clutch cable), and a bus tour of Coober Pedy which took at least six minutes (including loading/unloading. PTE Williams, a budding photographer and official shutterbug for the Coy, recorded the experience.

On arrival at Cultana the Coy reconstituted and 2 Pl, Hy Pl and CHQ prepared for the return trip. 1 Pl and elements of Hy Pl remained behind to assist with the redeployment. During their stay at Cultana 1 Pl and Hy Pl conducted theory lessons, crane training, difficult driving training, and an ammo run to RAAF Edinburgh, all the while providing CSS to the deployed elements of the Bde. This was achieved despite the prevailing conditions at Cultana, which tends to become a dustbowl equal to any training area in Australia (or the Sahara for that matter), during the summer.

At the conclusion of the main exercise, 1 Pl and Hy Pl again redeployed over five days to Darwin. Two days short of Darwin though, word came through that Severe Tropical Cyclone Ingrid (Category Five) was rapidly bearing down on Darwin. This caused some consternation among those of the Coy with families left behind while they were still only at Alice Springs and unable to assist. It was a nerve-racking 36 hrs as the convoy made its way back to Darwin before STC Ingrid veered off into the Arafura Sea.

Shortly after the Coy had reconstituted back in Darwin, WO2 Bodsworth left us to join the AMTG in Southern Iraq and we were joined by WO2 St John, a blowfly ring-in from Hlth Coy, as the acting CSM. He arrived just in time to participate in EX BUFFETING BUFFALO at Banka Banka, about 90 km north of Tennant Creek. EX BUFFETING BUFFALO was a Bn exercise involving IMTs and Sect, Pl, and Coy deployment drills. In one of nature's great military mockeries, wherever digging in was required the ground was rock hard, and where truck were required to go off road, the ground was about as hard as the skin on custard.

The Coy is poised to once again hit the tarmac. 1 Bde are participating in EX TALISMAN SABRE conducted at Shoalwater Bay Training Area. 1 Tpt

Coy will be providing the road lift for those elements of the bde not deploying by ship. EX TALISMAN SABRE promises to be the highlight of the training year and will provide 1 Tpt Coy with significant challenges. 1 Tpt Coy will always remain Par Oneri.

The future of 1 Tpt Coy is looking better with each new procurement decision. Because 1 Tpt Coy provides 2nd line CSS to 1 Bde, who are soon to receive a significant increase in

capability, the flow-on effects for the Coy are impressive. An SED review has just been completed which will see an increase in the Coy's manning as well as significant improvements in equipment and vehicles in time for the next posting cycle. In line with the new equipment procurement comes a commensurate improvement in facilities, an ongoing process that will eventually see a new Coy HQ as well as an improved bulk fuel storage facility.



15TH TRANSPORT SQUADRON - A RENEWED CAPABILITY

BY WO2 GREG DALMAYER

15th Transport Squadron is a General Reserve Squadron under command 9th Force Support Battalion within the Logistic Support Force. The role of the Squadron is to provide 3rd line Combat Service Support to ADF land based forces. The unit is geographically split, with the Headquarters and 14 Troop located at the Bendigo Multi User Depot and 128 Tp located in Horsham. The unit is a Third Line unit under command of 9th Force Support Battalion (9FSB).

The Squadron has seen a number of staffing changes at the end of 2004, with Major Rick Rickard transferring to the Inactive Reserve and Major Eric Modderman assuming command on 17 January this year. Captain Danny Ellerton commenced Continuous Full Time Service with the dual responsibilities of Squadron Operations Officer and Second-In-Command. WO2 Bill Wilton retired as the Squadron Sergeant Major, being replaced by WO2 Greg Dalmayer. In the 'Q' store Warrant Officer Class Two Geoff Goss was replaced by WO2 Kathleen McIntyre. Staff Sergeant

'Doc' Doherty was promoted to Lieutenant and Troop Commander 14 Transport Troop.

The latter stages of 2004 and beginning of 2005 have proven both challenging and rewarding for the Squadron, with a number of tasks being conducted at both Squadron and Battalion level. The focus of the Squadron is the achievement of Section level proficiency within a Troop environment. This is closely coupled with the need to maintain a primary focus on combat readiness and deployability of both personnel and equipment. This focus has been a significant driver in the development of the Squadron Training Program for 2005/06.

Major activities this year commenced with the 'B' Vehicle Drivers Course conducted in February. The Squadron team in Battalion Military Skills Competition, commanded by Corporal Adam Thetford, performed magnificently and resulted in the Squadron Team receiving the accolade of Battalion Battlecraft Champions with an overall second placing behind



26 Transport Squadron by a margin of only 15 points. The Squadron also had two soldiers join the Battalion team for the LSF Military Skills Competition, with CPL Thetford winning the Best Male GRes trophy as well as the highest overall competition score by a significant margin.

April began with the Sqn setting up staging areas for the Army ATSIIC Community Assistance Program (AACAP) task at Moree and Gilgandra in early May. Concurrently, the Squadron also moved 1st/15th RNSWL's 15 A vehicles between Sydney and Puckapunyal. This task proved a good opportunity to consolidate convoy and M-Code training and the professionalism of the soldiers was duly noted in a letter of thanks from 1st/15th RNSWL's Commanding Officer. The month of May began with preparations for Talisman Saber 05 and the subsequent deployment of a composite section of Macks and Unimogs to CSI Rockhampton, with MAJ Modderman stepping up to the role of Battalion Operations Officer.

The tasks achieved this year have all been achieved with part-time soldiers who, for the majority, have full-time civilian employment. It would be fair to take this time to thank all those employers who give their employees the time off to serve in their Defence capacity.

In addition to programmed training activities, the remainder of this year will see the Squadron sponsoring a Battalion driver's course at Horsham in September, staging area support for the return of the AACAP task, exercising the Freedom of the City of Bendigo and lead up training in preparation for a potential role in supporting the 2006 Commonwealth Games.

The Squadron has a current manning figure of 93 (all ranks). An aggressive local recruiting program has been developed and implemented to build on and maintain a strong personnel base. 128 Troop at Horsham have increased their strength state to 24 with a strength of 30 likely to be achieved by the end of the year. Current AURN compliancy has the figures for the Sqn at around 89%, which is a good effort for a reasonably

large GRes unit. 128 Troop actually achieved AURN compliancy of 100% at the end of May.

Part of the success of the Squadron can be accredited to training that is realistic, conducting live tasking, maintaining an operational focus and treating all soldiers within the unit as one, not differentiating between full-time and part-time personnel. It is important to understand that the outcomes regardless of the type of service are the same- the ability to deploy task elements that are combat ready. Being a GRes Squadron within a regular Battalion is a significant enabler because it provides the realistic focus and live tasking opportunities that GRes soldiers join to experience. This, in turn with good command, leadership and management, promotes higher readiness and allows the Squadron to be recognized as a viable 3rd line capability. The Squadron has made a strong start to 2005 and will continue to strive to be recognized as a committed and well trained sub-unit of 9 Force Support Battalion.

Par Oneri

16 TRANSPORT SQUADRON

BY CPL MATTHEW MCKELLAR

2004-2005 has again been a rewarding but a very demanding year for the squadron. Most of the soldiers and senior personnel of the squadron during this year have easily expanded well over 120 days as a result of providing support to 8 Brigade over a large geographical area of NSW. The natures of our tasks have included civilian support, driver training, numerous APC lifts and second line support to the Brigade. In addition to this the squadron has provided support to external units such as RMC, Special Forces, RTC NSW and ADI just to name a few.

The focus of our training has been on individual soldier and trade skills in order to provide a round out capability both to the High Readiness Reserve and the ARA. The squadron is busy meeting its commitments with the

RRF in addition to having members deploying in support of Rifle Company Butterworth latter in the year.

On the social seen 16 TPT was again successful on winning the Battalion's sports trophy which was conducted during Exercise Gigas Farewell. This year the squadron will celebrate the Corps Birthday on the 18 June hosted at the Galipolli Legions Club, Hamilton which will provide the opportunity for past and present members to share a story and an ale or two.

This year saw the arrival of key personnel into the squadron with Major Ed McCann as OC, Lt Lynn Farmer as 2IC and WO2 David Russell as TRG WO. Congratulations to LCPL Luke Dunford and CPL 'Nudge' Sarkis on their promotions. Also we wish PTE



1. PTE Kramer leading the way over the difficult driving course at Singleton

Mark Anderson all the best on his transfer to the ARA and 1 CSSB.

From the truckies at 16 TPT until next year...

Par Oneri.

176 AD SQN - 04/05

BY LT BEN SMITH

Since this time last year, 176 Air Dispatch Squadron has been involved in a high tempo period with commitments to exercises and operations both in Australia and overseas. The Squadron has consistently supported deployments and other activities such as OP Anode, OP Catalyst, OP Caber (the Edinburgh Military Tattoo) and more recently OP Sumatra Assist in Indonesia. This has been in addition to the more regular requirements in supporting our main customers on exercises such as Emu Moon, Pitch Black, Swift Eagle and our own Squadron exercise, EX Pelican's Roost.

EX Pelican's Roost 2004 commenced on the 11th October at Narrandera Airfield, a small commercial airport approximately 70km outside of Wagga Wagga in country NSW. The exercise was primarily designed to test Squadron SOP's which had been re-written prior and to see how well our Dispatchers and Para Riggers could do their job in a field environment. It also gave a great opportunity for our support troop to deploy some of their larger equipment like the kitchen and mess

tents. Members from 1 Commando Coy who provided the enemy party ably supported us and although it took nearly 800 rounds to kill each enemy soldier, our SOP's were very well tested and the necessary adjustments made.

The final few days of the exercise were dedicated to an Open Day that we held for the Narrandera townsfolk to thank them for the use of the airfield. Approximately 500 people turned up to see a display our vehicles and weapons, watch a free fall descent by the Riggers, a DHC-4 Caribou drop some small loads and finally a section attack by our RRF. It was a great day for all involved, and was well received by the community of Narrandera.

From the conclusion of Pelican's Roost, the Squadron's tasking slowed down dramatically, finishing up with the LSF Readiness Check, Exercise Ready Stable and a Family Day for the families and friend's of Squadron members. The year ended with the Wagoner's Cup competition against 26 TPT SQN, the first 9 FSB sporting competition to be held for several years. The Squadron was involved in three events; Rugby

Union, Soccer and AFL. 176 took out the Rugby and Soccer, and 26 won the AFL. It was a great day at Randwick Barracks topped off with a good deal of socialising after!

The Christmas period of 2004 was very busy with OP Sumatra Assist. The online Troop was recalled on the 27th December and put on 24h NTM and while it didn't deploy as a whole, several members and unit equipment was deployed to Banda Aceh to assist. At the same time, our OC Maj Ron Armstrong was deployed to the Middle East leaving the Squadron without an OC.

The 2IC, CAPT Dave Beaumont, led the Squadron for the beginning of 2005 until our new OC, MAJ Mike Cook took over in April. While they were handing over command, 2 AD Tp supported by Riggers from 39 ADE Maint PL were busy supporting SASR on EX Emu Moon in Perth. Now with IMT's fast approaching and no light at the end of the tunnel, the Squadron looks set to have one of it's busiest years yet; supporting a wide range of units throughout the ADF.

1 CSR TRUCKSTOP NEWS

What a start to the year for Transport Section 1 CSR. Welcome back to all the old faces as well as the new ones marching in. This year saw quite a big turnover in Staff with CPL Jason Hamood and CPL (Ted) Odell taking the wagons reigns. PTE Craig Philp, PTE Leonie Twyman and PTE Melissa (Mel) Stanford expanded the ranks of the truckies. Even with the new NCO's and Soldiers marching in, it still only left us with 4 male member's out of 12 in the Section, needless to say our TPT SVR SGT Jason Murdoch (Muddy) had his hands full, especially since our two new female member's, Ted and Mel, marched into the unit bearing good news... both were in very early pregnancies.

As usual the year started off with a bang. Straight into a weeklong CPX in the Quarry across the road from Robertson Barracks, in late Feb. Being the full swing of a Darwin Wet Season, when it wasn't raining it was pouring. The CFA's in the Section received a lot of training on that CPX treating a lot of heat illness cases, as you do in Darwin.

Transport also hosted a 1 BDE Motorcycle course. The XT600's got dusted off and tuned for the inevitable beating that was about to come. PTE Philp and PTE Donna Bean were students on the course, both passing with flying colours. Along with PTE Spenceley, their skills will be put to great use in the

upcoming Exercise Talisman Sabre 05 as Special Dispatch Rider's for HQ 1 BDE.

Just in time for Exercise Talisman Sabre 05, PTE (Sandy) Eaton returned from Subject 1 CPL Course at RTC-SA as Student of Merit. Promotion to LCPL soon followed this achievement, promoting RACT as the Corps to be in. As part of Exercise Longlook SGT Sean Diamond of the Royal Logistic Corps, British Army, has joined 1 CSR Transport to find out how the Aussies do it. A big hearty O'day and no worries to SGT Diamond.

We bid farewell mid-year to a few RACT personnel within the unit. SGT

Murdoch to NORFORCE Darwin, at least you have only moved next door. SGT Murdoch's lovely wife, Nicole, has also given birth to a son, Kale. Congratulations to you both. CPL Odell is discharging completely from the

Army due to the arrival of her firstborn - best of luck. PTE Stanford will be transferring to the Inactive Reserve due to the arrival of her second child, what can I say, something must be in the water.

So, onward to Exercise Talisman Sabre 05 Rockhampton, where Australia's premier training area and military prowess will be on show to the US Forces once again. Until then happy travels.

Par Oneri



TRANSPORT TROOP, SECOND CAVALRY REGIMENT

BY WO2 CHRIS LETTON



1. PTE David Smith taking a Dip from his TPA in preparation for a Replen to A SQN



2. PTE's Ben Meany, Tempene Duncan, Brett Vanderheide and David Smith Load a Mack with Water and LAV Wheel Assemblies ready for an A SQN Replen at Pine Creek

Well this year has certainly been a period of extremes and challenges for the 2 CAV TPT team. I marched in late in January and my feet never touched the ground.

Before we got a chance to get to know each other we were gearing up for exercise Southern Reach in Coultana. With everything all packed and the advance party on the way, we were informed that Coultana was off for us

and 2 CAV were deploying to Iraq as AMTG1.

After a short period of excitement I was unfortunately as fate would have it forced to withdraw from the deployment list and hand the AMTG1 Truckie command over to WO2 Paul Bodsworth from 1 CSSB.

The training kicked off almost immediately and was intense to say the least. A steep learning curve for

those who had just marched in to come to grips with the "CAV" way of doing business and be trained on the Bushmaster along with all the other normal pre deployment training, medicals and admin etc. However in true truckie style they proved they were indeed equal to the task and on 10 May I had the heart wrenching pleasure of seeing off my soldiers as they headed for Iraq, where I am sure they will do us all proud. Those of us left behind wish them the very best of luck and look forward to seeing all of them return home safe and well in six months time.

The remaining transport personnel are spending the rest of the year busily assisting A Sqn as they commence their training for AMTG2. With a heavy pre deployment training schedule and of course the excitement of rear details duties the boys are still kept very busy.

The tempo in 2 Cav Regt is constant, whether they be overseas or in the compound there is always plenty for the diggers to do to keep the Cav happy.

26 TRANSPORT SQUADRON

26 Tpt Sqn has continued living up to its reputation as a busy unit in 04/05. As the ADF's only strategic road transport capability, the Squadron is constantly called upon to support the myriad of activities that the ADF is involved in. The end of 2004 saw us on the road for the AACAP 04 redeployment from Cairns followed by Squadron activities in November. These included the 9

FSB Sports Competition, the Squadron parade, soldier's dinner and various social functions enjoyed by all. After a busy 2004 all were happy when the Christmas leave period began.

The new year began with the short notice deployment of fifteen Squadron personnel on Op SUMATRA ASSIST, followed by tasking commitments beginning early in January and



1. Squadron Mascots in their Parade Dress

the preparation of a further fifteen personnel for Op CATALYST. They deployed in February as part of AATTI3 and by all reports are having a challenging but rewarding experience in Iraq.

The absence of a significant number of senior personnel on these operations has created a busy environment for those who remained behind. Our first major task of 2005 was the AACAP deployment to Fitzroy Crossing in Western Australia. During this activity the Squadron concentrated in Tennant Creek for ANZAC Day, participating in the town's ANZAC Day March and commemorative services before returning home. As I write this article, the Sqn has elements in Brisbane, Sydney and Townsville to move stores and equipment to Rockhampton and SWBTA for Ex TALISMAN SABER 05. At the conclusion of this exercise the Sqn will be heavily involved in the return movement of the wide range of

units from across the ADF units that have participated.

None of these activities would be achievable without the efforts of our support elements. The Squadron is self-sufficient, with integral RAEME, Catering and administrative support. Our cooks consistently prove themselves to be worth their weight in gold, providing an amazing array of meals in sometimes less than ideal conditions. The Sqn Workshops continued their hard work in keeping our trucks on the road, ensuring the Sqn is always ready to provide support efficiently and effectively. The Q-store and Orderly Room also deploy on the road, providing effective administrative support in whatever location the Squadron is occupying.

The mascots, Penny and Vernon, have of course taken part in many of the Squadron's activities. They were extremely busy in the local primary

schools of the East Coast during the AACAP 04 redeployment, appearing numerous times in the local papers and on the local TV stations. Without a doubt they are the most popular members of the Squadron wherever we go.

In 2004 and 2005 the significant contribution the Sqn makes to ADF activities has again been proven and we are proud of our achievements.



2. Squadron Mascot Vernon and the 2004 Camel Officer, LT Phil Baldoni

TRANSPORT TROOP

3RD COMMAND SUPPORT REGIMENT

So here we are for yet another year at the 3rd Command Support Regiment. I will now give you a brief but interesting look at SPT SQN this year. The SPT SQN element is made up of members from Workshops, Infantry, Caterers, Medics, Clerks, Q, and Transport, and we all play an integral part within the regiment.

Even though we have had a huge turn over of members since the end of last year, the section is still made up of a quality bunch of people with good humour, wit, and knowledge. For the newer members of the Corp to the older, more experienced members, there is versatility within the section that makes us a good asset to the unit.

We had a huge year last year and under the command of our fearless leader SGT Alan Tarr we finished off the season on a high. Here we are in 2005 and it already looks to be another

promising year, with more exercises than you can poke a stick at.

We kicked off the year with IMT'S and I don't have to tell you how riveting that was, then no sooner had we finished that we were into exercise dig piquet or otherwise known as CATA. Ten wonderful days of digging, digging and more digging.

Now the regiment prepares itself for the move to our new facilities at Lavarack, which can only be a good thing considering our current offices are in fact older than SGT Herodes himself. This move has created some excitement around the SQN, nearly as much excitement as having 6 new LT's march into the joint.

On a more personal note.

Out field on her first ex with the unit, having the need for the little girls room, PTE LilGreeza at the time not having

seen a pisser phone before, tried to use it. Only after she was almost upside down decided that perhaps it wasn't for the female digger. All that aside she was made up to LCPL last year and has completed her CPL courses this year.

CPL Pringle 381 CPL slash acting troop sergeant slash PMC slash whatever else they can throw at her has been an asset to the unit with her experience and knowledge within the corps. She has been given the opportunity to complete her subject courses for SGT.

The dodgy threesome were split up with the coming of the New Year, PTE'S Wood, Saggus, and Ross, after having been posted into the unit at the same time had really mastered the art of the skive. Woody however still remains.

PTE Usher has also been an asset having gained a lot of skills and knowledge within his time at the unit, his maturity as a senior digger within the

troop, has awarded him the job of being the CO's driver, a job that he is enjoying as it has it's perks.

PTE Coates aka Cletus, another one of the longer serving members at the TPT Section here, was a jube when he got here in September 2003, and is now a great hand to have around. He and Usher often get a laugh about being mistaken for the same person, must be their rugged Bronzed Australian Sungod Good looks!

PTE'S Moran, Neil, Brett and Garson, all arrived in the unit at the beginning of the year. Tipping the scales to even up the ratio of men folk to women has made life around more interesting. Shannon's personal effort at tipping the scales to a higher ratio of accidents per deployment has been an awesome effort so keep up the good work. Jay is quiet in the yard but in the field most men would be surprised at the what comes out her and Shannon's mouths. Stacy

has finally marched into the section properly and like the other girls is funny and a great asset to the unit especially with her purple hair. Katrina up from Sydney is settling in really well and her experience with dignitary driving has diverted tasks away from others. Thank you Katrina.

PTE Webley came to the unit from the land of choko's and has gotten a couple of courses under his belt including the 8 tonne course. PTE Cottle has finally found his voice and is proving to be a good hand, a year out of trouble would make the hierarchy wonder what they will do with their time.

PTE Finnegan aka Sir Talk A lot, after having had arty slapped out of him has been interesting none the less to have around. Another person that finds ways to get himself in hot water is a great asset to have around cause it keeps the heat off the rest of us.

PTE's Groves and Richardson, the newest truckings to the Corps have proved; well not too much at all but are working at it. Grovesy is a country bumpkin character and Richo is brilliant at "backing up for woody". (Don't ask it's a long story!)

LCPL Penfold (CPL Dodgy) A very laid back individual has mastered the art of adjusting himself in public, he blames wearing bikepants but I think he's just checking if the CES is still there 10 times a day everyday.

Finally Sergeant Moore, a new addition the TP who changed over from the dark side of infantry. He is well liked by his subordinates and relishes the week when he's not going up top to answer for something the digs have done.

From SGT Moore and the gang cheers!

30 TML SQN

On 6 Jan 05, members of 30 TML SQN were re-called from leave to give relief assistance to parts of Tsunami-devastated Indonesia for a period that would last for approximately three months. As usual, the element that deployed was a task-organised team; selection being based on the specific license codes and skills of the team members.

Equally, from the wide selection of equipments available within 30 TML SQN only a small amount of heavy lift equipment was deployed. Early planning conducted by squadron and battalion planners realised that the deployment, offload and space needs of these items would be an issue in a number of the devastated areas the team would be working in.

A range of heavy left aircraft, including IL 76 and Antonov Aircraft as well as our own C130 Hercules, transported all 30 TML SQN equipment to RAAF Butterworth in Malaysia. Smaller forklifts were then flown by C130 to

Bandah Aceh on the Western tip of the Island of Sumatra in Indonesia. The plan from the beginning was to send in an Advance Party to assist with the setting up of the Cargo Visibility System (CVS) and immediately start accounting for equipment and stores which had already started to make its way into RAAF Butterworth from Australia.

On arrival at RAAF Butterworth, a quick reconnaissance of available areas suitable for accommodating stores was sought by the Cargo Specialists of the Squadron element. An aircraft hangar on the Base was soon found and utilised as the main cargo storage area.

OP Sumatra Assist was identified early on as unique for a number of reasons. It was the first time elements of the SQN had deployed solely by air, and also, the very first time the SQN was required to work hand in hand with the RAAF. Initially, there were a few ownership issues between Army and RAAF in relation to how cargo was going to be handled. However, after a

short period of negotiation where the principles of jointery came to the fore, a workable system was implemented which involved the RAAF unloading and loading aircraft and 30 TML SQN's Cargo Specialists taking ownership of cargo by accounting for it using CVS and allocating specific cargo bays for on-forwarding to Medan and Bandah Aceh. Cargo Specialists were also required to work very closely with the personnel from 10 Force Support Battalions Operator Supply element. Rations and water were a major part of the Operation, so moving and accounting for these commodities was a balancing act between Op Sup and Cargo Specialists.

Although the main point of entry was concentrated at Butterworth, it goes without saying that the most unpleasant duties were those carried out at Bandah Aceh, the most affected of the Tsunami devastated areas. Cargo Specialists set up a makeshift Transit Area on the side of the Runway at Bandah Aceh, where it would forward cargo to a

school 40 km away for storage and distribution. Weather conditions for the first two weeks at Bandah Aceh were poor. Most personnel were required to wear rubber boots around the area until approximately 1000 duckboards could be made and flown into the area. Security was always an issue, and live rounds could often be heard being fired around the area, in particular at night. As a result, no one was able to leave the immediate work areas after dark.

30 TML SQN personnel also worked out of Medan, further to the East of Banda Aceh on the Sumatra coast. In this location they were required to handle Humanitarian aid, forwarded

from local business, which was to be sent on to Bandah Aceh as required. While in Medan, most personnel were accommodated in hotels. For the first couple of weeks a linguist was made available to assist Cargo Specialists and local business when dealing with the exchange of Humanitarian aid. The language barrier was always a challenge. However, never insurmountable, as all races did what they had to do in order to communicate with each other. Termites were called upon to unload aircraft from Germany, Belgium and France as well as Australian C130 and often travelled from RAAF Butterworth to Penang International Airport to unload the larger Antonov aircraft, which were

too heavy to land at RAAF Butterworth. Termites had to work very closely with civilian loadmasters of various aircraft of varying nationalities.

The commitment to OP Sumatra Assist was one organised at very short notice. However, the urgency of the task was obvious to all and, even for an organisation with a significant amount of heavy equipment like 30 TML SQN, all involved gave their maximum effort to get there quickly and provide help to the people effected by the Tsunami. This operation will add to the lengthy list of deployments made by the Squadron in its history.

35 WATER TPT

SUPPORTS OP SUMATRA ASSIST

BY LT JEREMY QUADE

With the rest of the country counting the days and hours until New Year 05, for two boat crews and an Amphibious Beach Team (ABT) from 35 Water Transport Squadron and 30 Terminal Squadron, the clock was winding down for a different kind of event. The devastation wreaked by the Boxing Day Tsunami destroyed the port systems in the Indonesian province of Aceh and the inevitable recall from Christmas leave went out to our soldiers to become part of the humanitarian aid (HA) operation - SUMATRA ASSIST. A hasty preparation and departure was made and the LCM8/ABT Detachment joined HMAS Kanimbla at Darwin Port on 6 January 2005.

With the initial frenzy of the deployment process and a building anticipation as to what awaited us in Indonesia, all were eager to get into the work. This made the slow passage by sea frustrating to say the least and by the time we arrived at anchor off Banda Aceh in North Sumatra on 13 January, everyone was keen to start the job. As media reports suggested, there were some hurdles in the initial stages. The Tsunami had pushed mud and debris

into the canal/river system and it made the first sites identified for landing unsuitable.

With the pressure on to get the engineering gear ashore, the ABT and LCM8 crews played a large part in finding and establishing the final landing site. This site turned out to be the most unlikely looking beach landing site but the most important thing was that it worked, and the delivery of equipment began in earnest. The offload was effected in around two and half days, surprising many, and the Engineers were able to begin the enormous task of providing aid to the Indonesian people. A great sense of satisfaction was felt by all as the last of the loads went across the beach.

Due to restrictions on where we were able to operate, in addition to the need to support the forces ashore, the role for our detachment was cut back to providing daily administration runs to and from the ship. This sustainment phase saw us facilitating the movement of respite personnel, laundry and general stores and cargo. A tedious tasking at times, and one that was less

'hands on' than had been anticipated. A highlight in this routine was the occasional job with the German Naval supply ship 'Berlin'. Our first task in particular provided one of the lighter moments of the trip.

Without inherent landing craft attached, the Germans had no way to get their vital humanitarian aid ashore which they had been holding on to for some weeks. PR types were salivating and cameras were poised at the opportunity to show off the joint effort between our two countries. To cries of 'Do it for the children!' there was much amusement (and a touch of agony from the Aussies) as the first supplies craned on to the LCM8's were six large crates full of beer and cigarettes for their troops ashore. The photos were taken but few people will ever know what was really hidden under the discreetly positioned blankets.

All in all the operation provided a great opportunity to see and work with other nations that had also come to provide aid. In addition to the Germans, the Spanish, Japanese and Americans all had at least one, and up to four ships in close proximity to the Kanimbla. (We



did manage to take a couple of real HA loads ashore for the Germans in the end too.)

The operational focus of providing HA in Banda Aceh lasted for around eight weeks and this then shifted to the task of extracting our forces in the last month to six weeks. Things picked up for our detachment once this process began. The ABT members found themselves relocated to Sabang Harbour on the island of Palau Weh, just North of Sumatra, to act as the advance party for the Force Extraction Team (FET). They assisted in the establishment of the FET and some of the initial cleaning of vehicles before catching a lucky break and redeploying to Australia prior to the AQUIS team arriving in country.

Work also picked up for the LCM8 crews as they began to do daily runs from Sabang to Banda Aceh assisting locally hired ferries and barges to relocate our equipment before its final clean and inspection. This 60NM round trip, much of it along the scenic Palau Weh coastline, was a perfect example of why I believe these soldiers have one of the best jobs in the Army. It was a good way to finish up the operation and by the end of March the boats were reloaded aboard Kanimbla and all were looking forward to a stopover in Singapore before making best speed home to our families and loved ones.

As all now know, things didn't quite run to script. The Indonesians were dealt another blow, this time in the form of an earthquake, which hit hardest on the island of Nias off Sumatra's West Coast, killing and injuring large numbers of the population again. With its vital Level 3 medical capability and the good fortune of still being in close proximity to Indonesia, HMAS Kanimbla was again asked to return in order to assist our regional neighbours. Disbelief at

what had happened faded over the next couple of days as it began to sink in for all involved that this time round, they would be heavily relied upon for HA work and that their true capability would be put to the test.

The ship arrived back on station at Gunungsatoli, the capital of Nias, on 2 April as one of the first large-scale responses in terms of military aid. For the second time in a few short months, scenes of devastation greeted us and the difficult task of identifying where our services could best be delivered began almost immediately. The LCM8's were lowered back into the water and Health Care teams began to fly via Sea King into areas isolated by the 'quake'. This is also the day which will long be remembered by all those on the Operation, within the Defence Force and by our Nation as a whole, as the day when tragedy struck a lot closer to home.

On 2 April, the Sea King - Shark 02, crashed while delivering a Primary Health Care Team to the small village of Amandrea in the hill region of Nias. Tragically, nine of the eleven personnel on board lost their lives. It is hard to imagine a more noble, yet unfair ending for them. The sense of loss felt by all those serving in Indonesia that day and by those that knew them closely, is beyond description. All personnel were quickly and quietly recalled as we 'closed ranks' to absorb the shock and ponder on the sacrifice that had just been made.

It was out of respect for them and in order to finish what had been started, that everyone regrouped on the third day and began to work again. The LCM8's were finally released to do what they do best and began transiting around the coastline of Nias delivering large quantities of rice to communities that had been cut off by the earthquake.

Finding suitable Beach Landing Sites proved to be a difficult prospect as the ocean floor had lifted around one to two metres in places, leaving exposed coral and reef where there previously was none and rendering some wharves unusable. However, with the assistance of Naval Hydrographers, Clearance

Divers and personnel from Kanimbla, our crews managed to collect and deliver over 120 tonnes of rice around the island in about five days. A great effort considering it was all done passing the 20kg bags by hand to load and unload. The LCM8's proved their versatility on this second phase of the Operation as there were very few watercraft in the area that proved capable of getting onto the beaches and delivering the quantities of supplies we were able to.

As expected, the capabilities of all those involved in the second phase were put to great use. Many communities around the island benefited from receiving food, health care, and restoration of some infrastructure or just the comfort that someone actually cared about their situation. However, with more and more civilian agencies arriving on Nias and the need for urgent specialist health care diminishing, the decision which we had all been waiting for finally came. On the 13th April, our boats were loaded for the final time and the Kanimbla set sail for home, leaving in our wake many grateful people, some good memories and also some very sad memories. After a short stopover in Singapore, we arrived home in Townsville to eagerly awaiting loved ones on 26 April.

OP SUMATRA ASSIST was an experience that generated many emotions for those members of our detachment, ranging from frustration and sadness through to the feeling of satisfaction at having been involved in something extremely worthwhile. The images will not be forgotten, nor will the memories of the job they did or the people they worked with. It was a rewarding experience, but hopefully one that will not have to be repeated in the near future.



7 TPT COY 2005

4TH COMBAT SERVICE SUPPORT BATTALION

By WO2 G.D GROSS

GEOGRAPHY

7 Transport Company is located at Margar Barracks Broadmeadows and is the Transport Company of 4th Combat Service Support Battalion. We also have depots in Wangaratta and Shepparton.

PERSONNEL

The CO of 4 CSSB is LTCOL A. Quaipe and the RSM is WO1 M. Lenicka (RACT).

We have had a few changes to key positions within 7 TPT Coy in 2005.

The OC is still MAJ Bruce (Stretch) Jarvis, who's focus this year is driver's courses and second line training.

17 Pl has a new LT, 2LT Y.G Khan a keen and knowledgeable officer from MONUR (RMC), who will be an asset to the Coy over the next two or three years.

WO2 Gary Mcleish is posted in as the training WO from ALTC, and his up to date knowledge in second line TPT has been well utilised in the Coy, for both drivers courses and second line training.

WO2 Gary Gross has moved of the Training WO position to the CSM position.

SGT Royce Allen has discharged from the ARA and is now happy in the GRES as the Training SGT within 7 TPT Coy.

SGT Ron Shaw is on the verge of retirement and moving to Gippsland Vic the Bn and Coy would like to thank SGT Shaw for his long-term support and dedication to the Army and unit.

7 TPT Coy also have a number of new diggers in 2005 who are keen to complete courses and to make themselves available for operations.

TRAINING

As was mentioned the focus this year has been on driver training and second line training. We have completed a C2 course this year, and are part way through a LR4 Cse at the moment. The Coy will conduct a MR2 Cse in Jun 05.

After weeks of lead up training, the Coy deployed to Puckapunyal to conduct second line training in Apr 05 "Ex Second Line 1". With good training outcomes.

CONCLUSION

With our personnel and training 7 TPT Coy have the ability to support 4 BDE, and have an active roll in the Commonwealth games in 2006.

1. PTE Kelly - Watts "vaselines" the 4 CSSB 110's ready for ANZAC day



2. WO2 Kent Davies and 2LT Khan getting prepared to march the CORPS Banner on ANZAC day.



9 TRANSPORT SQUADRON 2005

By LIEUTENANT M.J. HARPER, CANNIBALS (C TP) COMMANDER

MAJ Ben Cottrell arrived as the new OC this year joining the seasoned Headquarters duo of 2IC, Captain Justin Burdett and SSM, Warrant Officer Class Two Paul Cook. Other key appointments in the Sqn are:

Sqn Hq:

LT Mark Quinlan - AO

SGT Mal Merton - Current Ops

SGT Andrew Walford - Future Ops

Alpha Tp "The Animals":

LT Cassie Brooker

SGT "Stan" Stanford

Bravo Tp "The Bears":

LT Nick Elston

SGT Gary Edwards

Charlie Tp "The Cannibals":

LT Marty Harper

SGT Jason Greer

Training at the start of the year focussed on the practice of drills at sect level, which is considered the basic capability brick within the Squadron. After completing All Corps Soldier Training as part of 3 CSSB in late Feb,

the Squadron got straight into the Sub-unit training activity in March - Ex Solar Eclipse. This ten-day shakeout at High Range was designed to test the Squadron's ability to operate from sect through to Squadron level. Initially deploying to individual Troop sites, sect tasking was the name of the game as the men and women of the Mammoth Squadron saturated the Keelbottom sector of High Range Training Area. Cross country driving, recovery, ambushing, and convoy driving by night and day were all practiced, along with Troop deployment procedures. Ex Solar Eclipse concluded with a full Squadron redeployment before Townsville welcomed them back to civilisation.

As is normally the case, the Squadron exercise is the lead up to the main exercise, the 3rd Brigade Combined Arms Training Activity. The preparation spent during Solar Eclipse had paid off and postured the Squadron well to take up it's roll as the Battalion's work horse.

Tasking came thick and fast as the units throughout the AO required resupply, cargo and troop lifts. The Squadron operations cell worked extremely hard to react to the often short notice tasking.

Despite the constant tasking, our heroes still managed to complete further training of their own. The attachment of those magnificent men from 176 Air Dispatch Squadron allowed for the conduct of many DZ and LAPES activities as the Squadron enjoyed significantly more air time as compared to 2004. These activities provided the JNCOs with an excellent opportunity to hone their skills.

Special mention must also be made to that king of admin, Lieutenant Mark Quinlan who spent many hours compiling the Squadron's 'Jungle Post' newsletter, which more than once took the mickey out of everyone from Mount Walford to the OC himself.

The CATA proved to be a success for the Squadron, with valuable training in both green field and MOUT

environments, all returned to Lavarack Barracks with a sense of achievement.

Special mention is made of promotions conducted on ANZAC Day for CPL Browne, CPL Burgess, LCPL D. Davis, LCPL Nash and LCPL Schevchenko. Additionally, the SSM WO2 Cook was presented a Bronze commendation by COMD 1 Div on 10 Jun 05.

At the time of writing, more training is intended later in the year. Various vehicle courses will be run covering Mog, Mack, 8 tonne and 20 tonne codes. In October the Squadron is planning a convoy driving activity, Ex Mammoth Haul, that will see the squadron road run up Cape York and back in a 12 day trip to practice a number of driver competencies.

2005 has been a busy year thus far and looks to continue until the end of the year. But as it is our role, we will continue to carry the battalion.

Par oneri

TRANSPORT SECTION

42ND BATTALION, THE ROYAL QUEENSLAND REGIMENT (42 RQR)

The 42nd Battalion Royal Queensland Regiment is based in Rockhampton at the new Woolcock Barracks in Western Street. The 42nd Battalion is comprised of ARA cadre staff and Army Reserve members who parade every Tuesday night. Reserve nights consist of first parade followed by unit training, then Corps training.

This is no ordinary transport job!!! As part of the Royal Australian Corps of Transport our section consists of about five part time drivers under the supervision of CPL (Shorty) Irwin who is the current Transport Supervisor at 42 RQR. The drivers are trained in all aspects of driver training to support and meet the requirements of the unit. These tasks include the delivery of diesel oils and lubricants (POL), fresh rations and ammunition along with stores and equipment to the Shoalwater Bay Training Area and other training

areas and establishments all over Queensland.

Some of our jobs include a three-day turn around drive to Brisbane to return stores or pick up vehicles from loan pool, staying overnight at Enoggera or Bulimba. Then there is the drive to Townsville to return ammunition to the Mount Stuart Range Complex. We've got a lovely backyard here in Central Queensland in Shoalwater Bay. On our weekend and continuous training periods we deploy to Shoalwater Bay to conduct AIRN and marksmanship shooting, IMTs, and to provide Combat Service Support to the Infantry. Corps skills are our bread and butter and the section thrives on advanced training in difficult driving and recovery, night driving, navigation and camouflage of vehicles.

Our drivers are all part-time members and show a significant amount of

commitment through their support of training weekends and additional Brigade tasks. Drivers are often called upon to support Courses in Townsville and also for operational deployments. A number of our drivers are involved in the Reserve Response Force to be available for tasking and supporting exercise and operations at short notice. These drivers carry out the following tasks: non technical inspections, camouflaging a vehicle, cross country driving and recovery utilising vehicle recovery equipment, navigation in the field using military maps and GPS to assist in medical evacuation. They are also required to transport dangerous goods and commonwealth explosives in accordance with legislation.

The Unit motto is Cede Nullis which means yield to no one and this is the standard set for all those under the 42nd Battalion's banner.

6 RAR TRUCKIES

BY PTE GRANT COLYER

The year started out with a bang with the majority of the Tpt Pl deploying to WBTA in February to witness a fire power demonstration by the pioneers on exercise Trained Soldier. In March, things got back to normal with a host of tasks; for example, PTEs Dalton, Titmarsh and Coghill transporting the 6 RAR Kapooka 10s and 12s down South. We also had PTE White drive the South East Queensland Cricket team up to Townsville to compete in the Inter-service Cricket Competition; where, I might add, he dominated taking home best player and batsman honours. In May, Tpt Pl supported exercise CABW, at Shoalwater bay. The Exercise lasted two weeks and mostly consisted of fuel and ambo jobs.

Along this adventure that we call 2005, we have had a lot of people away on various courses both as instructors and trainees. For instance, Tpt Pl ran an 8-Ton Trailer course in March and a L/R 110 and 6x6 course in April. Also, we have had two individuals complete various Subject courses for CPL and a number of personnel attend BLFT

and other types of trade training. As the year has progressed, we have had a couple of different activities to keep us entertained, like the Red Shield Appeal in May, and the Battalion Birthday Parade in June. We have also had a few departures with CPL Brumley, CPL Clark and PTE Greentree all discharging from the Army, and PTE Halpin completing his Marine Specialist Course and leaving us for 10 FSB. We all wish them well with their new careers.

The rest of the year looks pretty busy for the men of 6 RAR Tpt Pl, with a week of troop training leading up to a major Battalion exercise in October at Wide bay. We also have a deployment planning exercise in August and a Mack course that will be ran in September. Also in September 6 RAR is phasing in the long awaited Bushmaster. Although the initial issues of Bushmaster vehicles are going to Delta Company, most truckies will eventually be coded. So, it should be a good and interesting second half to the year.

Par Oneri.



85 TRANSPORT TROOP (TRAILER)

In a style not unusual to the fighting 85th Troop, we started this year at a sprint. We began the year with Op Caber, support to the 2005 Australian Edinburgh Military Tattoo. More than half the troop was based at Randwick Barracks for three weeks providing support to all members of the Tattoo contingent. In true 85 Tp style, once the Tattoo was over there was little time to rest before we were on the road again. AACAP 05 was next on the

agenda. This was a Sqn based activity taking us through central Australia to Fitzroy Crossing in the far north west of Western Australia. Once we returned from AACAP, planning commenced for the next activity, Talisman Sabre, which will see the Troop on the road for up to six weeks. In between each of these activities there has been bucketloads of smaller tasks, which has maintained 85's busy schedule of events for the year.

1. The new SSLT in action 2005



2. The new SSLT in action 2005

Tasking aside 85 has also seen troop members deploy overseas this year. PTE Michael Ferguson deployed early January to Op Sumatra Assist soon after marching into the troop, proving the

validity of maintaining the capability of short notice deployability. In February SGT Kev Dunn and CPL Phil Young deployed to the MEAO with Training Team 3, and again at short notice in March PTE Simon Senior was deployed to the MEAO in support of Training Team 3.

New additions to the troop this year, apart from drivers, has seen the introduction of the new Steelbro Sidelifting Trailer (SSLT). The SSLT is a trailer that has the ability to self load two 20ft long containers, and can also load containers onto other trailers. The SSLT is being trialed to assess the viability of utilising this capability as an

alternative to MHE that requires trailer space that can be better utilised to carry other loads. The SSLT was deployed on AACAP and also on Talisman Sabre and performed outstandingly, thanks mainly to the efforts of the trailer operators.

The remaining months of the year show no likelihood of the current tempo slowing down with activities planned right up to December. At the completion of Talisman Sabre the troop will be gearing up for IMT's in August. The redeployment of AACAP will follow soon after that, and there is no doubt that there will be more tasks thrown our way to end the year the same way we started.



86 TRANSPORT TROOP

BY SGT ANDREW KILLEN



86 Troop on the road 2005

86 Transport Troop is based at Puckapunyal in Victoria, as a part of 26 Transport Squadron. The Troop's role is to provide third line transport support for other defence force elements, both in Australia and overseas and second line support to the FSB. The Troop raised on the 1st July 1960 as a Transport Platoon. It has seen service in Vietnam from January 1967 to March 1972 and was deployed to East Timor.

In 2005, 86 Troop has been involved with many deployments including operations overseas. From Puckapunyal to Derby, Townsville to the Middle East the places we have worked have proved that the Troop is "Equal to the Task". On the 31 Jan 2005 the Troop started the year with a welcoming BFA to some 40 new march ins. February saw the TP COMD, TP 2IC and CPL Walton deployed to Iraq. February was also the courses month including two Fleetliner

courses, one 20 Ton trailer course and two 'M' code courses incorporating a 1/15 RNSWL task from Goulburn to Sydney and return. Over the past few months the Troop was fortunate enough to send a soldier to Iraq, be involved with the AACAP task and now on the road deploying units to Shoalwater Bay and Townsville for the Talisman Sabre exercise.

The Troop will be extremely busy between now and the end of the year being involved with Ex TALISMAN SABRE, AACAP 05 redeployment and IMT's in Murray Bridge. We will also be awarded the inter Troop sporting activities trophy and obviously carrying the Squadron sporting teams, with a large number of soldiers selected to represent the Squadron in the 9FSB "Waggoners Cup" sporting competition at the end of October.



87 TRANSPORT TROOP "UNLEASHED"

87 Transport Troop presently consists of four cargo sections (one of Fleetliners and 3 of Mack "R"s) and a liquids section (Mack "R"). Its role is to provide both 2nd and 3rd line transport support to dependant units in the form of general cargo and bulk liquids.

This year there has been a huge turn over in personnel with a new command group comprising of CAPT E. Christian, LT B. Jones and SGT G. Swaine taking over. The troop has several members deployed on OP CATALYST in Iraq which has meant that a number of junior ranks have been required to step up into higher positions, a task they have performed admirably. This year the majority of the members of the troop are quite junior, with many coming across the fence from the School, however despite this they have proven their worth and ability on all the activities the troop has undertaken.

So far this year the Troop has been kept very busy not only with tasking and exercises but also with a variety of Troop training activities. The main deployments so far this year have been a Troop shakeout to Adelaide in February that involved coding a large number of the new march-ins on the Mack "R" series. The Troop spent all of April and part of May away on the AACAP 05 task to Fitzroy Crossing in WA in support of 17 Construction Squadron. This deployment was extremely beneficial to all members of the Troop. At the conclusion, a section was tasked with 86 Troop to move vehicles that had deployed on OP SUMATRA ASSIST from Darwin to Bandiana. As we move towards into June, the Troop is preparing to deploy on Ex Talisman Sabre 05. We will have elements assisting with the deployment and redeployment of both Army and RAAF units, as well as conducting our core business of providing second and third line CSS to dependant units in

SWBTA. In between these two major deployments the Troop has been kept very busy with a variety of unit training activities including trade related courses, such as bulk water and Fleetliner codes, as well as all-corps activities such as the Battalion Military Skills Competition and range practices.

The current high tempo of training and tasking is expected to continue into the second half of the year with upcoming activities such as Infantry Minor Tactics training and the Battalion deployment in September. On top of all of this the Troop is training hard to retain its dominance of the variety of sports competitions that are held within the Squadron between the Troops. It is without a doubt that this year the new and improved "Mongoose" of 87 Troop will once again prove their dominance over the dubious strengths of the "Cobras" in 86 and the "Roadrunners" in 85 and live up to its motto of "87 Troop - Unleashed!"

9 CSSB - 2005

BY SGT D. BARTHOLOMEW

9 CSSB is proud to have following RACT personnel posted in: WO1 Jeffrey Carthew - RSM, WO1 Chris Holmes - OPSO Tpt Coy, WO2 Stephen Sewell - OPSWO, WO2 Justin Cocking - TRGWO Port Lincoln, SGT Robert Turner - OPS SGT and CPL Matthew Martin - Tpt NGO. The unit is also proud to have the following personnel who have transferred from the ARA to Ares: WO2 Anthony Bates - Depot Commander Port Lincoln and PTE Danielle Kerin.

9 CSSB started 2005 as part of a 9 BDE group deployed on Operation EYRE PHOENIX to provide assistance to

the district of Port Lincoln after the recent large scale bushfire emergency (Black Tuesday). The support from 9 BDE took the form of engineer plant equipment, personnel support from units of 9 BDE, stores and vehicular support.

8 Tpt Coy was tasked to provide personnel, vehicle and fuel assets with the other sub-units of 9 CSSB also providing various forms of assistance. All of these assets were gathered and ready for deployment within a 48h period and deployed 30 Jan 05. On arrival at Port Lincoln, a HQ was established within the 20 Tpt Tp depot.

After initial briefings, personnel were split into teams and designated AOs.

The Tpt Coy assets were primarily located at the town of Edillilie in support of the Engineer plant. These assets include a stores lift capability and a bulk fuel asset. Tpt Coy personnel and equipment returned to barracks after being deployed for a month, with the knowledge that they provided a valuable and appreciated assistance to the civilian community.

Whilst this was happening, the remainder of 9 CSSB began the year completing mandatory training,

range shoot, etc as part of the AIRN requirements.

The year has a number of planned training activities. The training includes additional IET training for new RACT personnel with at least one vehicle code, training on the Scania and Hino 4WD vehicles, trailer and crane courses. 9

CSSB provides support to RTC-SA for various courses to qualify our drivers and the training of all Corps from within the region.

Tasking so far this year has included APC tasks, transport of band stores to Kangaroo Island and interstate, distribution of fuel and various other tasks to 9 Bde units. Upcoming major

tasks include personnel deploying on Exercise TALISMAN SABRE in June and personnel nominated to deploy on Operation RELEX II in October.

The first half of 2005 is proving to be a very busy for 8 Tpt Coy on various activities with little likelihood of it letting up in the second half of the year.

9TH FORCE SUPPORT BATTALION (9 FSB)

It has been another busy year for the transport elements of 9 FSB. Without stealing the thunder of our sub units, here is a brief outline of what they have been involved in this year.

26 Tpt Sqn have provided support to the AACAP 05 and are now involved with Ex Talisman Sabre 05. They are planning IMT's in South Australia before gearing up for the AACAP Redeployment. Continued support to Operations has ensured that 26 Tpt Sqn have remained busy throughout the training year.

176 AD Sqn have had members deployed to the Middle East, and Op Sumatra while at home tasking has been relentless. The Air Dispatchers have supported many acts such as Ex Emu Moon and are now heavily involved in Ex Talisman Sabre 05. A successful IMT's was conducted earlier this year, and now the SQN is looking at the up and coming training cycle for the remainder of 2005.

Down at 15 Tpt Sqn a new OC has seen a re-focus on trade and corps skills for our GRES RACT members. The Sqn's main focus this year has been on getting the GRES soldiers out on live tasking in and around Victoria and as such 15 Tpt Sqn has provided great support within the region to fellow GRES Units.

Here at the HQ, the transport section of the Logistic Support Company have had their busiest year on record. 2005 has seen the truckies on the road constantly, providing staging area support to the AACAP tasking, resupply runs into Shoalwater Bay as part of Ex Talisman Sabre and various internal trade courses.

Our other sub units, namely 1 Petrl Coy and 3 Recov Coy have been no less active, playing an important role in the provision of petroleum and recovery capabilities to the Battalion's activities, exercises and deployments throughout the year.

We have also been heavily involved in projects that will allow us to provide CSS to Army in a more effective manner in the longer term. These include the introduction of the Steelbro Container Sidelifter into 26 Tpt Sqn and continued involvement in Project A3077, which will see the relocation of BHQ, 9 LSC and 26 Tpt Sqn to RAAF Base Amberley in the 2008-09 timeframe. The relocation to Amberley will also see 37 Force Supply Company (37 FSC) become a sub unit of 9 FSB.

Leading into the second half of 2005 will see the truckies of 9 FSB focusing on the internal BN Trg cycle with B-Veh Cses, IMT's and as always, the continued requirement to provide the land Army with distribution support to meet individual unit training needs.

1. Tpt Coy vehicles prior to departure on Operation EYRE PHOENIX.



2. Providing fuel for engineer equipment on Operation EYRE PHOENIX.



AMTDU

THE OTHER ARMY AT RAAF RICHMOND

Air Movements Training and Development Unit (AMTDU) is a RAAF unit located at RAAF Base Richmond. The unit's mission is to provide responsive training, engineering, development and advice in aerial delivery in order to enhance the capability of the ADF. The unit consists of 58 personnel with 26 Army members from four Corps. As the centre of expertise for air logistics training and development for the ADF, it is an extremely busy unit with each of the Army members doing an important job to ensure that AMTDU provides responsive air logistic capability.

Army Training Flight (ATF) is the area of expertise in Army air logistic training, and is made up of Air Dispatch qualified personnel. Sergeants' Andrew "Hahnny" Hahn, Andrew "Jonesy" Jones and Steve "Ollie" Oliver were promoted at the beginning of 2005 and they, combined with Corporal Troy Masters to give ATF a full compliment of instructors.

ATF instruct air logistic planning and movement via an assortment of courses. The Air Portability Team Leaders

(APTL) course is aimed at instructing the rank of Corporal, to Staff Sergeant in the "hands on" type of planning and requirements for the execution of air logistics. The Unit Emplaning Officer (UEO) course is taught to higher-ranking members of the ADF ranging from Warrant Officers to Major. They are taught the finer and more complex details of planning air moves.

Currently, ATF instruct AAAn loadmasters on the Aircrewman Dangerous Goods External Lift (ADGEL) course. This course is conducted over two weeks as part of their Loadmaster Basic Course. Students are taught how to rig and check external lift loads. Hopefully, on successful graduation, they will utilise this experience lifting loads under their own helicopters.

These courses are conducted along with all Air Dispatch trade courses such as the Basic Air Dispatch (BAD), the Subject 4 CPL (Crew Commander), Subject 4 Sergeant (Supervisor Aerial Delivery) and the Basic Air Logistic Officers (BALO) course.

Fly-away courses give the instructors a chance to escape sunny Richmond as ATF instruct Dangerous Good Pack/Accept Air courses; with two of these courses being conducted in Darwin and Townsville per annum. This gives the instructors a break in the warmth from the harsh Richmond winter.

These courses keep the small number of staff extremely busy. Even though they serve in a RAAF unit they must maintain all their soldier skills, such as AIRN requirements.

But life cannot always be all work and no play for the members of ATF. Unit adventure training activities such as cross country skiing, abseiling off the Harbour Bridge and soon (hopefully) walking the Overlander Track in Tasmania help to keep spirits high.

See you on your next course.

Par Oneri - De Caelo



CORPORATE SERVICES INFRASTRUCTURE GROUP

SYDNEY/WEST/SYDNEY

SINK OR SWIM

By SGT S. M. GEIER

This was certainly the case 18 months ago when I was posted to Corporate Services Infrastructure Group, Liverpool and informed that I was to fill the position of Client Liaison Officer within the Contracts Cell, my first reaction was "WHAT THE". This was my first posting outside Land Command in 18 years of service as a TPT SPVR.

A further surprise awaited on my arrival when I was informed I would be filling the Regional OPSWO. This role involved working mainly with Defence Aid to the Civil Community (DACC) and Logistics Planning of Staging Areas within the CSI-SWS region. Working with Staging Areas I could handle, however, DACC was a challenge being totally new to me and involved delivering media presentations to units of DACC procedures, policies, legal

obligations and insurance requirements. Overnight I became the expert on the difference between a DACC 1 and DACC 6 task. If your thinking, 'that doesn't sound that hard' I suggest you pick up a copy of DIG OPS 05-1 Defence Aid to the Civil Community for a light read before bed!

After 12 months as OPSWO and still without a steering wheel, I was sent to be part of the Contract Evaluation Team looking at the new tender applications for CSI-SWS. This would keep me busy for nearly three months out of a 6-month tender process. Given my trade as a TPT SPVR I was assigned to evaluate each tender in the areas of Transport, POL and WKSPs and it proved to be interesting and informative on how Contracts for the Defence force were tendered from start to finish.

In addition to the tender evaluation I was assigned to conduct a review on the manning and resources of CSIG-Liverpool Transport. Finally, something I could relate to. The TPT asset is manned and operated by Australian Public Service (APS) personnel and is being considered to be included as a contracted service. My task was to ascertain whether or not the current manning and resources could be reduced so that an In House Option bid would be viable. I am currently still working with management and APS transport staff regarding this matter.

This posting has given more meaning to the phrase 'Diversity within the Defence Force' and no matter what Corps or trade you belong to, be prepared to leave your comfort zone, this could be your next posting!

JMCO DARWIN

A BUSY YEAR FOR JOINT MOVEMENT CONTROL OFFICE DARWIN



1. PTE Jennifer Watts, PTE David Horne, OG MAJ Edward McLatchey, PTE Arron Soden and CPL Sarah Webb. Receiving AASMs.

It's been an extremely busy year for JMCO DWN and the movement's organisation as a whole. Over the last year with the increased tempo in operations and exercises the movers and grovers up in Darwin have been in the thick of it, busy providing movement support to 1 BDE and RAAF units.

Although having only a posted strength of 24 pers, the majority of JMCO DWN personnel have seen deployment to the Middle East on OP CATALYST, Indonesia on OP SUMATRA ASSIST, Solomon Islands on OP ANODE, and the East Timor draw down on OP SPIRE. Out of the 24 personnel that make up JMCO DWN, 15 have

been deployed on operations in as many months. On top of this, there is always the multitude of exercises that continually pop up requiring movement control support. With Exercise Talisman Sabre currently under way, JMCO DWN personnel are spreading to the four winds to assist in making the exercise run as smoothly as possible.

Contrary to what other units believe, being in a JMCO does not always involve sitting in an airconditioned office behind a computer day in day out. At the end of 2004 JMCO DWN arranged a driver training/road reconnaissance exercise over the Northern Territory top end. On this trip we also had



2. JMCO DWN Pers loading 2 CAV ASLAVs heading over to Iraq on OP CATALYST.

present ten diggers from 1CSSB. This trip began at Darwin, headed down to Katherine and from there speared out east towards Nhulunbuy. Joined by two local NORFORCE personnel the unit partook in some 'bush tucker training' and off-road driver training. After a full stomach of freshly cooked barramundi the convoy headed west through

Kakadu National Park on the way back to Darwin. This year JMCO DWN has planned adventure training in the Broome region and at Alice Springs. These areas all make up part of our AO.

At the end of 2004 JMCO DWN undertook a live fire shoot, the last serial being the LF18B shoot, in an attempt to gain the cross rifles qualification.

In the months leading up to this a large amount of time was spent in the WTSS preparing. Unfortunately no one qualified for the cross rifles this time as a tropical storm appeared half way during the shoot, however several diggers were very close.

The movements' organisation in general within the ADF tends to be the first organisation to have the finger pointed at it, if and when something goes wrong. The diggers that make up JMCO DWN

have done an outstanding job, especially with the high tempo that the ADF has been undergoing. The responsibilities that a single PTE has to deal with are substantially greater than that for most other trades, and I'm proud to say that on the most part do an excellent job.



3. U.S. LCAC loading an AS MBT for Ex Talisman Sabre at Darwin.

SAD CELEBRATES 25 YEARS

CO HMAS TOBRUK CMDR Nick Bramwell, RAN, the youngest member of the SAD, PTE Carlo Francis, and OC SAD MAJ Paul Barker.

HMAS TOBRUK Ship's Army Detachment (SAD) recently celebrated its 25th birthday along with the Army's 104th birthday on 01 March. The birthday celebration took place at sea on return from TASMANEX in New Zealand.

The SAD was formed on 01 March 1980 in preparation for the commissioning of TOBRUK into service with the RAN on 23 April 1981. The SAD's role is to provide specialist Army support to TOBRUK during the conduct of amphibious, sea transport and cargo operations. The SAD has a posted strength of 15 personnel; 10 RACT, three RASIGS and two RAAOC, and has supported operations in Somalia, Bougainville, East Timor and the Solomons. TOBRUK is expected to remain in service until 2010.



SHIP'S ARMY DEPARTMENT

HMAS KANIMBLA

The period from Jul 04 to Jun 05 has been an especially hectic period for members of HMAS Kanimbla's Ship's Army Department (SAD). After several

amphibious exercises in the first half of 2004, HMAS Kanimbla participated in Ex Singaroo, which was a joint naval exercise with Singapore in Jul 04.

Following this, the SAD was heavily involved with the trials for the new Landing Craft being developed in Newcastle. Different vehicle variants

were trialed being transferred from the landing craft to the ship, with the Cargo Specialists supervising the conduct of the transfers. Upon completion of the trials, elements of 3 RAR were loaded in Newcastle so as to provide them with an orientation to ship's life and to also transport them up to Townsville prior to the conduct of Ex Sea Lion / Ex Swift Eagle 04.

In company with HMAS Tobruk, HMAS Kanimbla assisted with the deployment of a Rifle Company Group (+) to the Cowley Beach Training Area. Upon completion of this exercise, HMAS Kanimbla returned to her home

port for a maintenance period and well earned rest. The ship did another quick run up to Townsville in order to embark 2 x LCM8s for Ex Tasman Link, which was to be conducted in early 2005. With Christmas fast approaching, the SAD looked forward to a decent period alongside before the new training year was to commence.

29th Dec 04 and the recall commenced. The ship was crash sailed on 31 Dec 04, and sailed immediately for Darwin where it loaded 1 CER and the ABT. With several months off the coast of Banda Aceh, followed by the earthquake in Nias, HMAS Kanimbla eventually returned to Sydney after four months

away. The SAD played a very large role during the entire operation, as they are a fully integrated element of the ship.

The future is no less hectic for the SAD and HMAS Kanimbla. We have personnel participating in trade and promotion courses, and the ship is only home for four weeks between Jul and mid-Nov 05. While Cargo Specialists (ECN 171) fill the majority of SAD TPT positions, there is a position for a Movements SGT and two RACT Officers (MAJ and a CAPT). A posting to a SAD is both different and rewarding and comes highly recommended.

COMBAT TRAINING CENTRE



1. CPL Smith (Smithy), PTE Harrison (Harro), PTE McMahon (Mel), PTE Palmer (Chops), PTE Boskovic (Bosko), PTE Conquest (Con), PTE Payne (Payney), CPL Nisbet (Nizzy)
Absent: PTE Bradford (Brad)

Combat Training Centre is a relatively new unit within the army and a good posting for drivers. The unit has four wings, that we support, Headquarters that we belong to, Jungle Training Wing (JTW) located in Tully, Combined Arms Battle Wing (CABW), and Battle Command Wing.

We have a small section of drivers who all work hard and get a wide range of experience. We do most of our work for CABW who facilitate other units in their Training before deploying overseas. During these exercises we do a lot of tactical driving for the unit Infantry attachment (OPFOR) with vehicles and drivers fitted with the TESS system which adds realism to all the training and our development. These exercises

can be conducted wherever the most suitable location is. Because of this we travel all over the country taking all the equipment that they use. 2004 / 2005 we have been to SWBTA several times, Darwin, Brisbane, Oakey and Highrange many times. For 2005 we will have done about 10 exercises for the year.

The unit holds a wide variety of vehicles including white fleet, Green fleet, motorbikes and ATV's. We borrow a lot of vehicles from other units, which should be fixed once the SED has been reviewed, giving us quite a big vehicle fleet.

If your looking for a high tempo posting this would be a good posting to secure.

JMCO TSV - THE HONEYBADGERS

JMCO TSVs 2005 year began on 26th of December 2004 along with all other Northern Joint Support and Logistic Support assets.

Op Sumatra Assist began in earnest with SGT Linda Crane, PTE Ben Jones

and PTE Cameron Wilson deployed to the Tsunami ravaged region.

Along with many other defence members working in the region - the hours were very long and the work was demanding.



SGT Andrew Beckham was deployed later in the year to support the Investigation into the Sea Hawk disaster.

As our members worked overseas JMCO TSV at home was supporting the deployment and redeployment of aid personnel, cargo and mission essential equipment to the region.

JMCO TSV was responsible for the rapid deployment of the 1 RAR RBG



to Op Anode in late 2004, the RBG deployed with SGT Andrew Beckham. This deployment involved rapid liaison with FE and 1 ATS Det by the OP SO CAPT Wayne Reed and OC MAJ Adrian Walker.

The JMCO then supported the rotation with 3 RAR and subsequent draw down and handover to 11 Bde. This involved an escort task to PNG return for PTE Matthew Peirce and LT Jody Gassdorf.

OC JMCO TSV MAJ Adrian Walker has been deployed on OP SPIRE since February 2005 facilitating the drawdown of operations in Timor Leste.

Operations in Iraq ramped up for the insertion of AMTG. Several members of the unit were deployed at short notice (24 hours in one case) to augment the

influx of troops into the AO. Including the personnel already in the AO from JMCO TSV these members included PTE Sheryl O'Brien, PTE Rhiannon Brown, WO2 Vivianne Northover and LT Natasha Whyte. Four more JMCO TSV members are due into the MEAO this year.

Manning for the unit is posted strength of 26 ARA and 4 GRES personnel - throughout the year we have had up to 12 personnel at work at any one time.

As well as the above mentioned operations and real time support to 3 Bde, JMCO TSV has provided support to the following activities to name a few: Arafura Games, Australian Airshow, Ex Longlook, Ex Belize, Ex Vital Launch, RCB rotations, Ex Temple Jade, Ex Sharp Dagger, Op Paladin and lets not forget Talisman Sabre.

Support tasks aside the unit has had time to conduct an adventure training activity in May at Mt Stuart under the supervision of PTI CPL Mark Newell. Members were required to abseil off a ledge cliff face descending 70 metres to reascend using a flimsy (some thought) two rope pulley system in cold rainy conditions. All members that took part in the activity said they learnt something on the day. Whether it was about themselves or about adventure training skills in general. A Hinchinbrook Island assault is planned for later in the year.

Talk around JMCO TSV is that the unit is interested in a unit symbol/slash mascot. It has been decided to announce our new mascot in this forum.

"Honey Badger - Ferocity and Courage, with a Sweet Tooth"

The South Africans have a saying, "so



taai soos a ratel," meaning, "as tough as a Honey Badger." Like a featherweight boxer who makes up for lack of size with speed and Napoleonic ferocity, the Honey Badger is well-equipped to live up to its fearsome reputation. It will attack any animal, no matter how big or dangerous its adversary. There appears to be no natural predators on adult ratels, which itself is evidence of how formidable this animal is, for it weighs scarcely more than a medium-sized dog. A lion was recorded as having killed one, but there were signs of a terrific struggle; and according to naturalist and author, Jonathan Kingdon, three Ratels (honeybadgers) took a kill away from three sub-adult and four half-grown lions.

The Honey Badger's courage is backed up by powerful jaws, knifelike front claws, and exceptionally tough and thick skin, almost 6mm thick at the neck. Its coat has been described as "hog-like," coarse and sparse, dark in color, with a skunk'ish, gray stripe from the forehead to the tail. It is broad and powerful, with stout, sturdy legs, and aided by exceptionally loose skin, the Ratel may twist its lithe body about to grab its assailant.

And woe betide the male assailant! According to folklore (and backed up by some circumstantial evidence), the Ratel goes for the scrotum when it attacks large animals (bull Buffalo, Wildebeest, Waterbuck, Kudu, Man) that offered real or imagined provocation. In South Africa's Kruger National Park, adult male Buffalo, Gnu and Waterbuck have been found dead from loss of blood after ratels attacked them in the scrotum.

As a mascot JMCO TSV believes the honeybadger will represent the core values of the trade - dogged tenacity and intelligence.

Overall it's been a pretty hectic year - and its only June so far. Everyone at

JMCO TSV has learnt a lot from the various activities that we have been a part of. A sense of humour has been essential to being a member of this unit - as well as a great support system at home. Everyone has drawn on skills

from previous trade and corps streams to effect the various taskings that have come our way.

42 AMPHIBIOUS TROOP (35 WATER TRANSPORT SQUADRON)



1. LPA Watercraft as it departs Ross Island Wharf.

42 Troop have traditionally been amphibian based in its structure involving operations with LARC V watercraft (operated by marine specialist), beach team assets (operated by cargo specialists) integral in its structure. This year the troop has now changed to a complete Marine Specialist Troop operating LARCV and now landing craft as well.

The troop still provides its LARCV assets to the beach team and any other activity requiring amphibians however will also now provide a new role and capability to the Army.

The major change in its structure has occurred with the arrival of a new landing craft which is to work primarily with the NAVY LPA's

HMAS MANOORA AND HMAS KANIMBLA.

The purpose built LPA Watercraft arrived in Townsville in mid December 2004 and since then has been housed on hard standing at Ross Haven Marine.

Some of its features include:

- Length: 25.4m
- Beam: 7.6m
- Draft: 1m (Loaded)
- Displacement: 62 tonnes (Lt)
135 tonnes (Hvy)
- Payload: 65 tonnes (max)
- Deck Area: 137 square metres
- Propulsion System: Twin jet, turbocharged, 14 litre, and inline six cylinder diesel engine.
- Role:
Primary - To provide the NAVY LPA's with the ability to transfer vehicles, equipment, stores and personnel from ship to shore and return.
Secondary - To support tactical mobility of land forces and

2. LARCV conducting recovery training near Ross Island Barracks.



3. The craft starboard side alongside Ross Island wharf with stern loading ramp down.

sustainment of forces ashore independent of the NAVY LPA.

In mid February the first the new twin jet-propelled watercraft finally arrived at Ross Island to conduct the train the trainer package for some members of 10 FSB and ALTC MW.

The craft is a new addition to the Army's fleet of watercraft. The current in-service landing craft the LCM8 has reliably served the ADF for almost forty years. It will continue in its role with this new craft providing an additional capability to the Army.

Three of these new watercraft have arrived in Townsville with the remainder expected over the next few months.

The troop has been busy this year providing members for deployment on OP Sumatra Assist, and for those not deployed they have kept themselves busy with a variety of training and course support activities including: LARCV course support, small craft operations, recovery operations, off-road driving, damage control, HUET, Senior First Aid and Confined Spaces training to name a few.



FAREWELL TO WO2 PAUL (TICH) TYSON

8 TRANSPORT COMPANY,
9TH COMBAT SERVICE SUPPORT BATTALION

A long serving and well-known identity from our Corps and all round nice guy WO2 Tich Tyson recently decided that it was time to hang up his boots to retire from the Australian Army. He was farewelled from the Corps and the Australian Army by the Colonel Commandant Central Region, Colonel John Such and the CO 9 CSSB, Lieutenant Colonel Andrew Gillespie at a Corps Function held at Warradale Barracks on 17 September 2004. This followed more than 36 years ARA and Reserve service 31 of those years were with the RACT as either a driver, transport manager, instructor or SSM. WO2 Tyson enlisted on 28 May 1968 and following recruit training at 1 RTB, he was initially allocated to the Royal Australian Army Medical Corps beginning as a Medical Assistant, then later becoming a Storeman Tech (special type of blanket counter!).

While serving in Vietnam he attended his Basic Drivers Course and on return to Australia Tich corps transferred to RAASC as a driver. He served with many units, some of which no longer exist and are now part of the Army's collective history. Tich was one of the Army's few remaining serving Vietnam Veterans his extensive posting history is shown below:

- School of Army Health
- 3 Field Ambulance
- 1 (Australian) Field Hospital - South Vietnam
- 8 Field Ambulance - South Vietnam
- 8 Camp Hospital
- 391 Transport Platoon (RAASC)

- Singleton Transport Unit
- 3 Camp Hospital
- 26 Transport Company
- Adelaide Transport Unit
- 41 Supply Battalion
- 1 Military Police Company
- Army School of Transport
- 5 Transport Squadron
- Headquarters 3 Brigade
- 8 Transport Squadron
- 9 Brigade Administrative Support Battalion
- 4 Training Group
- 9 Combat Service Support Battalion (8 Transport Company)

He was promoted to Corporal in 1982, to Sergeant in 1986 and Warrant Officer Class Two in 1994. One of WO2 Tyson's career highlights involved being present at the inception parade of the RACT on 01 June 1973 held at Rose Bay Sydney which involved sea, land and air elements of RAE (TN) and RAASC. Of interest WO2 Tyson's first unit was 3 Field Ambulance and his last unit was 8 Transport Company, both of which are now incorporated into 9 CSSB, his honours and awards in order of receipt included:

- Vietnam Medal - 1972
- Republic of Vietnam Campaign Medal - 1972
- Defence Force Service Medal - 1985
- First Clasp to the Defence Force Service Medal - 1989



- Second Clasp to the Defence Force Service Medal - 1995
- Land Commander Australia Commendation - 1997
- Australian Active Service Medal 1945-75 - Clasp Vietnam - 1998

Tich will reside with his family in the Adelaide suburb of Plympton. If readers are in Adelaide I am that Tich would be happy to welcome them for a beer at the nearby Plympton RSL sub-branch where he is also involved as the Vice President and with Veterans Welfare.

The members of the Royal Australian Corps of Transport particular, 8 Transport Company, would like to thank Tich for his hard work and dedication over these many years and for always being - PAR ONERI.

THE ROYAL MILITARY COLLEGE - DUNTROON

CORPS OF STAFF CADETS CORPS DINING-IN HELD TUESDAY 14 JUNE 2005

BY CAPTAIN SHAUN MULDOON, INSTRUCTOR I CLASS AND CORPS REPRESENTATIVE (RACT)

Prior to the graduation of each GSO Class, the Corps of Staff Cadets and Staff attend a Dining-In night where the graduates celebrate their chosen Corps. In order to distinguish RACT from the other Corps something unique was required. Following the presentation of lanyards by Brigadier Tyers on the previous Friday, Lieutenant Colonel Hambleton (CO 9 FSB) and Captain Ben Gordon (ADJT 9 FSB) proposed a suitable plan - invite Lance Corporal Vernon and Private Penny to the Corps of Staff Cadets Mess for dinner! The result was a successful evening for RACT and its most recent officer graduates as well as an unforgettable Dining-In for the Royal Military College.

When the time came for the Royal Military College Band to play Wait for the Wagons, the RACT Graduates and attending staff positioned themselves at both doors astride the Head Table and Colours. As the band played Penny and Vernon presented themselves to uproarious applause from the near 400 dining members and Mess staff. Penny entered the mess calmly while Vernon

charged his way in with great fanfare being but a hoof away from crashing into the cabinet holding the Army Banner, Sovereigns Banner and Queens and Regimental Colours. Thankfully the competent handlers from 26 Transport Squadron, Private Morgan and Private Kajewski, saved the night (and potentially Captain Muldoon's career).

This was a night that will be well remembered. As the Commandant of the College, Brigadier Appleton remarked that the introduction of camels into the Corps of Staff Cadets Mess had set a high benchmark which will be hard to beat.

From the 01/05 Graduating Class, there are four RACT graduates. Their posting details are:

Lieutenant Kerri-Anne Hooper:
1 TPT COY

Lieutenant Nicholas Press:
5 TPT SQN

Lieutenant Sara Robertson:
176 AD SQN

Lieutenant Benjamin McCaskill:
176 AD SQN

The RACT is well represented at the Royal Military College - Duntroon. A posting order to the College as a member of staff is demanding, although highly rewarding if you want to influence the next generation of junior officers. In 2005 RACT Staff posted to the College are:

Captain Shaun Muldoon:
Instructor I Class

Warrant Officer Class One Ken Golden:
RSM RMC

Sergeant Michael Barrett:
Drill Sergeant Romani Company

Sergeant Allan Sheppard:
Instructor I Class

Sergeant Brian Whish:
Instructor II Class

Sergeant Craig Skipper:
Instructor III Class

Sergeant Sean Needham:
Instructor III Class



1. Left to Right: CAPT Muldoon (RMC-D), SGT Skipper (RMC-D), SCDT McCaskill (176 AD SQN), PTE Morgan (26 TPT SQN), SCDT Hooper (1 CSSB), SCDT Robertson (176 AD SQN), SCDT Press (7 CSSB), WO1 Golden (RMC-D), SGT Barret (RMC-D)



2. Left to Right: SCDT McCaskill (176 AD SQN), SCDT Hooper (1 CSSB), WO1 Golden (RMC-D), SCDT Robertson (176 AD SQN), SCDT Press (7 CSSB)



3. Left to Right: CAPT Muldoon (RMC-D), SCDT Press (7 CSSB), SCDT Hooper (1 CSSB), Penny, PTE Kajewski (26 TPT SQN)

RACT SOLDIER OF THE YEAR

BY CORPS RSM WO1 J. ARMSTRONG

The following awards were announced by the RACT Head Of Corps at the recent Corps Conference held in Bandiana:

Part Time Soldier of the Year
Not awarded due to insufficient nominations

Part Time JNCO of the Year
CPL Barbara Marincic, 4 CSSB

Full Time Soldier of the Year
PTE Damien Park, SASR

Full Time JNCO of the Year
CPL Lee-Ann Munro, 10 FSB

Congratulations to each recipient. They will each be presented a "The Driver" statuette and a copy of the Corps history book. The respective presentations will occur in the member's unit by their CO/OC.

The judging panel was particularly disappointed with the poor response to nominations for the Part Time Soldier of the Year award. There was

only one nomination received in this category and although the nominee may have been a worthy recipient, it was impossible to judge this category. Given the known quality of our GRes members, it is difficult to accept that there were no other worthy nominees. GRes CO/OC are encouraged to ensure that, as part of their unit/sub-unit administration, they devote personal attention to this issue in the future.

A further request is that units/sub-units follow the format for nominations as detailed in Corps Policy Statement (CPS) Number 34. This CPS was revamped earlier this year to provide the assessment criteria that each nomination will be judged against. In Part Three of the nomination form, each category has specific assessment criterion for which a statement must be made:

Soldier of the Year

- Trade Skills
- Regimental Performance
- Soldierly Qualities
 - Integrity
 - Initiative
 - Loyalty

JNCO of the Year

- Leadership and Judgement
- Soldierly Qualities
 - Integrity
 - Initiative
 - Loyalty
- Trade Skills

It is important that each of these criteria is addressed so that a valid comparison of each nomination can be made. A further issue in regard to nominations is the quality of staff work and staff duties that go into the nomination. A nomination that contains typographical errors or that lacks appropriate substance does not enhance the nominee's chances of being successful. Again, CO/OCs are requested to pay particular attention to these areas.

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