



**Royal Australian  
Corps of Transport**

*Equal to the Task*



# Par Oneri - Australian Army Transport Journal

The Official Journal of the Royal Australian  
Corps of Transport - *Collectors Edition No.3*

Issue 48, 2016



# Royal Australian Corps of Transport

*Equal to the Task*

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# RACT CELEBRATING 43 YEARS



Editor: LTCOL Paul Rogers

Sub-Editor: Miss Louise Coutts

Graphic Design: Mario Cicivelli  
Defence Publishing Service

Address for Correspondence: The Editor  
Australian Army Transport Journal  
C/-HQ AST BLD 814  
Tobruk Barracks, Puckapunyal  
VIC. 3662  
[ract.hoccell@defence.gov.au](mailto:ract.hoccell@defence.gov.au)

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**Key Head of Corps Cell Appointments 2016**

Head of Corps: BRIG Cameron Purdey, CSC

Deputy Head of Corps: LTCOL Paul Rogers

Corps Regimental Sergeant Major: WO1 Robert Jericevich

Corps Manager: Mr John Howard and Miss Louise Coutts

Cover Photograph: Land Rover 110s await collection by civilian RFT in the Camp El Alamein Transhipment Area. Image submitted by CAPT Aaron Porebski, JMCO Darwin.

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Inquires should be directed to the Corps Manager.

Email: [ract.hoccell@defence.gov.au](mailto:ract.hoccell@defence.gov.au)

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## Head of Corps 2016

### Brigadier Cameron Purdey, CSC

Fellow Truckies,

Since assuming the Head of Corps appointment from Brigadier Nothard at the commencement of 2016, I have been continually reminded of the highly professional and outstanding work completed across all trades of the Corps. The efforts of all of our soldiers, junior and senior leaders is respected, valued and appreciated. I would ask that you keep that level of support; it adds to a considerable legacy built since the formation of our Corps in 1973 and ensures we remain relevant and a trusted provider for Army into the future.



Our times are not without their challenges and opportunities. Our principal challenge has revolved around the decision to re-embed the PMV capability back into the Infantry battalions, a move which will see the disbanding of the three RACT PMV Squadrons over the next 12-24 months. Although disappointing for the Corps, CA is making the right decision for force structure and future capability reasons. It is now important that the expertise gained operating PMV (which I saw first-hand at 3 CSSB) is transferred across into the L121 medium and heavy-weight capabilities. The commenced introduction into service of these vehicles represents an opportunity to significantly transform delivery of Combat Service Support in the land environment – it is an opportunity for RACT to be at the forefront of this generational change with our expertise in distribution and vehicle operations. I am confident we will make the most of this.

Highlights of my tenure to date have included the successful running of the Corps Conference in early 2016, attending the 21st birthday celebration dinner for 1JMOVGP, marching with the Canberra RACT Association on ANZAC Day, the plaque ceremony to commemorate the Nella Dan at AST and finally, being able to visit our soldiers in units across Australia. I am also extremely proud of the work being done by our soldiers and officers overseas supporting operations; vital work that displays the highest levels of competence and professionalism.

In closing, I would like to thank my predecessor, BRIG Nothard, a passionate advocate for the Corps. I also thank and congratulate COL Bill Denny (retd) in having completed his tenure as the COL COMDT for SA/NT. Finally, my heartfelt thanks to BRIG Jeff Wilkinson (retd), who recently relinquished his role as the Representative COL COMDT/ COL COMDT Eastern Region. Jeff has been tireless, enthusiastic and dedicated in his role supporting our Corps and a welcome mentor for me. No one has made a greater contribution to the Corps across its' distinguished history. This also allows me to welcome his replacement, BRIG Mick Kehoe (retd), as well as BRIG Tim Hanna as the new COL COMDT SA/NT. I look forward to working with them both.

As always, it is the people of the RACT that are its' greatest strength. I wish you good and safe soldiering, knowing that you will be equal to the task. *Par Oneri*

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## Deputy Head of Corps 2016

### Lieutenant Colonel Paul Rogers

2016 has been a very exciting time for the Corps and the Army School of Transport. I came in from AHQ Modernisation Branch with a clear focus on realising the modernisation possibilities inherent in the new 121 fleet. We set a high mark for AST and RACT modernisation and released a comprehensive Modernisation Directive early in the year. It got us some traction as we applied ourselves to all things Protected Mobility. The Corps Conference in March was well attended as we discussed all the issues associated with Amphibious Operations to ensure the Corps was postured to deal with the multitude of issues associated with the incoming capabilities. Despite the focus of the conference being on Amphibious Operations, many will not forget the powerful and challenging speech given to us by our Guest Speaker at the formal dinner.



The challenge issued to RACT to do more with Bushmaster reinforced the modernisation initiatives already started and we all left the conference with a clear direction. The outcomes of the CASAC decision to move Bushmasters back to the RAINF might be seen by many as indicating that RACT had failed in its mission. On the contrary, the decision was based on a manning and establishment issue that CA had to fix and not by any perceived failing of RACT soldiers. In fact, all the RACT soldiers of those Bushmaster Squadrons should be proud of the fact that DGTRADOCs stated position is that training on Bushmaster will remain at AST and that in time AST will become the centre of excellence for all things protected mobility. The decision to keep training for protected mobility at AST is recognition that the soldiers in the field have been doing an excellent job and clearly demonstrated that we remain *Par Oneri* for protected mobility.

2017 will see AST pilot and trial new protected mobility courses designed to enhance the Bushmaster capability in the RAINF, but also more widely in the All Corps space. The majority of Bushmasters still remain in the All Corps space and we are working closely with CATC and EC&TD from ALTC to ensure the training design remains appropriate. It should be noted that a lot of the training design for protected mobility will be vehicle agnostic. Students who come to AST for protected mobility courses in late 2017 and on will arrive at a course where there is a mix of Bushmaster/Hawkei/Protected 40M. 2016 also witnessed the commencement of the analysis phase of the RACT Employment Category Review. ECN 274 was due for review in 2016; however AST and ALTC managed to convince AHQ that it should be a broader capability review and now includes ECN 274, 171, 218 and 099. This review will set the baseline for pay and trade structures for the next 10+ years. The lead up work will be done through 2017 with the Capability Statement due sometime around Aug 2017. The Terms of reference for the review will follow by November 2017. Once the terms of reference is issued we have 10 months to finalise the plan and get it authorised. This vast amount of staff work, although led by EC&TD will be heavily supported by AST and we will rely on input from across the Corps to ensure our position is fully understood and fully supported through our various trade groups.

RACT continues to be rewarded with significant investment. The rollout of the new 121 fleet is in full swing, but we are also having great success in the maritime world. The latest Defence Investment Plan clearly funds and prioritises a replacement system for our LCM8s and LARCs. Two capabilities that are key to the Army and amphibious operations. AST will work closely with the AHQ team in the 2017 to ensure the requirements for that project contain the latest analysis and inputs from the working level. RACT also continues to lobby senior leadership for official recognition for crewing the future Riverine Patrol Craft. This project will introduce a complex vessel that will undoubtedly require a trade structure to crew it, including RAEME. RACT is looking at options for multiple Corps crewing these vessels. RACT at the Helm, RAEME keeping it fully functional and RAINF crewing the weapon stations.

On a closing note, I expect 2017 to be just as challenging as 2016 and full of complex problems for us to wade through. AST is here to support the wider RACT community as we continue to work through the fallout from the CASAC decisions and I will do my best to keep everyone informed as necessary. I know our soldiers will get through this quickly and professionally as we move to the wider protected mobility operations to ensure we remain relevant to the modern war fighter and are always *Par Oneri*

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## Corps Regimental Sergeant Major 2016

### WO1 Robert Jericevich

2016 brings to an end my tenure as RACT Corps RSM which has been a privilege and career highlight. Throughout the past two years there has been significant strategic change within Army and more importantly RACT through all trades. These changes will directly impact the Corps, I see great opportunities that will come from this in the form of new equipment, revising Doctrine and how it is implemented within transport and the wider Army. As a Corps we have a significant challenge ahead but one that we will embrace as we modernise to meet the needs of Army and Defence.



During my travels I am pleased to see the hard work being done throughout the Corps, there is an air of excitement pertaining to the delivery of the new vehicle platforms ranging from the Rheinmetal MAN 40M, HX77, HX81L and Hawkei. These vehicles will bring a new founded capability to Army and significant opportunities for RACT. There will be challenges as we commence the rollout of a new vehicle fleet which is scheduled for delivery to 7Brigade in 2017.

There have also been significant advances within the Corps pertaining to simulation, these are exciting times as RACT introduces new training opportunities which will expand and enhance skill sets as we continue to modernise with an ever evolving Army.

I would like to congratulate WO1 Justin Cocking as the new Corps RSM WEF 2017; this will be his third posting back to Puckapunyal and no doubt a career highlight.

To the members of the Corps who are at presently deployed overseas, posted or remaining at their current unit have a Merry Christmas and a prosperous new year.

*Par Oneri*



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## Representative Colonel Commandant 2016

### Brigadier Michael Kehoe, AM

My message is one of introduction, encouragement, acknowledgement and thanks.



First, I wish to 'introduce' myself to the Corps family as the new Representative Colonel Commandant and Colonel Commandant Eastern Region. I was both humble and proud to be appointed to these positions by the Chief of Army late 2016. Having been presented my RACT lanyard as a 19 year old 2LT in June 1980, I paused and reflected on the remarkable speed of the passing of those 37 years. In that time I have seen the officers and soldiers of the Corps achieve exceptional results while undertaking arduous field training and support tasks, preparing both individually and collectively to serve their country in times of emergency or conflict, performing superbly in operational theatres around the world, and perhaps most importantly, leading at every level from JNCO to Two Star General.

I have also seen many leave the Army (we all do at some point) and go on to lead and excel in a range of other fields. A number are involved with ex-Service organisations but many are not. While it is ultimately a very personal decision, I encourage all those in the Corps family, serving and retired, to consider keeping in contact with other like-minded individuals through the wide range of organisations and associations available, including the Corps associations. I intend to make this one aspect of my focus as Representation Colonel Commandant over the next five years.

On to local matters in the Eastern Region where I want to acknowledge a range of activities.

The ANZAC Day march in Canberra was again well supported by the RACT family followed by drinks at Olims Hotel where a good crowd collected. This augers well for 2017. The march in Sydney was also well supported with soldiers from 176 Air Dispatch Squadron again assisting with the Association Banner. The revised march route along Elizabeth Street while the Sydney light rail project is under construction, creates a situation where spectators stand between marching contingents and the reviewing officer at the ANZAC Memorial Hyde Park; a disappointing but necessary compromise.

While numbers were down this year at the NSW Association November Sydney Harbour cruise, Elizabeth Howarth's organising prowess, following on in the tradition of her late husband Rod, was

really appreciated by all. As ever, those attending thoroughly enjoyed the best of Sydney's weather and Captain Cook's Cruise cuisine and refreshments. I'm sure Rod was there in spirit.

The biannual Lanyard Presentation at the RMC Cadets Mess continues to be a great opportunity to welcome new graduates to the Corps and catch up with old comrades. This is an all-ranks activity to which retired members of the Corps family are most welcome. In December we had Mr Campbell Brede, son of the late Major Colin Brede who commanded 1 Transport Company RAASC in the early 1960s, present a lanyard to a young officer posted to 1 Transport Squadron in Darwin. A great example of the wider Corps family linkages spanning over half a century.

Finally, I wish to thank my predecessor BRIG Jeff Wilkinson for the enormous contribution he has made to the Corps as Representative Colonel Commandant and Colonel Commandant Eastern Region. BRIG Cam Purdey and I were able to acknowledge Jeff's outstanding contribution at the December Lanyard Presentation in front of a crowd of over 30. This was only the latest of many important Corps appointments held by Jeff since he became a member of the RACT on 1 June 1973. In addition to his well-known achievements over that 44 year period, his adept and subtle mentoring and well-timed advice have been something many of us have benefited from over the years. In a recent conversation, Jeff remarked that while he will now retire to the 'rear ranks', he reflected on what a privilege and honour it was for him to have served as our Representative Colonel Commandant and Colonel Commandant Eastern Region, over the last six years. I would say that from a Corps perspective, the privilege and honour has been ours.

*Par Oneri*



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## Colonel Commandant North Eastern Region 2016

### Colonel Lesley Woodroffe

As my final (and sixth) year as Colonel Commandant for Queensland draws to a close I have reflected on what an honour and a joy it has been.

It is hard to strike a balance between being an imposition on busy units and neglecting them. I don't think I have been guilty of the former but suspect that some may feel the latter. There are always things we can do better.

Involvement with the Army Transport Association has still played a big and enjoyable part in my connection with past members of the Corps. The JMC staff continue to open their 'boozers' and assist with the security access for the 'smokos' held every two months and I know that is appreciated by the regular few who attend. The long-standing committee of the ATA has continued to ensure that ANZAC Day and the Corps birthday are marked appropriately and I was very proud to lead the Association this year in the Brisbane Street march, on a day that was so windy the banner suffered some damage, but being 'equal to the task' the serving members of the JMCO who were bearing it, held it together to the end.





The ATA functions are always open to serving members and although this invitation is not taken up very often, when it is, the soldiers are made to feel very special and welcome (as of course they are). I would encourage any serving RACT members to develop a relationship with their local Corps association. Similarly, if you are discharging in Queensland, membership of the ATA would be worth considering as part of your transition.

7 CSSB saw the official (re) raising of 2 Tpt Sqn, with a parade to mark the event taking place on 21 Sep at Gallipoli Barracks. I was delighted to be host officer for the parade with BRIG Purdey as the official guest and MAJGEN Mulhall, who had started his Army career as a Reservist in the squadron, as the reviewing officer. I am sure a report on the event will appear elsewhere in this journal. Some previous members of the squadron took up the invitation to be spectators and were made welcome.



Unfortunately, limited funds meant that I was unable to visit Townsville this year but was able to catch up with some North Queenslanders at the Corps Conference in February, to which we COL COMDTs always appreciate an invitation.

After the deadline for last year's Journal 7CSSB in December conducted a Circle the Wagons Competition on 7 December. It was a successful event in spite of some units not being represented because of previous commitments. The



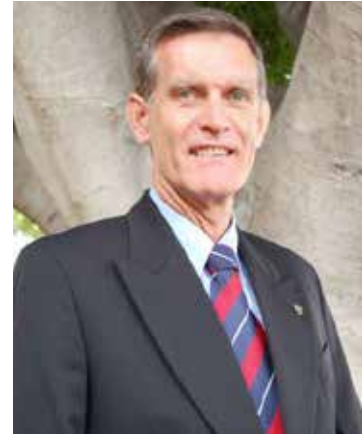
competition was won by 26 Tpt Sqn with LT Samuel Keary, Troop Commander 87 Troop receiving the trophy on their behalf as seen in the photo. Also pictured is the Operations Officer of 5 Tpt Sqn, CAPT Nick Reynolds. 26 Tpt Sqn has committed to conducting this year's event at Amberley in December and I look forward to attending.

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## Colonel Commandant Western Australia 2016

### Colonel Doug Webb

I hope this edition of the Transport Journal still finds you all well and enjoying life. Activities in the West have been a bit slow this past year. Apart from a small gathering on ANZAC Day there have been no other get togethers. The Annual Corps Dinner had to be cancelled due to the low number of acceptances.



Since the last Journal edition, I have attended two Brigade updates. The Brigade update is an initiative by the Commander 13 Brigade to inform Colonels Commandant and associations, that support the Brigade, of what the Brigade is up to.

The RACT Association will march on ANZAC Day in Perth again in 2017. We hope our numbers continue to grow. We will also try for a social get together.

For anyone who would wish to contact me, my details are as follows:

14 Asquith Court  
GREENWOOD WA 6024  
Hm: 08 9203 6507  
Mob: 0418 588 432  
Email: [doug.webb@bigpond.com](mailto:doug.webb@bigpond.com)



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## Colonel Commandant Central Region 2016

### Brigadier Tim Hanna, AM

The corps is thriving in the Central Region. I was very fortunate and honoured to be asked to assume the role of Colonel Commandant of the Royal Australian Corps of Transport in Central Region in June 2016. I would like to acknowledge the dedication of my predecessor, (Hon) COL Bill Denny who has been a very loyal and committed member of the corps since its creation in 1973. My ARA career finished in 2000. I then spent 10 rewarding years in the Active Reserve and so have seen many different aspects of Army service. I hope that my Service experiences, in addition to my business experiences, will be useful to the corps and the RACT Association in SA. Things are very busy in Central Region as they are across the country. Members of the corps, whether they be full or part-time, are involved in domestic training and support tasks as well as preparation for and participation in a number of operational deployments overseas. As the 1st Brigade presence in SA increases, so to does the number and scale of training exercises held at Cultana Training Area. Of note is the effort being put into integrating training between the ARA and ARes elements based in SA and the NT. For those in combat support units there is always much to get your teeth into.



16 ALR has one of the largest B vehicle fleets of any Army unit and there are great opportunities for drivers based up in the beautiful Adelaide hills at Woodside. Down on 'the plains', members from JMCO Adelaide and 9 CSSB show great enthusiasm. I hope to get around and see more of our troops in the field over the coming months. What Land 400 brings to all members of the corps is also eagerly anticipated. It's not all hard work, however. We held a very successful 43rd RACT Corps Birthday All Ranks & Partners Candlelight Dinner on 4 June 2016 at the Marion Sports Club which has become a home for SA truckies. 'Circle the Wagons' events at the historic Torrens Parade Ground in the Combined Ex-Services Mess also featured. It is great to see people for all sorts of corps backgrounds attend these functions including some who I commanded many years ago!

I would like to acknowledge the tremendous contribution that WO1 Andrew Walford provided to the corps during his tenure as RSM 9 CSSB and then at WONCO Wing at RAAF Edinburgh. He represented the corps in various arenas in excellent fashion. We wish Andrew well in his new posting as RSM of 9 FSB in Amberley. To all those who have been posted into Central Region – welcome! I hope you enjoy your posting. Well done also to the RACT Association in SA capably led by MAJ John O'Grady and other well known corps notables including 'Tich Tyson' and 'Blue' Wonnocott. They and the committee do a great job. Whether it be at work or play, the corps in the Central Region remains truly '*Par Oneri*'.

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## Colonel Commandant Victoria and Tasmania 2016

### Colonel Rex Rowe

I would describe the last twelve months in the Victorian and Tasmanian Region as being one of consolidation.

While I haven't made it across the wet gap to Tasmania in 2016 the President of the Tasmanian Association, LTCOL Doug Wyatt (Retd), has kept us all up to date with what has been occurring in the State with his regular and very professional issues of the "Tassie Furphy". I note that the RACT Anniversary Corps dinner was once again exceptionally well organised and conducted under the leadership of Major Annette Wyatt, with 60 in attendance. In my last report I mentioned that Doug had launched his latest book, "*Par Oneri 44*", which I understand quickly sold out. In this regard Doug has been absolutely tireless in ensuring that Tasmania's and Tasmanian's service to the Nation is and are well documented. I suspect that Doug is probably already knocking out his next literary contribution.

I thank the personnel from 44 Transport Squadron who were actively involved in providing evacuation and sand bagging assistance to the population of Latrobe in June when the Mersey River broke its banks.

Moving to Victoria, the President of the 3MD RAASC/RAC Association, Stretch Jarvis, still has the pedal to the metal as he commences his second term at the helm of the organisation. Stretch can justifiably be proud that he and his Committee are doing everything in their power to re-connect with all serving and retired Victorian State based elements. He has also moved the Association into the 21st century by ditching the Web based site and moving to Facebook. Finally, Stretch successfully negotiated with the Golf Club to ensure that they are properly incorporated and protected under the Association's incorporation rules, something which has dogged past Presidents.

Mr David Angee, a long serving Committee member of the 3MD Association retired at the last General meeting after decades of service and I would like to take this opportunity to thank him on behalf of the Corps for his absolutely remarkable contribution. David is a well deserved life member of the Association. I would also like to take this opportunity to thank Peter Walker who has done an absolutely sterling job sharpening up the Association's incorporation rules. This has by no means been an easy task.



It was extremely sad to see the recent demise of the 3MD RAASC Vietnam Association due to reduced membership and problems filling the Committee appointments. Stretch Jarvis and the 3MD RAASC/RACT Association have been in touch with the membership of the Vietnam Association and we hope that those who wish to transfer their membership so they can remain engaged with the Corps and their comrades.

I thank all for their ongoing service to the Corps and look forward to 2017, particularly as Land 121 continues to pick up momentum in rolling out our new vehicles.

*Par Oneri*





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## 2016 Corps Conference









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## Competition

Would your child like to contribute to the 2017 RACT Corps Journal “Par Oneri?”

For your child’s chance to be published in the 2017 Journal please submit by 31 October 2017 a no larger than 1 x A4 Page submission to [ract.hoccell@defence.gov.au](mailto:ract.hoccell@defence.gov.au) or send to:

RACT HOC Cell  
HQ AST  
Bldg 814 Gloucester Road,  
Tobruk Barracks  
PUCKAPUNYAL VIC 3662

Please include your child’s name and your contact information as well as a small description of the submission if required.

The winning entry will be chosen by the Deputy Head of Corps in conjunction with the RACT Corp Manager and will also be sent a copy of the 2017 RACT Corps Journal “Par Oneri.”

This year we would like to thank SGT David Wilson for providing his daughter Jessica’s poem ‘War is Out’, which is on the following page.



# WAR IS OUT

by

## Jessica Wilson

Posters went up the news was spread,  
Sign-ups were everywhere; every woman's dread.  
The boys were excited; this was their chance.

Boys underage lied to get in,  
Soon they would be eating from tin  
But they didn't know what was waiting for them.

When they signed the sheet,  
They didn't know what trouble they'd meet;  
And not just when they told their parents.

When they walk in the door  
Their mothers almost fall on the floor.  
She steadies herself and sits on a chair.

They tell her the news and they're really excited,  
Thinking that their mother would be delighted  
Until they realise she's disappointed.

When the day comes they pack their bags  
While their mother tries to nag.  
They wave their families good-bye as they leave.

Sisters silently sobbing, their fathers sigh,  
Their mothers ask why they would go out to die.  
The boys don't think that this will cost them.

Into the sunset they march,  
Under the golden arch.  
The boys will be missed.

Years have passed,  
The war still lasts  
With the horror and the fear.

They thought they'd be home by now,  
Instead of here with the guns that go POW!  
The world is a battlefield...

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## Trade Updates

### ECN 035 Operator Movement Trade

LTCOL David Beaumont, STM

While a deceptively average year for the Movements trade, a year in which the 32nd rotation of Movers into the Middle-east was undertaken and the usual array of short-notice contingencies and large exercises occurred, it was also a time of reflection.

The year included the celebrated twentieth birthday of 1JMOVGP, an opportunity for many members of the trade to recount their experiences over years of operations and exercises. Army Historian Lieutenant Colonel David Cran commenced work on a 1JMOVGP history that will also tell the story of the Movements trade over the last twenty years. Finally, the excellent work of WO1 Richard Hardy and MAJ John O'Grady in establishing and promoting the Movements Facebook site has been very effective in connecting members of the trade, encouraging discussion and reminding all of us of experiences many have had, but have since forgotten.

Within the context of new capabilities and operational commitments, Movers continued to proactively engage with a changing ADF. The excellent work of LT Brendan Nguyen and his team of Movers during Operation Fiji Assist 16 in supporting the Amphibious Task Group enhanced the trade's reputation; it also set an expectation that members of the trade would support logistic 'ship-to-objective' tasks in future amphibious operations. Major Alex Hayes and WO2 Kelly-Ann King ably led JMCO South in Adelaide in the largest military activity conducted in South Australia for many years, Exercise Hamel with their team achieving excellent results in the process. Members of the trade rapidly deployed on Exercise Northern Shield, and were instrumental in the testing of the ADF's ability to respond to contingencies in Northern Australia. I am hopeful that many of the lessons learned during these activities will be reflected in the training developed in the near future at the Army School of Transport, and in adaptations underway within 1JMOVGP.

If there was one thing clear in the operations, exercises and events of 2016, it was that there remains a consistent demand for Movements Planners and Controllers throughout the ADF. The Trade, and those officers who have served alongside its members, have always brought valuable operational and strategic transportation planning skills that no other Trade within the Corps generates independently. Indeed it has long been clear that the demand for Movers, and operational movement support, has been beyond the capacity of 1JMOVGP to match. As I describe in a short article elsewhere in this edition of *Par Oneri*, following seven years of my own experiences as a Mover, I believe that there is good reason for RACT to comprehensively review

how each trade can contribute to operational and strategic movement planning. RACT has always been effective in articulating how it functions in the tactical environment, as it was in the recent CSS review led by Forces Command. It is now a good time for looking at different problems, and also the opportunities that always come with them.

*Par Oneri*

## **ECN 099 Air Dispatch Trade**

**LTCOL Neil Peake, STM**

It has been a progressive year for the Air Dispatch Trade. The 176<sup>th</sup> Air Dispatch Squadron (176 AD Sqn) has continued to increase its involvement in the conventional space, and trade members within the Air Movements and Development Unit (AMTDU) have provided significant support to the introduction of new aerial delivery capabilities into the ADF.

Without doubt the most important issue to affect the Trade this year was the decision by Air Force to have Joint Aerial Delivery recognized as part of the Defence Aviation Safety Program. This will involve a large body of work but will ultimately ensure that the Trade will have systems and processes that deliver best practice for personnel safety and Aerial Delivery support to the ADF. This is not to say that safe processes and practices were not already in place, but it will ensure that they are better aligned with both Army and Air Force Aviation Units, which in turn will make for a more effective and efficient aerial delivery system. Senior Trade members within both AMTDU and 176 AD Sqn are working hard at achieving this end state, with an intent to have all systems in place by 2018.

From a tasking perspective the busy schedule 176 AD Sqn endured this year with significant support to both conventional and unconventional units. The standout task worthy of mention in this years article was a resupply conducted to Casey Research Station in Antarctica. On 04 June this year a C17 airdropped 1.5 tonnes of cargo, rigged by 176 AD Sqn, to members of the Station. The success of this resupply, which proved year round sustainment can now occur to Casey Station, has resulted in a standing task for the Squadron as part of OP SOUTHERN REACH. This is once again an example of aerial resupply making its mark on international operations when no other means of distribution is necessary.

Of most historic significance this year was the 100<sup>th</sup> anniversary of the first operational airdrop. This airdrop was carried out by the Royal Flying Corps in April 1916 at the Siege of Kut-El-Amara in Mesopotamia (now Iraq). To commemorate this occasion the Air Dispatch Association of Australia, headed up by its President, Mr Nick Nicolai, organized a series of events in Sydney, based around the ANZAC Day period. Current and ex-serving members of the Trade came from all over (incl internationally) to attend these events and from all accounts it was an excellent occasion. This was followed up with a formal dinner in Penrith on 06 August which again was a great night and a credit to Nick and the ADAA Vice President, WO1 Anthony Eddie. While on the subject of the Association, the work that Nick, WO1 Eddie and the other ADAA stalwarts do in order to keep the history of our Trade alive is extremely important. I encourage all members of the Trade, past and present, to get involved in order to ensure that our hard earned legacy lives on through the next generations of Air Dispatchers. If you want more information on how to get involved with the Association, please speak with WO1 Eddie.



Finally, I would like to highlight the continuous work being conducted by the Air Dispatchers working within AMTDU. Whether they be the trade seniors working within the Projects Team, or the members of Army Training Flight, these personnel provide an invaluable service which ensures all Air Dispatchers are equipped with the skills to deliver the ADF's capabilities by air.

This year AMTDU has had a number of high priority tasks, or will soon commence them, which will see an increased air mobility capability of Army, and the ADF as a whole. Specific trials that have are in the works are as follows:

- G-Wagon variants - airland and external lift
- JP 2097 Special Operations Vehicles -V2 and Spt (Cdo) - airland and external lift
- JP 2060 ISO containers - airland and external lift
- CH 47F - airland by C17
- L121 Mdm/Hy trucks/trailers - airland
- C27J - clearance of Army equipment by airland and airdrop
- L121 PMV-L Hawkei - airland and external lift

The list above clearly highlights the valuable role that AMTDU staff plays in the progression of Defence capability, especially in the era of warfare that requires highly responsive movement to anywhere around the globe.

## **ECN 171 Cargo Specialist. "Termites"**

**LTCOL David Nathan, STM**

**Commanding Officer 10th Force Support Battalion, ([david.nathan@defence.gov.au](mailto:david.nathan@defence.gov.au)); and**

**WO1 Ian Sojan, SMA**

**SMA – Cargo, HQ AST, Puckapunyal ([ian.sojan@defence.gov.au](mailto:ian.sojan@defence.gov.au))**

If you have any questions or wish to discuss any issues in relation to the Terminal Trade please phone or email the above members. More information on the roles and responsibilities of the STM and SMA can be found in the RACT Policy 44.

In order to better capture the history of the Termite it requested that any personnel with photos or video of Termite's at work or play, please forward them to the SMA. In particular, support to operations, major exercises or introduction of new capability would be greatly appreciated.

### **2016**

Another exceptionally busy year for the Cargo Specialist, with Termites providing MHE and distribution support on all major exercises, including excellent support to EX HAMEL 16 in South Australia, operations in the Middle East Region and conducting workups for the Canberra class of ships. Welcome home to all the Termites that have been away from the nest this year and good luck for those preparing to depart. For those still away keep up the good work and ensure you represent the Corps and Trade to the highest standard.

### **High risk work licencing**

In addition to the overview provided in the 2014 RACT Corps Journal, the following is an update on the status of licencing. COMCARE has recently conducted visits to AST, AST-MW, 10 FSB

and elements of 3 Bde in order to understand equipment fleets being used in Army with a view to better defining the scope of high risk work licencing and what equipment fleets it pertains to.

### **SOVO Vol 3 rewrite**

The current SOVO Vol 3 C&D Veh 2011 was supposed to undergo a review and update in 2016; however, that largely did not occur. Work has just recommenced on the update, specifically addressing changes in training and licencing for HRWL. HQFORCOMD Instruction, *Business Rules for Reviews and Management of Standing Orders for Vehicle Operations (SOVO)*, of 20 Nov 14 details the process for updating SOVO. Due to the large amount of input required from different Training Advisers, it is unlikely that the update of SOVO Vol 3 will be completed before the end of 2017.

### **Operator Small Watercraft**

A decision brief has recently been staffed to Commandant ALTC, through COMD 17 CSS Bde, on the movement of the Operator Small Watercraft course from the Subject 4 SGT to the ECN 171 IET course. The purpose of this is to have the most appropriate rank qualified to operate small watercraft. The brief also seeks to have ECN 171 SGT certified as Watercraft Testing Officers for the purposes of providing unit run courses for those personnel already posted to 10 FSB and the Amphibious Ships. It is expected a decision will be made in 2016 and, if approved, changes effected in 2017.

## **ECN 274 Road Transport**

### **WO1 Glenn Sharp, SMA**

The ECN 274 driver trade is currently undergoing evolutionary changes in skill requirements with the introduction of the MAN FOV and the anticipated arrival of the Hawkei. The driver trade is constantly displaying its adaptability to whatever environment or vehicle it is required to operate in. Not only drivers, but transport supervisors at all levels are quickly learning that operating and tasking vehicles in the near future will require detailed and concise management to levels not previously experienced

My recent deployment experiences in the Middle East highlighted the pivotal roles drivers are conducting on operations. Often the tasks may be routine and involve long hours over relatively short distances, but these tasks are so important to the mission succeeding. From driving UASUVs in warlike areas, to driving coasters and trucks in crowded urban and on interesting rural highways, ECN 274 operators have adapted and overcome to ensure the mission succeeds. The opportunities to 'get back on the tools' so to speak to load and drive trucks, and to see how the younger brigade are going about their tasks was great. The requirement to move RAAF vehicles and cargo not normally handled by road transport was challenging and provided innovative load restraint methods.

The commencement of the introduction into service (IIS) training of the medium/heavy L121 FOV, has highlighted we are in sight of the vehicles being issued to units in 2017. The L121 briefs and presentations that have been provided over the last six months to SE Qld have drivers eagerly waiting to operate the new vehicles. The feedback from personnel that have driven the 40M or HX77 vehicles has been very positive. The integrated load handling system (ILHS) is a new distribution system, which we as logisticians need to exploit to its fullest. The movement and management of flat racks, modules and the containers will require detailed coordination across the supply chain.

The introduction of these over mass vehicles brings with them some interesting challenges with fleet management. Freedom of movement on the nation's road networks previously enjoyed by the legacy fleet will not be available. Government agencies at all levels are endeavouring to assist Defence with our requirements to operate on the road networks. The simple facts remain, in many instances the roads and bridges of numerous local government roads were not designed for the 'rigid monsters' we are unleashing. Movement of the new fleet will require closer management than ever before. The selection of task routes must be matched with vehicle combinations, vehicle numbers and gross weights. OPS staff will also need to enforce weight and route compliance as strongly as ever. Non compliance with chain of responsibility legislation with a new highly visible fleet in the public environment will be scrutinized more heavily than ever before.

The Hawkei FOV is definitely a huge step up from the old faithful Landrover 110. Its appearance at equipment displays has many personnel readily awaiting its arrival at units in the future. As one of the more mature members of the corps, it is with some regret to see the Landrover 110, Unimog and Mack R retiring from service. I still remember my first time driving these vehicles when they were new and shiny. I therefore, understand the current enthusiasm of the younger members to operate the MAN 40M and HX77 in the near future.

For those not aware the Chief Driving Instructor –Defence position is located at Logistics Framework Cell within the Directorate of Logistics AHQ. This location provides greater excess to a range of sources within Defence in shaping road transport policy.

In relation to policy documents there have been a number of amendments to relevant transport documents in 2016. The AD 049 and AD 050 have been amended to reflect changes in processes and data entries. The AC 626 process will undergo major reforms in 2017 with a vehicle accident report template being currently developed for integration into SENTINEL.

A major review of the DRTM has taken place over the last 12 months. Over 500 amendments and new inclusions have been done. The DRTM will be released in a new format similar to the Army SAFE manual. It will be user friendly with links to web forms and buttons to associated references. The new format will also allow a more expedient review and amendment process, rather than the current three year review. It is also hoped that the DRTM will be available on the internet.

Some members may be aware of the existence of the Defence Road Transport Exemption Framework (DRTEF), and its role in assisting the ADF operate on the nation's road network. The DRTEF is the document that details the exemptions that Defence and the States/Territories have agreed to, in order for Defence road transport assets to operate in a domestic environment. Exemptions on vehicles operator requirements such as age or exemptions relating to vehicle dimensions beyond civil standards are contained in this document. The level of importance of this document is rapidly increasing with the demands of operating the MAN FOV within Australia. All personnel operating or tasking the new fleet of vehicles must be acutely aware of the contents of the DRTEF. Chain of responsibility compliance will be strongly linked to compliance with DRTEF and DRTM, particularly with operating on permitted routes and ensuring that vehicle gross weights are closely monitored and recorded.

A review of Defence's heavy vehicle management is currently being undertaken by an external agency. The aim of this review is to analyse Defence's policy and management strategies going forward with an increased over mass fleet.

Being appointed as the CDI-Defence and the Subject Matter Advisor for Road Transport are definitely high points of my career. I look forward to continuing to promote the road transport trade and RACT in the future.

## **2016 RACT Postal Trade Update**

**LTCOL Megan Olding, STM**

**WO1 Grahame Cavanough, SMA**

Lieutenant Colonel Olding and I feel privileged to represent such a diverse and high performing trade that continues to be a critical aspect of the maintenance of moral on operations. This update provides a short synopsis of the postal trade during 2016. I write this update with a heavy heart with the knowledge it will be the final time I contribute to the journal as part of the full-time Army. I have enjoyed 40 years as a proud RACT soldier, with the last two in the postal trade.

This year has seen no change to the operational tempo and high demand of the postal trade, akin to all other RACT trades. At any one time there are a significant number of the unit deployed, preparing to deploy, returning from a deployment or maintaining the daily operations of the Military Post Office (MILPO).

Headquarters Australian Forces Post Office (HQ AFPO) received eight new members march in, six posted out and two discharges. The Postal Platoon had a name change to Postal and Finance Platoon with Finance section moving up from Amberley at the end of 2015.

### **Operations Update**

Operational commitments included at least ten members deploying with Force Support Element Four and Five (FSE), Task Group Taji Three and Four. HQ AFPO retained technical control of all deployed AFPOs including in the Middle Eastern Region and regional and non-regional minor operations. AFPO 6 (Port Moresby) was established and has the same operating procedures as AFPO 2 Rifle Company Butterworth (Malaysia). Since the last journal one AFPO has ceased operations (AFPO 14 – Kandahar) in 2015 and one re raised (AFPO 20 – IRAQ) 2015.

### **Training Update**

HQ AFPO delivers all Postal Training on behalf of and in accordance with ALTC / AST training requirements. An MOU exists between CO 10 FSB and CO AST to facilitate the delivery of training. HQ AFPO conducts two postal courses including a four week Operator Postal Course and a two week Postal Clerk Course. The Postal Operator course provides training required to qualify selected RACT soldiers PTE (P) – WO1 (E). The aim of the Postal Clerk course is to qualify selected ADF members PTE – MAJ (E) to establish and operate an AFPO while deployed overseas. So far in 2016, HQ AFPO has conducted five Postal Clerk courses and two Operator Postal courses.

During 2016, HQ AFPO has achieved, Validation/Moderation of both courses, placing MILPO staff onto QI / QA courses whilst still supporting all in sundry. The LWP 1-1 -3, Postal Support was reviewed and subsequent approval for release.

### **Hails and Farewells**

HQ AFPO welcomes home the following from successful deployments: WO2 Dave Beckman, CPL Marty Fealy and CPL Cassandra Rice (FSE 4) (pictured), SGT Michael Watts, CPL JoAnna Johnson and LCPL Joanne Simpson-Lyttle (FSE 5), CPL Sheryl O'Brien and LCPL Ella Jones (Taji 3 and 4) (pictured).

New additions to the trade in 2017 include WO2 David Beckman, SGT Jessica Mansfield and CPL Vanessa Raz.

HQ AFPO farewelled the following members at the end of 2015: CPL Kirsty Bell, CPL Steve Dobbie. CPL Mick Sasser, CPL Pauline Hopkins, CPL Hayley Neville, LCPL Carla Armenti.

This year sees the departure of WO1 Grahame Cavanough, WO2 Cindy Bowen, SGT Brodie Haar, CPL Robbie Reilly and LCPL Nina Romano.

It has been an absolute pleasure working with all the staff at HQ AFPO over the past two years and hope their career and personal goals exceed expectations.





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# Army School of Transport

## Communications Troop (the continuation of RACT modernisation)

**WO2 Lajos (Louie) Lak, COMMS TP COMD and CCO AST**

All Playtime call-signs, message, prepare to read over.

WO2 Lajos (Louie) Lak here again for HQ AST - COMMS TP to enthral you all once more as to where RACT COMMS is headed, and, what we have achieved since our conception in 2015. Since the last time we spoke, my team and I have trained approx 391 x IET and Staff members in Basic Combat Communications Courses (BCCC) Modules 1, 2 and 3. That's over 1100 individual ROA's, PMKeyS entries, headaches etc for the three sessions per course we run here at AST Puckapunyal.

Well all that's about to change. HQ ALTC has assisted AST in adding the proficiencies onto PMKeyS and into the LMP's for all ab-initio trainees for their IET training continuum. Woo-hoo.

We, as a school, have also started to receive our quota of digitised G-Wagons that we use on each BCCC. The trainees get a lot of training benefit from fitting the radios to the vehicles, rather than sitting in a classroom or a field training site and doing radio checks. Not to mention that we are about to receive the digitised Rheinmentall MAN trucks that will be arriving at the school shortly. They are going to be a great training aid for the IET's, not to mention the HAWKEI variants that will be here for COMMS TP to utilise in 2017 as well. We can't wait to see how this enhances the training needs of our soldiers, and you, at unit level either.

Communications training at AST has come a long way. We have started to shift part of our focus towards the introduction of the Battle Management System (BMS) at AST which will make up part of the IET training continuum sooner rather than later. There is still a way to go, as in, we are yet to receive all the kit needed to deliver this component to our soldiers, but when we do it will enhance our RACT soldier's capabilities at unit level (when posted) dramatically.

We have had some feedback from the members that come and attend or assist AST on courses at NCO Tp as visiting instructors and as students on promotion courses. I have asked them how the soldiers are going at unit level with their communications skills, and well; the reaction was well received from them all. Because our newest communications gurus don't use the radios daily, they

say they are a bit rusty to start with, after an hour or so the muscle memory kicks in and they start going great guns on Comms. This is very pleasing to hear as a form of positive feedback coming from units rather than telling us how bad they think they perform. Thanks Ladies and Gents.

Well that's about it for now, stay tuned for how things track in the near future and I hope to hear from you all soon. Out.



## Non Commissioned Officer Troop

### WO2 Kevin Dunn, NCO TP COMD

Non-Commissioned Officer Troop (NCO Troop) comes under Headquarters - Army School of Transport (HQ AST) located in Puckapunyal. NCO Troop is responsible for the delivery of all RACT Promotion courses: Transport Managers, Driver Testing Officer, Subject 4 CPL and Subject 4 SGT RACT 'Road Transport' Courses.

The beginning of 2016 saw NCO Troop hit the ground running due to a manning change, which saw most of us getting ourselves settled into an Instructional posting once again. Once the usual Induction Training was over, we had a week before we kicked the year off with our first course, Driver Testing Officer Course. Once the Troop got their feet firmly on the ground, we worked towards the modernisation of the two main RACT promotion courses; the SUB4 CPL/SGT. These courses were due for a total re-development after continuous input/delete from previous Instructors of the Troop, it was time to implement these changes and add a new outlook on producing a better JNCO/SNCO for the Corp and Army.



*WO2 Dunn showing the SUB4 SGT RACT Course through the Tactical Trainers at AST.*

The implementation of scenario based Simulation with the new and improved “Sim Centre” at AST will focus on the two main promotion courses that will enhance the knowledge base for students attending these courses. This will place more emphasis on the section commander controlling his/her packet of vehicles from the left seat, whilst directing fire power and manoeuvring vehicles through communications during certain simulation tasking. This will improve the skill set of future section commanders with the new fleet of vehicles entering service.



*SUB4 SGT RACT Course conducting a Simulation scenario at AST.*

NCO Troop would like to thank all external units who have provided support throughout 2016. The visiting Instructors have provided invaluable input, skills and experience that will enhance the future modernisation of the courses and RACT.

NCO Troop hope to continue to improve the quality of the JNCO/SNCO in an ever increasing fast dynamic changing environment during 2017.

## **Operator Movement Troop**

### **SGT Joshua Hampson, TROOP COMD OMT**

Operator Movement Troop (OMT) had yet another busy year for 2016 reviewing all Training Management Packages (TMPs) and modernising the ECN 035 trade training.

OMT farewelled WO2 Megan Bressow at the end of 2015 as she commenced maternity leave and this saw SGT Rachel Tierney join the team in February 2016.

OMT staff had to juggle personal career developments, family life and work life balance whilst re-designing each course from the Initial Employment Training (IET) Course through to the Movement

Officers courses creating robust deliverables for the courses and in my opinion the entire team has done an outstanding job.

OMT has trained approximately 55 Army and Air Force personnel during the 2016 calendar year including several international students from Fiji and New Zealand Military Forces.

With the implementation of several amended TMPs and a Pilot TMP for the last IET course of the year the pace for OMT is not slowing down. 2017 will see the introduction of another two pilot courses for Subject Four Corporal and Sergeant.

OMT will be farewelling CPL Chris Percy who is set to take up his new position in Joint Movement Control Office (JMCO) Adelaide on promotion to Sergeant. We will also farewell the Subject Matter Advisor (SMA), WO1 Martin Lambe who will be retiring after more than 30 years of service. The team will welcome in CPL Tara Pavel as an instructor and WO2 Linda Crane as the new SMA.



*Subject Four RACT Corporal Movements Course preparing for the final assessment field phase of their course.*

## Road Transport Wing

**CAPT Solomon Birch, OPSO RTW**

Road Transport Wing made its way back to sleepy Puckapunyal in January of 2016 amidst the dry heat of long sunny days, still carrying thoughts of Christmas with smiling children and families. It was a year like any other; presumably there would be trainees, after the drawn out ritual of mandatory safety training was completed. Some would be improbably young with all the vigour that youth lends a recruit fresh to the schoolhouse. Some would be older and wiser, looking for a new career and dispensing the dry wit that seems only to come to those who have spent their adult life wearing green pyjamas to work. Most of the trainees would be ordinary people, just coming into their prime; young enough to enjoy the taste of risk, but old enough to know the bitter aftertaste it could leave.



The illusion didn't last. Before anyone could quite recognise what had happened, there was a gauntlet at our feet and a year of challenges. Some very clever people in Army Headquarters had done some very careful thinking; apparently war was changing (or maybe it had changed already and we just hadn't noticed yet) and it meant Big Things. The main Big Thing was something called "Modernisation".

So the Wing was off. The BDC Tps (A, B, C, D Tps) needed to work out how to teach Drivers to survive in a world where lots of very sneaky and well motivated people would try to break their trucks and kill them; where no one could spare an escort and where the QRF would be minutes away when seconds counted. PMV Tp needed to work out how to train people to use a platform that isn't really a fighting vehicle, but is nonetheless a little more than just a truck.

These turned out to be fairly straightforward but that didn't make actually doing it any easier. It all boiled down to this – Move, Shoot, Communicate. Whether it's a Bushmaster with SOTAS and a Mag 58, or a Unimog with a soldier using a manpack-152 and a co-driver out the cupola with a rifle it's basically the same – you learn to look after and move the vehicle around, you learn to use the radio and you learn to shoot from the vehicle. You make sure the trainees have mastered each of these basics before you bring them together and start getting them to employ the whole thing together as a system.

All of this would have meant little if we didn't have the support of E, F and G Tps who tirelessly worked to do the driver training that other corps required for their IET, which allowed our IET Tps to focus on training our own corps' Drivers.

We have a very long way to go down this road, and there are many hills for us to cross before we will be equal to the tasks that Australia will soon expect of us. The next two years will challenge us even more than this year: Next year we need to start to train our soldiers on weapons that have never been a part of our trade before (GPMG, HMGs and maybe even GMG) so that they can keep



*School of Armour and the a Static B Vehicle range shoot.*

themselves safe. We need to train ourselves to use the new L121 vehicles next year so that we can train others on them the year after. We need to understand how to use millions of dollars of simulation equipment that the Army will buy us.

Despite all of this, in January of 2017 we will wonder what sort of trainees we'll have this year and daydream of family and Christmas barbeques as long summer days drift by and induction crawls on at the MI Block. Some things will never change.



*AS4 in it is D Tp on task with Tactic Wing.*

## Land 121 Training Team

**Article Compiled by: WO2 Paul Hesk - SSM L121**

**Columns written by: CAPT Will Morrison - (DTT), WO2 Mark Daly - (TDC),**

**CAPT Sheldon Toto - (MTT), SGT Leah Maher - Advance Training Team (HC1)**

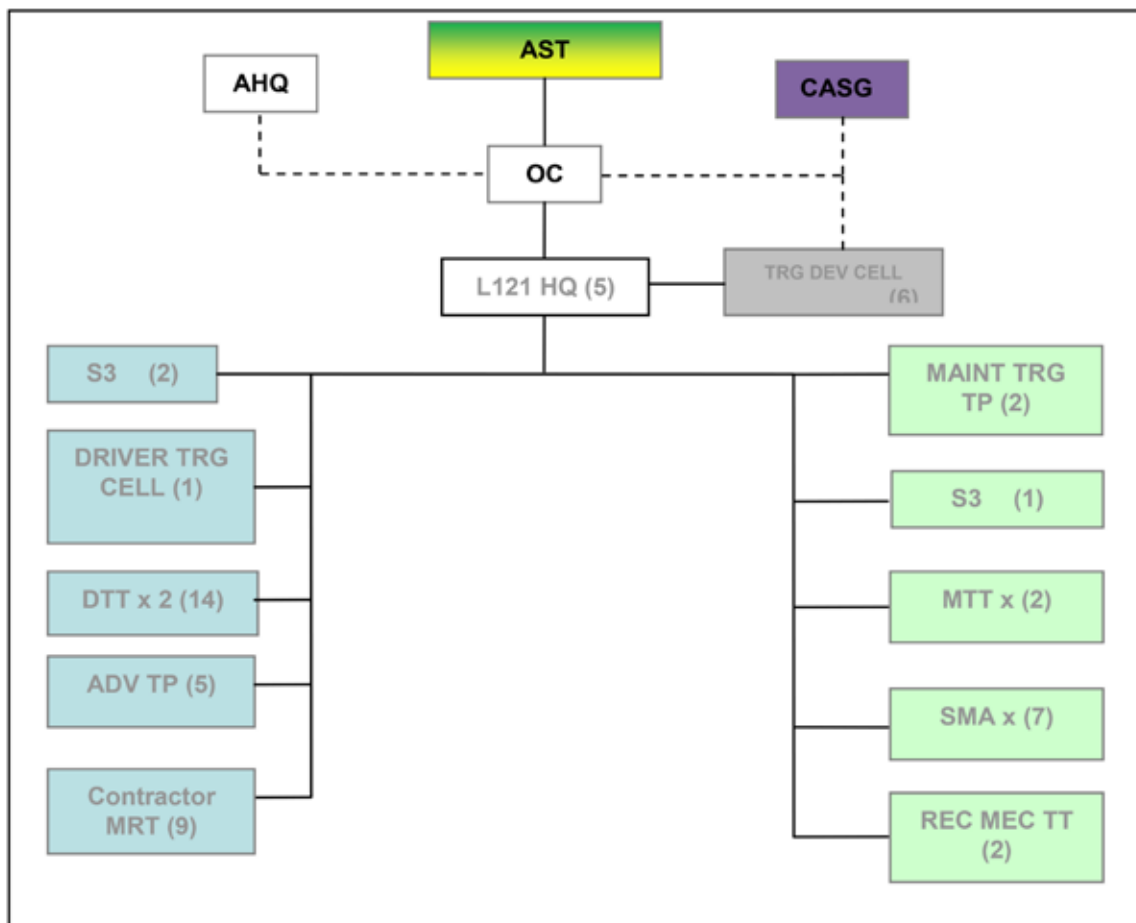
### Foreword

This year has seen a number of changes and challenges for L121 Training Team (L121 TRG TM). The arrival of new staff and key appointments, Advance Troop finally being completely established and fixed in location and RAMP training kicking goals in its attempt to reduce the liability on Army units prior to the arrival and conduct of phase 3B (Introduction into Service (IIS)) of the new Mission Systems have all been significant to the growth of L121 TRG TM.

Having been focussed on Ramp training since the completion of the G Wagon IIS training in 2015, the biggest challenge for the L121 Driver Training Team (DTT) in 2016 has been the IIS of phase

3B Medium and Heavy Capability. The Maintenance Training Team (MTT) had also seen challenges in an attempt to fill the last few remaining maintainer courses prior to the cessation of G Wagon maintenance training and the Training and Development (TD) Cell's rate of effort had significantly increased with the highly anticipated arrival of the MAN 40M and HX77 Mission Systems as well as the new Hawkei (Phase 4).

With the OC still having to manage three physically dislocated teams whilst based out of Melbourne, his main effort had shifted from meeting contract deliverables and Learning Management Package (LMP) timelines to the delivery of the IIS Operator and Maintainer training courses.



### Driver Training Team L121 – Amberley SE QLD

2016 was an exceptionally busy year for the DTT in Amberley. The start of the year saw a small number of new arrivals including CAPT Will Morrison, who had moved across from 9 FSB, eager for the fresh challenge as 2IC. With induction training completed, the DTT quickly adapted back into the routine of running back-to-back HC3 courses. Meanwhile, members of ADV TP welcomed in the first HC1 course for the year. L121 again stepped up to the plate early on and provided Instructors to backfill the shortfalls of Instructors at Road Transport Wing (RTW) by ensuring that they maintained their G Wagon DTR.

Other tasks undertaken by the DTT had seen WO2 Mark Hobbs and CPL Grant Solomon support the official handover ceremony of the first MAN vehicles and Haulmark trailers to Army at Gallipoli Barracks Enoggera; providing SME support and ensuring the audience received all the latest up to date information regarding the new fleet.



*Vehicle on display at the inaugural ceremony in Enoggera.*

In May 2016, L121 commenced the first Operator Pilot course. A broad selection of students across all ranks were pulled together to ensure the feedback was both realistic and productive, all under the close eye of OC L121, AHQ, Rheinmetall MAN Military Vehicles Australia (RMMVA) and CASG. This was the first opportunity to authenticate all Operator LMPs after 18 months of work undertaken by the TD Cell in putting them together.

Concurrently, the DTT was also finalising the last of the HC3 Operator courses accounting for an additional 379 students qualified across the ADF which provided them with the necessary pre-requisites required to attend the HX77 Mission System IIS courses. Having said farewell to the leased Gigas and 20 Ton trailers, the team rapidly switched its focus and started its preparation for the transition to the MAN IIS training. Over the next 8 weeks the DTT and contracted instructors from the Medical Rescue Team (MRT) conducted and attended a series of train the trainer courses, aimed at both qualifying and enhancing their knowledge base on the new Mission Systems.

The first IIS courses started as scheduled on the 19 Sept 16 with 7 Brigade and other SEQLD based units given the priority as they would be the first to see the roll out of HX77 and 40M mission systems into their locations in early 2017.





*Comparison between the old and the new in the above two images.*

The L121 DTT is now set up to conduct the following conversion courses at its current location in Amberley SE QLD:

- 215488 - HX77 Mission system and down skill (40M Mission System) - 10 Days
- 215455 - 40M Mission system - 5 Days
- 215181 - HX77 and down skill - 5 Days
- 215184 - 40M truck only - 4 Days
- 215186 - Vehicle Mounted Crane (VMC) - 1 Day
- **40M** - Unimog replacement
- **Medium Trailer** - 8 Ton trailer replacement
- **HX77** - Mack replacement
- **ILH** (Integrated Load Handling)Trailer - 20 Ton trailer replacement
- **(MS)** Mission System - includes both the truck and trailer
- **(DS)** Down Skill - covers the 40M

Of note - It cannot be stressed enough how important it is that members have the correct codes and that they meet all pre-requisites IAW the LMPs. The training has been designed to teach the gap between the old and new fleet as well as vehicle intricacies. Therefore students must be confident and competent with driving and operating the current legacy fleet before they nominate. Training delivered at Amberley is not designed to teach experience as this will be gained back at the units once the vehicles are issued and utilised.

The DTT has certainly experienced a significant number of changes over the course of this year by closing some old chapters and opening some new ones. These changes are expected to accelerate throughout 2017 as the DTT adapts to the changing needs of the Land 121 project, the RACT and wider ADF.

### **HC1, Advance Troop (ADV TP) SE QLD**

This year has witnessed the continued training on the International S-line SF2670 in its 29th year of service after it replaced the Diamond Rio back in Feb 1988. Over the years there has been varying reports of its replacement being rumoured to be as early as 2007, however, this never came to fruition with only additional vehicle variants being introduced to support the in-service S-line.

With the IIS of the MAN fleet of vehicles this year, it is now only a matter of time until the S-line is replaced. With that in mind, approval was requested and subsequently granted to have an S-line placed on display upon retirement in Puckapunyal as a reminder of its long and successful service with the RACT and Army.

Continuing under the leadership of SGT Maher with instructors CPL Roberts, CPL Corner, CPL Mackay and CPL Upton posting in as the fourth DTO instructor after carrying a vacancy throughout 2015; the Troop has been very successful with the completion of four Operator Specialist Vehicle courses including a trial course which incorporated the Kenworth T909 for RACT students.

Throughout the year, Advance Troop conducted live tasks of varying complexity. The most memorable was the assistance to 6 RAR with the delivery to Gallipoli Barracks and return to Mount Tamborine of a civilian owned and fully operational Centurion Main Battle Tank (MK V) which served in the Vietnam War for the Long Tan Day celebrations on 18 Aug 16. It was all hands on deck for this task which involved a HET combination from 10 FSB, three days of over dimensional routes and working days commencing at 2100 h until 0900 h due to travel restrictions.

Looking forward, Advance Troop now waits to see what Army wants the HC1 training to look like as the S-line continues to age (gracefully) and as the MAN HX81 is slowly introduced into service. Despite varying opinions on the new replacements, if the HX77 and 40M Mission Systems are anything to go by, we should see some exciting times ahead of us.

December this year will see CPL Roberts posted to 3 CSSB and CPL Mackay Posted to 1 CSSB Adelaide with the arrival of LCPL Willis from 9 FSB and CPL Davis from 1 CSSB Darwin in 2017. In addition, Advance Troop will be relocating back to Puckapunyal at the start of 2018 in preparation for the arrival of the new HC1 Mission Systems.

### **Maintenance Training Team (MTT) L121 – Bandiana AWMA VIC**

This year saw the Land 121 Maintenance Training Team (MTT) conclude maintenance training on the Phase 3A G Wagon. This was a significant milestone for all stakeholders because as at

10 June 2016, the Maintenance Training Team had trained over 1600 Army, RAAF, and civilian maintainers on the G Wagon and now that G Wagon maintenance training had transitioned into the sustainment space, the new focus was now on the Land 121 Phase 3B Medium and Heavy Capability Mission Systems.

The Maintenance Training Team have been working closely with CASG, Rheinmetall, Hallmark, and other internal stakeholders to develop and deliver training on Defence's newest B vehicle capability. Maintenance training has already commenced here at Bandiana, and we look forward to opening the course up to wider Army, RAAF, and civilian maintenance staff in early 2017.

Looking further into the future, the Maintenance Training Team is expecting to commence maintenance training on the Phase 4 - Hawkei Protected Mobility Vehicle from 2018. Additionally, we expect to see a number of maintenance specific modules to be introduced that will enhance Defence's capability moving forward. What we are seeing here in the workshop is a move towards protected mobility and the modernisation of Defence's manoeuvre and logistics capability. The Maintenance Training Team is postured to ensure that we support the introduction into service of all Land 121 mission systems, now and into the future, as part of the RACT's premier sub-unit.



*Training Development Cell Land 121 – Defence Plaza, Melbourne, VIC.*

The year started with all members attending unit induction training at Amberley, where the TD Cell; with the inclusion of new member WO2 Geoff Rolph (RAEME), had the opportunity to meet the new members of the Amberley and Bandiana Training Teams and to view the resources available to the Amberley Training Team. The TD Cell also took the opportunity to maintain AIRN currency by completing both a BFA and WTSS activities whilst in Amberley. The cell returned to Melbourne and immediately picked up where 2015 had left off. The cells achievements to date are as follows:

- Development of IIS TMPs for Operator and Maintainer training on the MAN FOV (8 x LMP's in total)
- Review of Part Two of the PMV-L (Phase 4) PNAR.

When the TD Cell is not developing LMPs, its secondary tasks include assisting the Capability Acquisition and Sustainment Group (CASG) with planned demonstrations of the new MAN vehicle

platforms. These presentations are used to showcase the ADFs future capability to civilian and defence personnel. The most prominent activity consisted of a display at the ADFA Open Day in August 2016.

The arrival of SGT Royce Allen (RACT) to the TD Cell in May 2016 had provided much needed assistance in the Operator development space. In particular, SGT Allen provided assistance to WO2 Hart in the delivery of Train the Trainer courses for the G-Wagon Ambulance Module. With the courses aligned to the roll out of the vehicles to units, both members spent quite some time away ensuring that the contracted trainers delivered quality training on the module.

The TD Cell also picked up the training and development liability associated with Phase 4. The introduction of this phase has subjected the TD Cell to a completely different line of contacts and support and given that this Mission System is completely new and not measured against any legacy platforms, the challenges are long and complicated which requires the TD Cell to distribute its workload across an already exhausted cell.

Whilst the achievements of the TD Cell are measured by its deliverables, the OC L121 also tasked the cell to develop sustainment LMPs for the complete Mission Systems which includes the Flat Racks and Vehicle Mounted Crane. He had identified the requirement to strike these early as access to resources was readily available. Once these are mature enough to be presented at the Learning Review Board, this will allow the ADF to commence full courses sooner which should minimise shortfalls in capability.

As 2016 draws to a close, the TD cell will be farewelling WO2 Mark Daly on promotion, WO2 Bob Hart, and SGT Ryan Leslie, also on promotion. And whilst the TD Cell has been busy, it is a key enabler and without its contribution in the development of the LMPs, the IIS of the new MAN Mission Systems would not have been as successful.

## **Conclusion**

2016 has probably presented far greater challenges than previous years. It has been more than 30 years since the Australian Government introduced the current legacy fleet of vehicles into the ADF, and whilst this fleet has operated with distinction in both the exercise and operational environments, the IIS of the MAN fleet will provide an accelerated level of capability that should present the ADF with the ability to project out for another 30 years.

As the Training Team moves forward into 2017 it would like to formally thank the OC for 2015-16 MAJ Crain Mann for his sound advise and leadership during what has been an especially busy phase of training with the IIS for the MAN fleet and the ongoing development of Phase 4 (Hawkei) outputs. We wish him the best with his future endeavours in NZ.

*Par Oneri*



## Maritime Wing

**MAJ Nick Schoch, OC/SI AST MW**

Maritime Wing is located at Ross Island Townsville. It is responsible for training delivery in Cargo Specialist, Marine Specialist, Postal and Marine Engineer specialties, conducting on average 39 courses a year. 2016 has been a period of high development for the Wing. All training sections have focused on updating and developing allocated courses to increase ADF capability by providing soldiers the training to operate in their relevant areas of operations.



### **Officer Commanding/Senior Instructors Foreword – MAJ Nick Schoch**

It has been an absolute pleasure to command the wing over the last two years and to be a part of their efforts to promote the trades and specialities that make Maritime Wing. Each member within the wing has contributed to an effective and safe workplace that people wanted to work in. The efforts of the men and women of the wing ensured the operational and governance was achieved. The Administration, Operations and Standards Cell succeeded in providing consistently high level of support to the sections and their support to me was exceptional. Each of the training sections endeavoured to promote the very best examples of their trades or specialities, continually reviewing their training to ensure it was relevant and up to date. The Support section has transitioned from providing very effective water craft support to becoming a training section in its own right. In addition to their duties they now are responsible for the delivery of weapons training on the 12.7mm Quick Change Barrel Machine Gun (QCB MG) and small boats. I am very confident the efforts of Maritime Wing value added to the training experience of the audience and added to the capability provided within the wider ADF.

I would like to recognise the efforts of 10 FSB, JLU-NQ and our contracted support at the Q Store. Without their support many of the stores and equipment requirements would not be available for the courses or maintained/repaired at a rapid rate. Their support has directly attributed to the wings continued success.

### **Cargo Specialist Training Section (CSTS)**

The Cargo Specialist Training Section (CSTS), home of the "Termite" is responsible for delivering Cargo Specialists training to IET soldiers and across the suite of promotion courses for CPL and SGT.

The "Termites Nest" consists of the Section Head, WO2 Jamie Feetam, Training Sergeants, Justin King and Craig Foster and CPL Instructors, Drew Charlwood, Matthew Glover and Rye Stott.

This year has been a busy year for the Cargo section at AST-MW, three courses were conducted throughout the year including two IET courses bringing 24 new cargo specialists into the trade and one Advanced course with 11 students including one international student from the New Zealand Defence Force.



The section has seen the introduction of the Integrated Computerized Deployment System (ICODES) within the promotion courses and Marine Terminal Officer Course (MTOC). ICODES is a load planning tool currently used on the new amphibious ships to assist in the loading and discharge of vehicles and personnel. This system has been developed and used in the United States and is proving to be a very useful and versatile tool for the ADF. This course will be delivered to the Supervisor (SGT) course and an introduction will be delivered to the Advance (CPL) course.

### **Maritime Specialist Training Section (MSTS)**

Following the enthusiastic acceptance by WO2 Mick Marrinan to fill the WSM position, SGT Lean took the helm and the Marine Specialist Training Section (SGT's Dunbar, Gough and Waldron) set to business as usual. This year the section managed five Learning Management Package's (LMP), ran seven courses and supported other sections in running MTOC, Water Craft Specialist Course, navigation, Safety of Life at Sea (SOLAS) and 12.7mm training and practices. In addition to the standard Directed Training Requirement, the section found time to conduct a small craft navigation course for over 90 personnel from 3 CER, an Regional Patrol Craft course and provided assistance to a small boat course.



Simulation has again been a focus of MSTS this year with the continued improvements to our NAUTIS navigation simulator and the development and introduction of a 12.7mm QCB Maritime simulation utilising the Weapon Training Simulation System (WTSS). The 12.7mm simulation has been a great success with very positive reviews from trainees and senior Army Officers. During the year we have had the pleasure of demonstrating this new simulation to CO 10 FSB, CO AST, COMDT ALTC and DGTRADOC. This new simulation exemplifies the modernisation efforts being taken within the wing and the section.

Despite reduced manning and additional responsibilities, MSTS has had a successful year and have showed determination to enhance training focusing on 'BLACK ANCHOR' to provide tactical training during sailaway and drive the reform of the Marine Specialist culture and perception.

## Marine Engineering Training Section (METS)

The METS is the hallowed home of the Australian Army's Marine Engineers. The METS is responsible for training selected military and civilian personnel in theory and practical skills relating to the marine engineering specialisation.

METS delivers a wide range of watercraft maintainer and specialist marine equipment courses which enables selected personnel to go on to maintain, repair, service and crew Army watercraft and associated equipment, unique to the marine environment.



It's been a hot and busy year at METS with multiple new equipment being introduced into training. With the re-powering of the Bridge Erection Propulsion Boat (BEPB) with a Cummins engine and Namjet. METS has been provided with a complete drive train for future training, along with a Caterpillar 3126 used in the Special Forces Air Deployable Rigid Hull Inflatable Boat (SFADRHIB). Staff at METS are looking forward to mounting these for future training. Other minor changes in training saw the introduction of the new Mercury Outboards 15HP, 25 HP and 50HP, along with the staff being officially trained in the 275HP Verado, this brings with it more detailed training and better maintenance capability.

This year has been the busiest yet with the running of three Watercraft maintainer courses, one watercraft specialist course, one watercraft supervisor course, two Outboard Motor Maintenance courses, one BEPB courses, one Air Breathing Apparatus Maintainer course, one Lighter Amphibious Resupply Cargo – 5 ton (LARC V) Course and three Marine Equipment Maintainer Courses (two being run locally at METS and one exported to the unit under the direction of METS staff). On top of the courses provided within METS, there is also technical support to the other sections within AST-MW. It has been a busy 10 months and the tempo is likely to remain constant leading into the Christmas stand-down period and the posting cycle, which will once again see a heavy turn over in staff with the OC/SI MAJ Nick Schoch posting to 10 FSB as 2IC of the Battalion, CAPT Jeremy Mar Fan posted on promotion as the OC of 35 Water Transport Squadron and WO2 Jamie Feetam posted to 10 FSB also on promotion as the OPSWO, to mention but a few. With over fifty percent of the Wing being posted around Australia we thank them for their tireless efforts and wish them all the best for the future.

An additional note for all current Army Maritime personnel, ex-serving members and associates. The 20th anniversary of the relocation of AST-MW from Chowder Bay Barracks to Ross Island Barracks occurs on 18 Jan 2018. The details of an appropriate activity and confirmed date are yet to be determined but will be promulgated on the RACT website NLT Jul 2017. POC will be MAJ S. Brown, OC/SI AST-MW.

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## Transport Squadrons

### 1st Transport Squadron (formally Logistics Support Element)

**LT Scott Sinclair-Wood**

**Bravo Troop Commander, 1st Transport Squadron, 1 CSSB**

After an extremely short and unofficial hiatus from the 1 CSSB ORBAT, the Logistics Support Element was officially retired and the 1st Transport Squadron was reborn on the 29th September 2016 at RAAF Base Edinburgh, Adelaide. The Squadron accepting the challenge of being the Army's only Transport Squadron responsible for providing, not only the majority of the 1st Brigade's Heavy and Cargo lift, but also the integral maintenance and supply support for South Australian based units.



*1st Transport Squadron reflect on Mental Health Day.*

In 2017, the Squadron will consist of one Cargo Troop with an OSV Section, one Heavy Tank Transporter and Bulk Liquids Troop, one RAEME Workshops Platoon and one RAAOC Supply Platoon. The Squadron will continue to grow its capability in the coming years as the outcomes of Plan Beersheba and the Combat Service Support CONOPS are fully realised.





*1 and 17 BDE Kenworth's deploy the 1st Armoured Regiment to Cultana "Ready to Roll".*

2016 has been a busy year for both the Logistics Support Element and the 1st Transport Squadron. In February and March 2016, the Squadron was deployed to Cultana, South Australia as the mounting and demounting elements for 1st Brigade Units to consolidate and employ Battle Group level skills as part of the Predator Exercise series. It also showcased the Squadron's ability to facilitate the entire movement of the 1st Armoured Regiment from RAAF Base Edinburgh to Cultana. This initial exercise for the year also provided a valuable opportunity for elements of the Squadron to be deployed as part of a Combat Service Support Team in support of the 5th Battalion, Royal Australian Regiment Battle Group.



*Members of Bravo Troop Celebrate LCPL McNamara's Birthday on Exercise  
L-R SGT M Hartnett, LCPL A McNamara, CPL S Howarth and CPL R Frost*

After a well-earned Easter break, and to ensure the Squadron was ready for 'The War' on Exercise HAMEL 16, the Squadron raised and conducted several driver courses from UNIMOG to Road Train and everything in-between, enabling both the up-skilling of 1 CSSB members and offering enhanced organic capabilities for 1 BDE DCUs.



*1 BDE Heavy Lifters.*

June-July 2016 saw the Squadron deployed back to Cultana as part of Exercise PREADATOR STRIKE and Exercise HAMEL 16. These exercises saw the Squadron deploy as a Combat Service Support Team under the command of Major Ilona Odgaard, and for the first time, this capability was comprised solely of soldiers from the 1st Transport Squadron. The Squadron was responsible for shortening the Lines of Communications between the 1st Combat Service Support Battalion - Brigade Maintenance Area and two forward Combat Service Support Teams as well as the United States Marine Corps Logistics column. The harsh winds and vast amounts of rain turned the normal Cultana dust bowl into the Cultana Mud Pool giving the entire squadron an excellent opportunity to test their recovery skills.



*Another One Stuck in the Mud.*



*Cultana Dust Storm.*

Since the completion of Exercise HAMEL 16, the squadron has undertaken another series of driver courses to ensure the Squadron is prepared for the rollout of Land 121 vehicles in 2017.

The Squadron has continued to operate at a rapid and unrelenting tempo throughout 2016, which has seen 1st Transport Squadron support 1 Brigade DCUs on both Brigade and Army level exercises. The Squadron has also assisted in moving 1 Brigade DCUs from Darwin to Adelaide and back again, completed 14 exported driver courses and supported the local community with flood relief during the South Australian power outages.

The Squadron will grow substantially from 92 personnel to 185 by the conclusion of 2017. It will see the majority of the 1st Brigade's heavy vehicle capability positioned in Adelaide as the squadron continues to grow as part of Plan Beersheba and the READY Phase of the Force Generation Cycle.

The 1st Transport Squadron is a robust, highly flexible and responsive sub-unit that is geographically dislocated from the remainder of 1 CSSB. The Squadron offers a unique capability to commanders as the only online Transport Squadron ready to deploy as a Combat Service Support Team entirely of 1st Transport Squadron Soldiers.



*From where you would rather be, Paradise.*



## 2nd Transport Squadron

Compiled by: CPL McKinnon, CPL Morris, LCPL Beacall, LCPL Miller, LCPL Phillips

### Born again

When members of 7 CSSB returned to work in late January 2016, there was an air of excitement as everyone knew that 2 TPT SQN had been re-born and was ready to make its presence felt. With a legacy that dates back to 1899 as well as active service in WW1, 2 TPT SQN has a long and proud history. The Sqn started 2016 with a grand total of 31 personnel, which included Sqn HQ as well as five soldiers who were deployed in the MEAO. Members were given the opportunity to choose a mascot to represent their Sqn. After heated debate, the Thorny Devil was chosen as the official mascot, with the motto of "Devils Deliver".

In its first month, the Sqn hit the ground running, conducting Bushmaster driver training and Mag 58 courses whilst members of Sqn HQ were deployed to Fiji and Puckapunyal. The Sqn's only TP Commander disappeared for the first five months of the year in order to complete his suite of junior officer courses. The Sqn commenced the year with only eight Bushmasters, which is a PL lift; however, as the year progressed that capability increased to 38 Bushmasters and a posted strength of over 70 personnel. At the end of 2016, the Sqn is capable of providing protected lift for two combat teams.

A steady flow of new soldiers continued to arrive throughout the year and to their credit all these members have quickly adapted to the high tempo of the Bn and Sqn. In many cases, personnel have been put in positions well above their previous knowledge and experience; however, these members have seized the opportunity, rapidly gaining experience and becoming valuable Sqn assets. 2 Trucks have faced many challenges in its first year after re-raising but through a great deal of perseverance, patience and teamwork the Sqn has gone from strength to strength.



*Squadron photo post the Squadron re-raising Parade which was conducted on 21 Oct 16.*



## Exercises

At the commencement of the year, the Sqn had limited collective practical experience operating Bushmasters. Fortunately, 2016 provided plenty of opportunity to develop the Sqn's operational field experience. Exercise ECHIDNA CRAWL was a great shakeout for the Sqn and was the first opportunity for drivers and vehicle commanders to practice SOPs and TTPs. The 7 CBT BDE Combined Arms Training Activity (CATA) was a significant milestone for the Sqn, as it was the first time the Sqn provided troop lift for dependencies. 2 TPT SQN provided protected combat team lift on the CATA for multiple 7 CBT BDE units, BG WARATHAH (ARES), the United States Marine Corps and Japanese Self Defence Force personnel. Section and vehicle commanders as well as drivers were given plenty of opportunity to develop their vehicle safety briefs, orders process and convoy procedures.



*Vehicle crews from 2 Section on the 7 Combat Brigade Combined Arms Training Activity.*

Exercise HAMEL was the major exercise for the year. A Tp from 2 TPT SQN was detached to a Coy from 8/9 RAR for the duration of the exercise. This proved to be an excellent experience, with the infantry soldiers and Sqn members developing a close working relationship. It was a great opportunity to share expertise and to develop SOPs and TTPs which are compatible to both transport and infantry. Ex HAMEL was conducted in arduous conditions in Cultana but once again the Sqn rose to the challenge and the activity provided another milestone in the rapid development of Sqn capability.

As 7 CBT BDE transitioned into the RESET Phase, 2 TPT SQN took on the responsibility of support to RMC-D First Class Battle Blocks. In late August a Tp travelled to SWBTA to participate in the First Class Combined Arms exercise. The Sqn's soldiers learnt a great deal from working with Staff Cadets as well as the RMC-D Directing Staff. Many of the scenarios were challenging but it allowed the Sqn to further develop skills, knowledge and expertise in a conventional operating environment. In late October, a Tp once again deployed, this time to St George in western Queensland. The Tp was in support of the First Class Stability Operations exercise. This was the first experience for the majority of the Sqn's soldiers of working in such a complex environment. Those members of the Sqn who participated gained an enormous amount of experience working with local authorities such as the Queensland Police, Fire and Ambulance services as well as interacting with the local community.



*ROC Drills prior to the 7 Combat Brigade Combined Arms Training Activity.*

Whilst all of this work in the field was being conducted the Sqn continued to run Bushmaster driver and Mag 58 courses as well as participating in Battlefield Management System and L121 40M conversion courses. The Sqn also conducted a fantastic week of Adventurous Training which included a 100 metre abseil, canyoning and a high wire confidence course. This training really placed most people outside of their comfort zone but was invaluable in building individual confidence and team work.





*Adventurous Training near Canungra.*

### **Re-raising Parade**

On 21 Oct 16, the 7 CSSB United Drumhead Service Parade was conducted for the re-raising of 2 TPT SQN. Weather conditions for the parade were ideal and the Battalion looked resplendent in ceremonial dress. Bushmasters held ground on the flanks, with troops on parade and the Australian Army Band Brisbane in full support. Official guests included the Host Officer; COL Lesley Woodroffe, Principle Official Guest; BRIG Cameron Purdey, CSC and the Reviewing Officer; MAJGEN David Mulhall DSC, AM, CSC. MAJGEN Mulhall served with 2 TPT SQN in the early 1980s. Also in attendance was COL Dennis Scanlan CSM, RFD, ADC, who is a former OC 2 TPT SQN. The Parade was followed by a BBQ and drinks at the Borlace Club. It was a very special occasion and it was great that so many previous serving members from 2 TPT SQN and the wider RACT community were able to attend.

### **The year ahead**

2 TPT SQN will raise its third TP, C TP, in 2017, and is looking forward to receiving the new 40M MAN trucks which will provide the platform for C TP's passenger lift capability. The Sqn will once again support RMC-D Battle Blocks in the first half of the year and will look for as many opportunities as possible to work with other 7 CBT BDE units, particularly the Infantry Battalions. All in all, the Sqn is ready for another extremely busy year as the Bde and Bn move back into the READYING Phase.

## Re-raising the 2nd Transport Squadron

Banner Party:

LT GJ Chmielewski – 7CSSB

WO2 DJ Brady – 7CSSB

SGT R Stahl – 7CSSB







## 5 Transport Squadron, 7 Combat Service Support Battalion

### MAJ R. Dyson, Officer Commanding

5 Tpt Sqn has had an exceptionally busy year supporting exercises and operations of all varieties during the READY period, but alas the chaos did not relent upon switching to RESET as the onslaught of NPSR hit our inboxes we saw less of our Officers and soldiers as the year progressed. Despite facing significant serviceability challenges associated with the aging fleet of vehicles, the Sqn has successfully supported all Bde activities while still having capacity to conduct consecutive driver courses for 7 Cbt Bde throughout the year.

During the Bn Exercise Echidna Series between March – May 16, 5 Tpt Sqn answered the short notice call to support Op Fiji Assist (OP FA 16) with a Section of specialist and cargo vehicles making up the RBG CSST between 19 Feb – 1 Apr 16. On return from OP FA 16, Sqn personnel deployed immediately to the final Bn exercise which led straight into EX DIAMOND SPRINT. At this point, due to significant tempo and delays receiving our vehicles from quarantine post-OP FA 16, our serviceability was at a record low of two available Mack Cargo vehicles to support the Bde. What remained of 5 Tpt Sqn was deployed across three CSSTs to begin developing the provision of CSS to BGs under the CSS CONOPs force structures. EX DIAMOND SPRINT saw the Sqn reintegrated into the CSSB and then deployed to a static BMA Although underequipped, Sqn personnel worked tirelessly to support 7 Cbt Bde units for the duration of the exercise through excellent planning of loads to modes by Sqn Ops and unrelenting resupply runs between Rockhampton and Gallipoli Barracks over the four week period.

On conclusion of EX DIAMOND SPRINT the Sqn had a two week refit to prepare for EX HAMEL where capability had improved thanks to the efforts of the workshop. 5 Tpt Sqn participated as the Hybrid OPFOR for EX HAMEL, supporting both the OPFOR and ORANGEFOR. The OPFOR members formed part of a CSST that was in support of the ACR, the remainder supported members from 6 RAR in the ORANGEFOR which involved a more clandestine support function. This was an excellent opportunity for personnel to be introduced to hybrid warfare and experience weather similar to that in Siberia.

Following the long convoy drive from Whyalla back to Gallipoli Barracks, the Sqn facilitated a working group for the implementation of the L121-3B mission systems. Truckies from all over Australia converged upon Kokoda Barracks, Canungra to join in planning and discussions with AHQ, FORCOMD, NZDF and representatives from all Cbt Bdes to identify capability shortfalls, training liability, opportunities for evaluation and SOP development for the new capability.

As we shifted to RESET, we welcomed back our remaining personnel returning from OP OKRA as well as our long lost Tp Comds who had been busy conducting six gruelling months of Logistics and special-to-Corps courses. Much of the RESET focus and planning for 5 Tpt Sqn has been on the beast that is L121-3B delivery and implementation. A considerable number of ECN 274 soldiers have already been trained on the new mission systems which will ease the transition period in early 2017 when the once barren Sqn Transport yard is bustling with shiny new MAN trucks. A detailed analysis of L121-3B is included by LT Alice Dunn below



*OPFOR in Whyalla.*



*Short halt - EX Hamel convoy.*



*Staging at Bourke - EX Hamel.*



*TF bogged on EX Hamel.*



*Trucks on Trucks - EX Hamel convoy.*





*Trailer on trailer Ex Hamel convoy.*



*Return convoy from Hamel.*

## 5 Tpt Sqn receipt of LAND 121-3B Mission Systems

### LT Alice Dunn, B Troop Commander

Commencing February 2017 the rollout of L121-3B Medium and Heavy Capability (MHC) vehicles will be delivered to 7 CSSB. This rollout is part of the L121 implementation system to replace the current B-Vehicle 'legacy fleet' with new MHC vehicles and their ancillaries. The capability affords RACT many opportunities to modernise the provision of distribution and the conduct of protected mobility operations.

The transition to L121-3B vehicle qualification has commenced with drivers from 5 Tpt Sqn conducting conversion courses over a two week period for the HX77 and 40M vehicles at RAAF Base Amberley. While 5 Tpt Sqn has commenced the return of some legacy fleet cargo variants, a hybrid fleet will be maintained in the Sqn in 2017 to ensure that 7 CSSB can continue to provide support to emergency support force tasks and continue conducting courses for 7 Cbt Bde Units during the transition and conversion period. The legacy fuel assets such as the TTF and TPA will need to be retained until the introduction of the TTF replacement which is currently projected for 2018.

5 Tpt Sqn will receive 38 HX77 vehicles and trailers by early March 2017; half of which will be protected variants. In the medium-term, 5 Tpt Sqn will eventually be supplied with 76 20ft ISO containers and 210 flat racks for the Integrated Load Handling System (ILHS) capability. Over 2017 and 2018 period, it is projected that 5 Tpt Sqn will receive:

- 3 Bulk Fuel storage modules, each with a capacity of 12,000 lts,
- 6 Bulk Fuel pump and storage modules, equating to 9,000 lts each,
- 9 bulk water storage modules (10,000 lts), and
- 5 bulk water pump and storage modules (10,000 lts).

The total cargo and bulk fuel and water capacity for both legacy fleet and L121-3B variants that will reside within the Sqn once the 2017-18 implementation is complete will equate to 720 pallets single lift capacity, 166,000 lts of bulk water, and 190,000 lts of bulk fuel.



The L121-3B project is the largest project Army has ever embarked upon, therefore in the short term it is admissible that there will be issues during the transition period however; this new capability will provide RACT and 5 Tpt Sqn with a vehicle that is highly capable of supporting the ADF in the future.

**Positives of this capability:**

- The ILHS capability will allow drivers to load or unload up to 30 tonne loads without the use of MHE in approximately 10 minutes, comparative to the one pallet per 3 minutes with MHE.
- The new vehicles will be more reliable than the legacy fleet which require continual serviceability maintenance due to their 30 years service.
- A more capable vehicle that modernises the RACT fleet and enables the provision of logistic support to Battle groups through protected mobility.
- Once fully implemented, the RACT drivers will have been trained in TACOPs, a broader suite of communications equipment, weapons, new SOPs and employing the vehicles in a variety of environments.
- RACT soldiers will have the ability to work in the future with NZDF soldiers (2 CSSB) to conduct live-firing activities in NZ in 2017. Training activities such as this will be more prevalent with the new vehicles to enhance interoperability and learning outcomes

**Critical Issues of the L121 capability:**

- The critical issue that 5 Tpt Sqn will face with the implementation of L121-3B is the limited manning to conduct familiarisation training and SOP development with this new capability.
- 5 Tpt Sqn will be required to support 7 Cbt Bde more extensively due to the centralisation of CSS assts in the CSSB under the CSS CONOPS. This poses an issue with training of drivers and conduct of courses during the first half of 2017. This higher tempo will restrict the ability for the drivers to train with the new assets and achieve the individual training requirement set during the RESET phase of FGC.
- There will be 5 Tpt Sqn yard constraints in accommodating both legacy and new vehicles during the transition phase. A new trailer park will commence construction in late Oct 16 and is projected to be completed in Jul 17.
- The vehicles are larger than the Legacy fleet with larger turning circles, drivers will need to practice driving around areas such as Gallipoli Barracks and urban areas, which have narrow roads and significant traffic congestion.
- Drivers conducting tasks on civilian roads will be required to follow designated routes only. This will ensure that 5 Tpt Sqn follows the vehicle weight and height restrictions.



*HX77 course.*



*L121-3B Handover Ceremony.*



*L121-3B IIS Working Group.*



## OC final words

While 2016 has been extremely challenging it has also been highly rewarding with a number of personnel returning from Operations, being promoted, completing career courses and obtaining qualifications on the new L121-3B vehicles, the Sqn has also commenced growing in size on the pathway towards the new force structures under the CSS CONOPs. 2017 will bring new challenges as we navigate through untested procedures, capability developments and force structures however our Sqn is well postured to welcome the next generation of trucks to our yard and embark on the new road ahead.

*Par Oneri*



*JNCO Training at Kokoda Barracks.*



*JNCO Training at Kokoda Barracks.*



## 6 Transport Squadron, 3rd Combat Service Support Battalion

WO2 PJ Morritt

The 6 Transport Squadron, 3rd Combat Service Support Battalion in 2016 transitioned from the Reset to the Ready Phase under the Force Generation Cycle. The Sqn welcomed MAJ R Pearson as the new Officer Commanding.



The squadron was very busy for the first six months of the year, due to numerous Non Platform Support Requests detaching a lot of our key personnel providing instructor support to external training establishments, along with troop support to RMC Battle Blocks, not to mention conducting driver courses e.g. Bushmaster and G-Wagon. 6 Transport Squadron had backed off a very successful 2015 and had certainly hit the ground running in 2016. There was also the deployment of a CSST from 3



*Banner Parade.*

CSSB to support 3 Bde units within the High Range Training Area, incorporating elements from 6 Transport Squadron Headquarters, Alpha and Charlie Troop personnel and vehicles. A number of changes within RACT were also impacting the Sqn and Tp level SOPs in a positive manner; including the re-introduction of the Crew Commanders course, PWS trials and numerous weapon and communication system courses that were required.



*Bushmaster Shaggy Dog.*

The second half of the year, tempo did not slow down. The squadron participated in the 50th Anniversary Parade of Lavarack Barracks having the privilege of parading the RACT Banner. There were numerous Pax lift tasks and the introduction of the new EF88 Rifle and Soldier Combat Ensemble. The squadron then deployed on Ex WAPITI RUN conducting IMTs in the first week and deployment of two CSSTs in the second week. This activity was an exceptional exercise in team building and individual resilience. 6 Transport Squadron performed admirably. The second half of 2016 also saw the release of the Bushmaster Concept of Employment from AHQ. The outcomes of this endorsement saw slight changes to the methods of employment from 6 Transport Squadron but largely confirmed that we are on the right track to providing Chief of Army the capability he directed.



*Skydive Happiness.*

Following Ex WAPITI RUN, we conducted a Bushmaster course to code personnel from Charlie Troop to raise Bravo Troop as the issue of Bushmasters slowly trickled through to afford the squadron two troops of Bushmasters. The next major task was deploying the squadron on Ex BROLGA RUN. This Exercise spread the squadron wide with the OC commanding the Brigade Battlefield Clearance Team, the SSM appointed as the CSM for the BMA, Alpha Troop supporting 1 RAR, Bravo and Charlie Troop supporting the BMA and BG CANNAN. As the end of year draws to a close the squadron maintains a busy tempo, conducting a Brigade Bushmaster Drivers course, numerous Pax lift tasking, sporting activities and a 3 CSSB parade. The 6 Transport Squadron conducted a resilience exercise in the form of skydiving and Regimental Dinner to thank and farewell personnel posting out end of 2016.

Reflecting on 2016, we have achieved a lot. 6 Transport Squadron has been the first separate Bushmaster Squadron to be raised to its full capability under the 2017 Unit Entitlement. The number of individual formal task orders completed by 6 Transport Squadron is 70.8% of battalions total (and growing). We have nurtured and built a robust and trusting relationship with each of the 3 Bde Royal Australian Regimentals. We have spent months in the field proving time and time again that RACT can do the job and we're looking forward to doing it again in 2017.



*Squadron Dinner.*

## 6 Transport Squadron - Alpha Troop

**CPL Lloyd Simpson - A Tp 381, 6 Tpt Sqn**

Alpha Troop started 2016 by moving straight into our field preparations for the first exercise of the year. The role of Alpha Troop, for this exercise, was to provide protected mobility support to the Royal Military College (RMC) as part of their complex operations and combined arms phase of their course which was conducted at High Range Training Area (HRTA) from February through to mid March. As always, this was a perfect opportunity to demonstrate the capability of the Bushmaster to future Officers of the Army and what Alpha Troop, 6 Transport Squadron could provide to the unit and the Australian Defence Force (ADF).

At the conclusion of our support to RMC and after a short break for the Easter holiday period, Alpha Troop went into a reset phase before conducting Ex ARMADILLO WALK. The aim of this exercise was to practice and develop our Standard Operating Procedures (SOPs) at section and Troop level. This also included live tasks with 3 RAR to provide Company sized personnel lift around HRTA strengthening our training and support roles with the Infantry Battalion.

A two week turn around saw Alpha Troop deploying to Ingham, again with RMC, as part of their Stability Operations phase of their course. This exercise was based on urban operations and included complex tasks in and around the CBD.

Alpha Troop went into a busy period post-support to RMC, providing Section-level support to 1 RAR and conducting range shoots, communications courses and a continuation of SOP training, including field preparation for our next exercise.

Ex WAPITI RUN was the first exercise of the year with the entire Bn. The first week consisted of Infantry Minor Tactics (IMTs) with a focus on Platoon and Company sized operations in Cowley Beach Training Area, South of Cairns. This would be a lead up to the second week of the exercise where we would be deploying as a CSST to HRTA.

In October, Alpha Troop deployed into HRTA to conduct Ex BROLGA RUN which was the Bde CATA for 2016. This saw us providing integral support to 1 RAR for a number of deliberate offensive actions in addition to providing integral security for the BMA. This was the first time many soldiers had seen a BMA on the ground and demonstrated how the Bushmaster could be employed to compliment an existing defensive plan.



In between all these exercises Alpha Troop was still able to conduct two Bushmaster driver courses, support the Townsville Fire Grand Final, provide a number of static displays to the local community, conduct simulation training, HUET training and participate in a number of philanthropy activities in support of Legacy. It has been a very high-tempo year for Alpha Troop with no sign of slowing down as we move into the Ready phase mid 2017.

## 6 Transport Squadron - Bravo/Charlie Troop

### LCPL William Beard

I was posted into the 3rd Combat Service Support Battalion in January of this year and was allocated a position as section 2IC in Charlie Troop, 6 Transport Squadron. When I first got to the squadron there was a lot of talk and planning into raising Bravo Troop, which would become the second Bushmaster Troop within 6 Transport Squadron. The year started out very busy within Charlie troop with brigade tasking, unit range weeks, many supporting tasks and CSSTs to keep us occupied. The year saw the troop growing, doubling in size with new soldiers marching in on completion of their IETs. Through all the chaos we also had the challenge of moving the squadron into 3RAR's transport compound to clear the way for 3 CSSB to be rebuilt. Throughout the year we were constantly reminded how many of us would be required to fulfil the position that would be Bravo Troop, which meant that many of us would have to be trained to operate, maintain and employ 3 CSSB's ever growing fleet of Bushmasters. Most of the Charlie troop members underwent Bushmaster courses both within the unit and at Road Transport Wing with the vast majority conducting their course in September. On the completion of this course Bravo Troop was finally able to be raised.

Qualified yet untested and uncertified, Bravo Troop was the newest troop within a relatively new Squadron. Bravo troop would soon be able to prove that, although new, it would be ready to uphold the high standard of professionalism that 6 Transport Squadron has worked hard and long to earn throughout 3 Brigade, and throughout the wider defence force. Bravo Troop's debut would be on 9 Oct 16 with the beginning of Exercise BROLGA RUN which would certify the troop up to ATL 3CA. With training from some of the most experienced people in Bushmaster within 3 CSSB, we were in good hands and on our way to success. Through many long days and rigours and repetitive drills we were able to learn the ropes and start to get the hand of what it means to be a Bushmaster operator in the field environment. Throughout Exercise BROLGA RUN Bravo Troop was integral to the Brigade Maintenance Area's defence and was attached to Battle Group CANNAN, the reservist battle group on exercise with 3 Bde.

At the completion of Exercise BROLGA RUN, Bravo Troop upheld itself to the high standard expected by 6 Transport Squadron and had been granted certification, proving that although new and short on time we were ready, willing and able. In addition we have gained the thanks and respect of Battle Group CANNAN's RSM for our determination and hard work in assisting them, whilst knowing that the experience level of the troop from the beginning of the exercise was little to none with many of the members being new to Bushmaster and some to the Army itself.

Even through the raising and facilitation of Bravo Troop involved a lot of hard work and determination, getting to where we are now as a troop has proven to be a exhilarating experience and has made me proud to be a part of what is shaping up to be a vey strong part of the premiere squadron within 3 CSSB itself. I am certain that Bravo Troop with the help, experience and



guidance of its staff and ever eager and knowledgeable diggers, will continue to uphold the high standards and maintain a good reputation throughout 3 CSSB and 3 Bde as 6 Transport Squadron has worked hard to gain.

## 9 Transport Squadron

**LT K Smith**

As the year draws to an end, 9 Tpt Sqn will be crossing the finish line with blistered heels, creaky joints and bleary eyes, but despite the onslaught that was 2016, there's still a spring in our step. We kicked off the year by raising our Heavy Equipment Trailer (HET) section, which was no mean feat in the space available. From the moment our small crew got their tick in the box we were holding people at bay as they clambered for heavy lift support. The upside of that demand was several unique training opportunities for the heavy drivers, which were both fun and helpful in broadening their experience. Amidst some intense planning sessions for the introduction of the CSS CONOPS next year and tasks flooding in at a rapid rate, we somehow also managed to support a mind-boggling number of non-platform support requests with a limited number of key position holders and drivers. On top of this we ran back-to-back drivers courses to catch up new march-ins and build the Squadron and Battalion capability.

In May the Squadron took the opportunity to get out field for Ex Mammoth Walk and shake ourselves out, providing some valuable exposure to our new march-ins. The squadron was a bit under-sized, but everyone nailed it in the end, with some solid occupation, redeployment and defensive drills practiced. By the end of the exercise we were a well-oiled machine.



*9 Tpt Sqn 2016.*

Shortly after Mammoth Walk it was time to prep for Ex Hamel 16 -this time we were deploying as a transport-heavy WHITEFOR CSST (with some RAAOC and RAEME attachments) and rather than sunny Shoalwater Bay, we were off to chilly Cultana, South Australia. The preparation was all a blur, but we managed to do enough hunting and gathering to make ourselves self-sufficient. With some RAEME tinkering, we got everything we needed on the road for a five-day journey through 3 states. Along the way we passed through some outstanding country, met some curious locals, and even saved the day a few times, pulling trailers out of bogs, administering first aid to civilians and helping police upright over-turned camper trailers. The HET section had to move 2 CAV's tanks and other heavy equipment for the Brigade and, since there was more to move than we have vehicles, they got to do the trip several times.



*HET unloading M1A1.*

During Ex Hamel the wind blew, the mud squelched and the rain bit our faces, but our small advance party had set up a quaint tent village, complete with sign-posted duck-board streets named after some of our illustrious members. The more dedicated of us kept warm using the containerised gym, which PTE O'Brien ensured was well stocked. Our drivers were put to work at all hours providing bulk fuel and moving troops and VIPs around the battlespace, as well as assisting EXCON and the Catering staff by loading, unloading and moving equipment and stores. On Election Day the CSST also ran a continuous loop between Cultana and the polling booths in town to ensure everyone on the exercise could have their say. Even the HET operators were kept busy throughout, being called on during several occasions to help 1 CSSB move their Brigade's assets around (they did help us with pilot drivers on the way in to Cultana though).

Meanwhile, back at Lavarack things weren't hum-drum. The rear elements of the squadron were left to continue our normal support to the Brigade, along drivers courses and decanting the squadron from the old yard into our temporary accommodation. This was no mean feat, after more than twenty years in the old yard, there was a lot to move before the old buildings started coming

down. Fortunately SGT Trippier and CPL Hazeldine had a large number of proactive new march-ins to help our dwindling numbers with the hands-on stuff.

On return from Ex Hamel, the bulk of the Squadron pitched in for the last of the decant. By this stage the Squadron had completed about 15 courses, with more to come. 3 CSSB's Ex Wapiti Run was next on the list, but before we could do that we had to roll out the new Soldier Combat Ensemble. We also conducted Ex Wapiti Shoot to familiarise everyone on the new EF88 which was the most fun range day most of us have had in a while.

Ex Wapiti Run included IMTs, followed by a regrouping and deployment of two CSSTs. IMTs was a challenging bull-ring event at Cowley Beach, which had platoons complete stands including fighting patrols, ambushes, Vital Asset Protection, Area Defence, boat patrols, a Vehicle Check Point and a stores-carry-in-soft-sand challenge. LT J Smith and SGT McAnelly's platoon was particularly noted for its team work and professionalism. The CSST deployment to Townsville Field Training Area was a bit more familiar and, while the Sqn was split, it built on the basic skills we all practiced during Ex Mammoth Walk. Everyone learnt a lot and, by the end, the transport platoons in each CSST were looking sharp. Some unusual CPs were also trialled by each of the troops. One troop opted for a converted unimog (aka 'Supermog') and the other opted for a converted GWagon Carry-all. Both worked well, but the GWagon version was best suited to mini-LTs and the Unimog version had a few access issues, providing solid entertainment when combined with awkward body armour, shaggy dog camouflage and low light.



*Ex Wapiti Run shaggy dog Mack.*

On returning to the unit, there was still plenty to do with one exercise left to go and multiple courses still to squeeze in, on top of the usual steady stream of tasks. We did break up the work with a great end of year cocktail party to celebrate the year's achievements. It was a great evening with an eloquent speech from LT J Smith.



Ex Brolga Run in October tested patience at times with some tricky communications issues, but at least this time we had more drivers than you could poke a stick at. As usual all challenges were overcome and the warfighters got what they needed. Some difficult driving was also conducted with an outstanding creek-crossing proving quite a challenge for a few mack trucks with loaded 20T trailers. Many lessons were learnt, but despite a few hiccups, the Sqn continued its magic.

It's been a huge year. In addition to completing more than 300 driver tasks and four field exercises, we also managed to complete 22 drivers courses. Yes, 22. As ever, the squadron has proven Equal to the Task of Carrying the 3rd Brigade. 2017 promises to be at least as challenging, but after a good end of year rest it's unlikely to phase 9 Tpt Sqn.

## 10 Transport Squadron

**LT Damien Harbison, 27 Troop Commander, 10 Transport Squadron**

### Basics to Brolga

This year at 10 Transport Squadron we farewelled some fantastic full time and part time staff and welcomed some new blood into the Squadron. We said goodbye to our OC Major Viv Law and OPSWO WO2 Callan Ford and welcomed Major Andrew Diong and WO2 Jane Swenson. As much as things change they stay the same and WO2 Swenson was keen to see how a part time Unit operated. This meant a return to basics and practising the drills; deployment procedures, cam and concealment of vehicles, convoy discipline and vehicle preparation.

I for one have always been a subscriber of the "brilliant at the basic's" motto, and a fan of legendary American NFL coach Vince Lombardi, whose dedication to going over the basics with professional players (to the point of introducing them to the football "Gentlemen, this is a football...") at the start of each season, saw him gain unprecedented success over many years. So I was pleased to see Squadron members running the drills with persistence and tenacity, which has allowed many to grow in competence and in turn confidence.

Further to a focus on the fundamentals, has been the building of the relationship between us and 10 Light Horse. As more and more of our members gain qualifications as PMV Drivers, 10 Light Horse have agreed to not only work with us to provide training and crew commanders, but offer us the opportunity to use PMV's to conduct our own training, convoy drives and ultimately incorporate them into CSST operations leading up to exercise 'Brolga Run'. The use of PMV's within 10 Transport has added greater depth and dimension to our tactical and security configurations. It has also given the Squadron members new opportunities for learning, made us more relevant to the modern battlespace and is a real morale booster for all Squadron members.

Moving forward, 2017 looks to be busier than ever with Hamel looming and preparation for it a high priority. I'm not sure I'll be introducing the Troop members to "A Truck" at the start of next year, but the focus for us will be to continue working on the basics, remaining flexible and open to change and building on the relationships already forged in 2016.



## 12th Transport Squadron, 1st Combat Service Support Battalion

**CAPT Harry Bowen**

Whilst soldiers of the 12th Transport Squadron would like to have spent the year playing sport, fishing and enjoying the tropical sunshine of the Top End, they instead headed south to participate in Exercise HAMEL 2016 and the suite of lead up exercises. Fortunately their cold and wet weather gear proved serviceable in the freezing, muddy bog that is Cultana.

2016 saw the Squadron hit the ground with all wheels rolling. Under the command of Major Geoff Price, the Squadron maintained a Cargo Troop, a Heavy Lift Troop, and a PMV Troop as the 1st Brigade continued its journey along the Road to Hamel. This was the first chance for the Squadron to conduct back-to-back exercises in the Readying phase since its induction into 1 CSSB in 2015. The Squadron's diverse capability was in high demand, with the Kenworth and Mack Super-Liners being first out of the gate, closely followed by the PMV-Bushmasters and the tried and tested Mack R-Series fleet.



In February, the Squadron reunited with the majority of its vehicles and equipment at RAAF Base Edinburgh. Delta Troop (PMV-Bushmaster Troop) deployed straight up to support 5 RAR on Exercise TIGER GALLOP, a precursor to Exercise PREDATORS GALLOP. Delta Troop supported a vast array of training serials in support of section, platoon and company strength manoeuvres. This provided a valuable platform to rehearse and develop SOPs with the combat teams that the PMV's would be supporting on Exercise PREDATORS STRIKE and Exercise HAMEL.

Operator Specialist Vehicle soldiers from Charlie Troop again provided a valuable and often unrecognised service to the Brigade as it transported many of the Brigade's armoured vehicles from RAAF Edinburgh into Cultana Training Area. Exercise PREDATORS GALLOP provided the opportunity for a comprehensive shakeout for the Squadron, as well as hard, realistic training to prepare and rapidly detox the soldiers after their relaxing Christmas break.

The month of May saw the Squadron again leave Darwin in their rear vision mirrors for two months as it descended on Cultana for Exercise PREDATORS STRIKE and Exercise HAMEL. Enacting a different logistics support profile, Alpha Troop made up the distribution backbone of the two CSSTs

and provided specialist vehicle support to the BMA. Delta Troop played a vital role in providing protected mobility to a number of Combat Teams from the 1st Brigade, the New Zealand Army, the United States Marine Corps and the United States Army. The tactical tasks and mission profiles that Delta Troop were exposed to provided excellent exposure to how the Combat Brigade fights to win. The relationships that were developed with 5 RAR enabled greater success on the battlefield.



After the successful completion of Exercise HAMEL, the Squadron transported the entirety of 1 CSSB's equipment from Cultana to Darwin. Spread across five successive departure days, the road self deploy was a slow yet impressive feat. Whilst the rest of the Brigade commenced some well deserved rest, Charlie Troop again proved their worth conducting multiple runs between Adelaide to Darwin, returning all of the Brigade's equipment. A great achievement noting that they operated well into the months after the completion of HAMEL.

With the Squadron's vehicles back on deck and in receipt of some much needed maintenance, the Squadron shifted its focus to driver training, CONFE preparation and OPGEN. With the impending arrival of the LAND 121 fleet of MAN vehicles, the Squadron conducted a multitude of courses to prepare for the intense and heavy training burden that is expected in 2017.

Following their return from Exercise HAMEL, Delta Troop was quickly turned around for a further exercise in Western Australia in support of the 5 RAR Ready Combat Team on Exercise NORTHERN SHIELD. Morale was high with respect to driving west instead of south as they conducted valuable training in the townships of Broome and Derby. The soldiers should be proud of their ability and flexibility to rapidly deploy and provide capability to supported echelons.



Many soldiers from the Squadron will be deploying overseas on operations in 2017 in support of Force Protection Element, Force Support Element and Task Group Taji. Their hard work and commitment during 2016 sees them duly rewarded, and they are wished the best of luck.

#### **Comments from the OC - Major Geoff Price, 12 Tpt Sqn**

The opportunity to command such a diverse array of capabilities has been an eye opening and rewarding experience. While all capabilities have their own issues and challenges, I'd like to offer the following comments on the PMV Bushmaster capability in order to stimulate thought and discussion across the Corps.

The employment of the Bushmaster under RACT remains a contentious issue that I expect to continue as Army seeks to 'test and adjust' the BEERSHEEBA construct. As an enabler within a Combat Brigade, it is essential that we seek to provide the supported effort to the maximum extent possible. In the case of Bushmaster, this means providing the manoeuvre effect that the Battle Group and Combat Teams desire.

Looking around the Combat Brigade, I quickly realised that the elements that don't own an integral protected mobility capability are the rifle companies. While the M113-AS4 capability within the ACR is tasked to provide this capability, the reality is that there is not enough to go around. While I readily acknowledge that a Bushmaster is not an IFV, it is the next best thing. It offers a dismounted Combat Team with protection, mobility, firepower, enhanced C2 and increased logistics capacity. It is undeniable that, in the majority of combat situations, this platform greatly increases the lethality and survivability of our infantry soldiers. It is for this reason that we as RACT officers and soldiers must seek to exploit the capability of the Bushmaster to full effect.



The 'point A to point B' mindset that we utilise for distribution of cargo is not the answer. It is essential that we adopt a manoeuvre mindset and seek to fully integrate with the Combat Team, be that both rearward and forward of the Line of Departure. As a Corps we lack experience within the manoeuvre space, but we can't allow this to hinder our development. The Bushmaster has been used as a manoeuvre asset for over a decade. It is a tried and tested capability that has excelled in the operational environment. As the custodians of this capability, we need to continue with this approach.

The work by AST to stand up a PMV Commanders Course provides the foundation for us to grow manoeuvre commanders. The ability to shoot, move and communicate is essential if we are to survive and operate in the battlespace. We can't achieve this 'one up.' The commander of the vehicle needs to be capable of communicating, controlling movement and employing the weapon system while maintaining situational awareness and a tactical mindset. We are asking a lot of our people which is why we must ensure that each PMV Commanders Course is saturated with quality personnel.

## 16 Transport Squadron

**CAPT Tim Reid – 2IC**

**SGT Mark Beard – TP SGT, B TP**

16 Transport Squadron has had an extremely busy period during 2015/16 starting with unit members taking part in Ex DIAMOND STRIKE 15 at SWBTA. The exercise was the certification activity for Battle Group WARATAH (BGW) and 16 TPT SQN members formed the Transport Platoon of BGW's Admin Company and filled positions in Admin Coy HQ. For many members it was their first exercise on such a scale and also their first time working with ARA logistics elements from 7 CSSB.



*Battlegroup Waratah Admin Coy vehicles Ex DIAMOND STRIKE 2015.*



Shortly after Ex DS15 the Squadron entered the 'Ready' phase of the Force Generation Cycle and the first of a number of Squadron members commenced deployments on Op RESOLUTE.



*BGW OC Admin Coy briefing civilian employers during Ex BOSS LIFT during Ex SEPIK RIVER 2016.*

Squadron members have continued to provide crucial logistic/transport support for BGW throughout the year and all the way up until our final BGW activities for this 'Ready' phase. Two consecutive exercises, Ex SEPIK RIVER & Ex DIAMOND SPRINT 16, rounded out our BGW support and provided unit members the opportunity to work as integrated RACT tasking elements for CT HEELER/BGW, working with 7 CSSB and 6RAR elements. They also had the opportunity to work with U.S. Marine Corps and Japanese Ground Self Defence Force logistics elements during Ex DIAMOND SPRINT.

On top of BGW commitments the Squadron has also continued to provide support to courses run by UNSWR, SFTC, RMC and SASR, as well as a number of other support tasks. Support has been provided to Army Cadet activities, School of Infantry and the other units of 8 Brigade.

Upon completion of the 'Ready' phase the Squadron is now in the 'Reset' phase. In addition to ongoing support tasks the Squadron has been conducting core RACT trade skills training as well as individual soldier skills reinforcement training through WTSS and live fire range practices and basic soldier and field craft skills.

The 'Reset' phase has also provided an opportunity to send members on promotion and trade courses and conduct adventurous training.



*PTE Pat Chalmers deployed Op RESOLUTE.*

Sadly, on 26 July 2016, 16 Transport Squadron lost one of our long serving, lovable larrikins, PTE John Linke, who passed away suddenly. John was a committed soldier who provided great service to the Squadron; he'll be missed.

The Squadron also farewells several ARA members in 2016 to new postings and retirement. Their contribution has been priceless and their efforts appreciated. To those members who are moving on go our thanks and best wishes.

On behalf of the OC MAJ David Newman, thanks to the members of the Squadron for all your efforts during the 2015-16 period.

PAR ONERI. & R.I.P. LINKE!

## 26 Transport Squadron

### MAJ MA Newsham, OC

This has been another great year for the Sqn with the continued contribution towards major exercises, activities and support to amphibious activities. Concurrent to this the Sqn has undertaken considerable work towards the future establishment which occurs in 2017. The impact of this is significant, resulting in the disbanding of 88Tp and the overall loss of 8 ARA sections throughout the Sqn. This is however offset in part by the growth of two reserve sections. To date these reserve positions are proving to be a good method of retaining the Sqn members who seek this type of service but we also look forward to other members joining us from neighbouring units as they change the nature of their service.

In addition to the standing exercises and activities, it has been a diverse year for the Sqn with concurrent development of TTPs in preparation for LAND 121 through simulation and field time as

well as a significant number of courses. At the time of submission the Sqn conducted 11 internal courses (approx 3 months worth of training) ranging from triple road trains through to Mack-R courses. The Sqn contributed 13 people to the HC1 licence category with a significant number remaining in the Sqn for next year.

Whilst this has seen a lot of focus and hours to achieve, it hasn't all been work and training. The Tps took turns to try their hand at abseiling and a few other Tp activities to break the jobs up a bit. Some members tried their hands and specifically feet at new sports and unfortunately signed out some moon boots and crutches from the Amberley health centre! Despite the tempo, we have managed to add to the Sqn family with 11 babies with a few more expected before the year is out. While this easily fills out a year, it hasn't prevented us from hosting the local RSL clubs as well as ensuring Penny and Vernon earn their keep by getting out and visiting local and interstate events.

Overall it's been another great year. As the OC its been very rewarding to see the number of Privates and Lance Corporals stepping up into leadership and Operations positions and performing well. While we will have a moment to rest and reflect over the Christmas period, there will be many more challenges ahead. Just over the Christmas horizon is the new LAND 121 vehicles, the Squadron is keen to get these trucks on the road next year and put them to work. It will be a good change and quite a challenge to transition and support concurrently but one the Sqn looks forward to.



#### **85 Tp, 26 Tpt Sqn**

##### **CAPT S Croxford, Tp Comd 85Tp**

As always, 85 Tp has had a busy year, with some of the hardest working individuals pushing 150 days away on tasking or exercise. Continuing on from previous years activities AACAP and EX HAMEL16 saw the largest workload for the Tp, AACAP saw the movement of equipment



from Sydney and Amberley to Laura (600 km north of Townsville) and a quick turn around for EX HAMEL16 in Cultana, SA. All up, an 85 Tp driver supporting AACAP alone covered some 24,000 KM and transported somewhere between 100 and 250 tones each depending on the configuration of vehicle combination they were assigned.

This year has seen the focus also switch to driver training and testing our survivability in a threat environment. Due to the current fleet this was primarily achieved through simulation. On the driver development side this year, members were qualified to tow double road trains and some were assessed as suitable to operate triple road trains.

2016 has been a big year for the Tp again which is evidenced by the Tp completing approx 780,000 of task Kms at the time of writing this article. With approximately 150,000 KM still scheduled, we will see out the year tantalisingly close to one million task kilometres across the Tp.



*85 Tp Port Clearance.*



## **86 Tp, 26 Tpt Sqn**

### **LT S Baker, Tp Comd 86Tp**

86 Troop has enjoyed a high tempo work environment throughout 2016. After the initial induction and Boots and Saddles, 86 deployed into the field on EX Elephant Trail Phase 2, targeted at improving transport operations in the field. During the exercise, 86 TP improved their combat driving skills including a drive under NVG. Shortly post field, the TP was granted a day's Adventure Training in Brisbane at Kangaroo point, developing self-confidence and teamwork together, doing abseiling, kayaking and rock climbing.

The key challenge for the Tp this year was the turn around from our AACAP Tp contribution to EX Hamel 16, in Cultana, South Australia. 86 TP members deployed into the field and challenged the capabilities of the Fleet Liners in some very wet and muddy conditions. Whilst very capable road vehicles the conditions in Cultana tested the vehicles and drivers, as a result the enthusiasm for the new LAND 121 fleet next year continues to grow.

86 Troop will shortly take a break and focus on the next lot of challenges in 2017, particularly the release of the Fleet Liner and transition to the new ILHS platforms. This will substantially increase the troop's capability, specifically in the off-road and operational environments. This change is greatly anticipated and sees a closer alignment to the core purpose of road transport, providing distribution support in a threat environment. The new challenges and larger vehicles are eagerly awaited by the soldiers of 86 TP.



86 Tp AACAP.

## **87 Tp, 26 Tpt Sqn**

### **LT S Keary, 87 Tp Comd**

87 Troop had a busy and very successful 2016. The year commenced with 26 Transport Squadron deploying into the field on EX Elephant Trail Phase 2 for a two week period, sharpening driver skills in the threat environment. On return, the Troop and Squadron had the opportunity to undertake Adventure Training in Brisbane, developing self-confidence and teamwork through Abseiling, Kayaking and Rock climbing.

Being a Squadron with a tempo as high as 26 TPT SQN, the majority of the Squadron shortly deployed on AACAP, leaving 87 Troop with excess time to develop vehicle mounted TTP's in anticipation of the upcoming receipt of the new Land 121 fleet. The result was a dedicated period of time whereby members of 87 Troop undertook theory lessons, followed by simulation using RAAF SFS computers. This was rounded out with an Exercise at Greenbank Training Area whereby soldiers rehearsed their TTP's against likely threats including IED's, civilian interference, vehicle breakdown, complex and simple ambush.

Operationally, this year has seen the return of four members from deployment on FSE, and the departure of another two, who are currently still deployed. The Troop has been regularly involved with medium scale live tasks as they arise such as EX Sea Raider, often providing capability that 86 and 85 Troop have been unable to, due to their AACAP commitments.



87 Tp Land 121.

## 30 Terminal Squadron

**MAJ GS Cole, OC 30 Tml Sqn**

2016 was a busy year for 30 Terminal Squadron in providing support to operations, terminal support to training and exercises as well as Amphibious Beach Team (ABT) support to the Sea Series. A number of new staff had posted in over the New Year Period which provided a renewed focus for the squadron.

Four personnel deployed in early Jan 16 to OP ANTARTICA for a six week period. OP ANTARTICA provides support to the USAF and NZDF in their annual resupply of equipment, resources and scientific equipment for continued operations in Antarctica. 30 Tml Sqn provides Cargo Specialists to our ANZAC counterparts as part of the NZDF Southern Ocean Logistics Team (SOLT). The SOLT provides the critical capability required to load and unload cargo ships and aircraft at the McMurdo Station, Antarctica.



Cargo Specialists on OP ANTARTCTICA - PTE Hughes, CPL Flannery, PTE Biedenweg-Webster & PTE Hosseini.



*McMurdo Station Antarctica.*

OP FIJI ASSIST ensured the rapid deployment of the ABT at short notice to Fiji via HMAS CANBERRA and engineer elements of 3 and 7 Brigade. The ABT, which included LARCs from 35 Water Transport Squadron, provided the vital link to accommodate the ship to shore connectors in order to conduct disaster relief operations.

30 Tml Sqn also deployed to Macrossan Training Area on EX ISPOTERA with many other 10 FSB sub-units to train and prepare for the up coming EX HAMEL 16. The training provided a great opportunity for JNCO's to conduct a detailed reconnaissance of an APOD and conduct a back brief to OC 30 Tml Sqn prior to stepping up and conducting a transshipment point. All 10 FSB sub-units deployed to Macrossan and supported each other to achieve more ATLs than if deployed independently.

10 FSB conducted EX CHARGING BULL as the foundation warfighting activity at the Townsville Field Training Area. This activity provided an excellent opportunity for soldiers to deploy and live in a defended locality whilst conducting stands throughout the day and defence tasks during the evening. EX CHARGING BULL culminated with a section military skills competition over a 16 hour period to which 30 Tml Sqn took the honours.

EX HAMEL 16 provided the opportunity to road deploy from Townsville to the Cultana Training Area (CUTA) and return. Elements of 30 Tml Sqn provided Transit Area support to the exercise from both RAAF Edinburgh and CUTA within the composite FSB location. 30 Tml Sqn soldiers were deployed for periods of up to 10 weeks for EX HAMEL 16. A number of higher ATLs were achieved as well as ample opportunity for Cargo Specialists to refine their operator skill sets in a field environment. The ABT was lucky enough to deploy on EX RIMPAC in Hawaii with 2 RAR, in the Amphibious Ready Element (ARE) construct. This activity was the culminating activity for the ARE after completing the lead up Sea Series Exercises such as SEA DAWN and SEA HORIZON.





*LLC landing in Hawaii on EX RIMPAC with LX 120 and Unimog.*

Over the remaining months of 2016, 30 Terminal Squadron is conducting vital trade courses to meet the requirements of the MAE as well as meet preparedness requirements by increasing the numbers of MHE operators within the sub-unit. The courses camp will become an annual event in the closing months of each year.

## 35 Water Transport Squadron

**MAJ B Hartley, OC 35 WTS**

It has been another typically busy year for 35 WTS which has seen the Squadron supporting the Australian Amphibious Force, AST-MW, 3 BDE and NORFORCE among others. The members of the Sqn have had their skills tested and once again have demonstrated the superior skills required to be a Marine Specialist. A few of the main achievements are as follows:

### **Operation Fiji Assist**

**LCPL D Groves, Vessel 2IC, 70/71 Troop**

At the centre of the Fiji archipelago, lays Koro Island, which is home to approximately 4,500 people. A monumental event occurred when a category five, Tropical Cyclone Winston made landfall on 19 Feb 16. Cyclone Winston was the strongest recorded cyclone in the southern hemisphere which devastated the archipelago, leaving trees uprooted, waters muddied, village homes, schools, churches, soccer fields and crops all destroyed. Over 100 troops from the 2 RAR, 2 CER and 10 FSB were deployed to Fiji in order to assist. The 10 FSB element comprised of 2 x LARC Vs and the ABT and were tasked to provide Humanitarian Aid Disaster Relief support to Fiji over the period 01 – 23 Mar 16.

This quick reaction force flew via RAAF air (C-17) with the LARC Vs and their crew on board to Brisbane. This was only the second time the LARC Vs had ever flown in a C-17. When we reached Brisbane the LARC Vs were loaded onto low loaders in order to marry up with HMAS Canberra and set sail for Fiji. It was a long and very busy five day sail before arriving in Suva, Fiji.

The two LARC Vs aboard HMAS Canberra were utilised mainly on and around Koro Island. They conducted beach recons and were utilised for personnel movement and cargo transfers, including transporting more than 100 tonnes of HADR stores ashore in locations that could not be accessed by any other means. The locals all around Fiji were in awe of our “truck boats” and our LARC Vs were considered to be “Fiji Facebook Famous” by the end of the trip. Every time the LARC Vs entered or exited the water we always had plenty of local spectators.

The LARC Vs supported 2 CER during the deployment by clearing roads, removing debris from villages, assisting in the reconstruction of buildings such as several local schools and the hospital at Nausea, Koro Island.

For members of 35 WTS the last trip to Koro Island before returning to Australia was a memorable one. The crews conducted a “hearts and minds” trip to hand out lollies and sporting goods whilst saying their final goodbyes to the locals who they worked with. All members from 10 FSB should be proud of their efforts during the deployment, acting with professionalism at all times in their dealings with Fijian locals and other elements of the ADF.

### **Exercise Sea Explorer**

**CPL S Priest,**

**Vessel Master 70/71 Troop**

During the period of 28 May – 03 Jun 16, 35 WTS deployed to the Cowley Beach Training Area (CBTA) in support



*LARC V being loaded onto a C-17 at RAAF Base Townsville.*



*LARC V delivering HADR stores to Nausea, Koro Island.*



*LARC V at a local village school on Koro Island.*

of Exercise Sea Explorer; one of many of the Sea Series exercises conducted throughout 2016. 35 WTS was tasked with providing this support in conjunction with Adelaide's integral LHD Landing Craft.

Over the course of the activity 35 WTS provided two LCM8s in support. Our main objective was to insert a force element (FE) consisting of both vehicles and personnel, onto the beach in a tactical environment. Once the LCM8s had completed the insertion of personnel, the vessels retracted and remained on standby to provide fire support onto the beach if requested.



The LCM8s were also utilised to provide support to the 2 RAR Small Boat Platoon by utilising our vessels as a staging area to project from HMAS Adelaide prior to conducting the infill utilising small boats.

The role of 35 WTS is constantly evolving in the way we support 2 RAR, the Army and the wider Defence Force through amphibious operations. The role of the LCM8 is to provide tactical amphibious manoeuvre support to the ADF and is unique as we can conduct operations for a long period without resupply from Navy or land while operating in the littoral environment. 35 WTS fills a vital and unique role in the ever evolving amphibious capability sought by Army and the ADF, and will continue to provide support into future exercises and operations.

### **Exercise RIMPAC 2016**

#### **PTE K Graham & PTE S. Smeaton, 42 Troop**

On 14 Jun 16 an element of 10 FSB, which consisted of a LARC V section and Beach Team, set sail from Townsville to Hawaii, USA onboard HMAS Canberra to conduct Exercise Rim of the Pacific (RIMPAC). The LARC V section was part of the Amphibious Ready Element (ARE) alongside 2 RAR and 2 CAV.

RIMPAC is a bi-annual exercise that is comprised of 26 different countries from around the world including Australia, Canada, Denmark, France, India, Indonesia, Japan, Malaysia, New Zealand, People's Republic of China, Republic of Singapore, Philippines, Thailand, Tonga, UK and USA. The aim of the exercise was to conduct interoperability training with different countries in naval and land based scenarios. The intent of RIMPAC is ultimately being able to raise such a force in war-like situations.

When HMAS Canberra arrived in Pearl Harbor, the LARC V section disembarked and moved to the United States Marine Corps base Kaneohe Bay. During this period, the LARC V section was integrated with the Marine Corps Amphibious Beach Team and conducted training at Bellows beach training area, as well as surf negotiation in small boats with 2 RAR pioneers.





*LARC V's on a road move to Pohakuloa Training Area, Big Island, Hawaii.*

After a short leave period in Honolulu, the land force re-embarked on HMAS Canberra and set sail for The Big Island of Hawaii. The LARC Vs disembarked HMAS Canberra and conducted a road transit to the Pohakuloa Training Area which is located between two volcanoes at approximately 8000 feet above sea level. The LARC Vs assisted in the movement of personnel and combat fighting equipment throughout the training area and successfully integrated with the Marines. After overcoming mechanical issues due to the altitude the LARC Vs were operating at, they made their way down the mountain and re-embarked onto HMAS Canberra, preparing for the tactical insertion and assault.

The LARC Vs were not utilized during the insertion at Bellows beach; however, the crews were attached to 2 RAR Pioneers to assist in the insertion onto the beach utilizing small boats.



*CPL M Khodr, PTE S Smeaton, PTE A Klien, PTE K Graham at Pohakuloa Training Area.*

After the main insertion and extraction was completed, HMAS Canberra set sail for Australia with a quick stop via Fiji. During this period, the LARC V section conducted servicing and cleaning of the LARC Vs in preparation for quarantine inspection as well as instructing a small boats course for the ships company of HMAS Canberra. Exercise RIMPAC provided the LARC V section with an insight into how different countries operate within an amphibious environment, as well as discovering new limits for the LARC Vs capability.

### **36 Water Transport Troop – 2016**

#### **LT F Sykes, TP COMD 36 Water Transport Troop**

36 Water Transport Troop (36 WTT) continues to provide essential support to NORFORCE in their activities around the North of Australia. Our first task for 2016 was the annual NORFORCE return of Mission Essential Equipment. Equipment from NORFORCE Arnhem Squadron was secured in Darwin during the 2015/2016 reduced tempo period and returned via LCM8 to their Gove depot in February each year. Immediately following this task we provided support to NORFORCE Community Engagement and training activities for their unit members that live in remote areas of northern Australia.

During July we provided support to the NORFORCE powered tactical craft suite of courses IVO the Darwin Harbour and the Tiwi Islands, as well as support to NORFORCE Ex SOUTHERN CROSS. Ex SOUTHERN CROSS allowed NORFORCE to conduct Community Engagement and showcase the Arnhem Sqn area of operation to the Canadian Rangers who were on exchange with the ADF.

Later in 2016, 36 WTT will be providing support to NORFORCE during a certification exercise IVO coastal and riverine areas of Arnhem Land, preparing the unit for future OP RESOLUTE rotations. The final support task for NORFORCE in 2016 will be the collection of Mission Essential Equipment from Arnhem Sqn, Gove, and the return to Darwin.

36 WTT has supported both HMAS CHOULES and HMAS ADELAIDE in unloading and conducting resupply whilst at anchor in Darwin Harbour. 36 WTT also conducted a Tidal Flow Analysis IVO the new Multi User Barge Ramp Facility (MUBRF) in Darwin Harbour, due to open late 2016. The MUBRF will provide access for the LHDs to load and unload, as they are unable to load and unload alongside the wharf in Darwin due to the extreme tidal variations.





36 WTT has conducted a number of Troop run activities in 2016. Ex RIVERINE PUSH is our annual seaworthiness exercise, focused on revising seamanship skills, maintenance procedures, vessel navigation, and force protection in a tactical environment. Ex TERRITORY PUSH is our annual All Corp Soldier Training exercise, this year being conducted at the Robertson Barracks Dry Training Area combined with our colleagues from 3 PL, 1 CATR COY, 10 FSB.



2017 will see almost half the troop post out, the new members marching in should look forward to a unique and sought after posting to 36 WTT, with the opportunity to work in coastal areas around the North of Australia in locations many people pay to visit.

## 44 Transport Squadron ‘*The Driving Force of Tasmania*’

**Captain Mark Williamson, Operations Officer 44 Transport Squadron**

44 Transport Squadron have once again been “The Driving Force” of the RACT in Tasmania. The Squadron started with an extremely busy year where they kicked off with the requisite mandatory training and then they were ‘into it’, with the conduct of their foundation war-fighting skills weekend at Stony Head Training Area.



*Members of 44 Tpt Sqn and attachments at Stony Head Training Area – Tasmania, during their Foundation War-fighting Exercise Tiger Hunt16*



This activity also involved members of the 6<sup>th</sup> Logistic Support Company 2 FSB, members of the 10th Platoon C Company of the 1<sup>st</sup> Military Police Battalion, and some members of the 61<sup>st</sup> Army Cadet Unit, Australian Army cadets who provided 'role playing' personnel.



*A section of soldiers await further orders during a 'contact' during Exercise Tiger Hunt16 conducted at Stony Head Training Area – Tasmania.*

The exercise included set-up and operation of an Internment and Detention Operations (IDOPS) facility by the MP Detachment during Exercise Tiger Hunt16.

The Squadron was heavily involved in the ADF multi-national Exercise Hamel16 with personnel deployed during the majority of the duration with members of the Squadron participating in the exercise.

Tasks, roles and duties for Squadron personnel ranged from OIC – Theatre Reception Team – A, provision of personnel to the Amenities PI providing morale boosting coffee's at the 'Coffee Hut' at Camp Baxter through to driver, administration and general duties support to the exercise.



*Members of the MP Detachment conduct IDOPS during Ex Tiger Hunt16.*



*A view of the setting sun we had to persevere with during Ex hamel16.*



*Exercise personnel lining up for a 'barista brew' during Ex Hamel16 - Cultana SA.*

Personnel were also involved in the road move from Bendigo Victoria to Cultana South Australia and return for pre-positioning of stores and equipment for the exercise.

44 Transport Squadron has again been responsible for standing up and providing the 'lions' share of staff and instructor support to several Up Armoured Sports Utility Vehicle (UASUV) training courses for personnel preparing for deployment to the Middle East Region (MER). This training was conducted out of the driver training complex at Greenbank Queensland and has enabled the Squadron to be extremely lucky in being able to operationally deploy several members of the Squadron over further rotations of the Force Support Element (FSE) to the MER.

Although 2016 has been an extremely busy year for the Squadron and its members, it has not been all work and no play. During the year we were again



*Squadron personnel loading the 'Coffee Hut' container in preparation for the road move home from Ex Hamel16.*



*Members of 44 Tpt Sqn conduct UASUV training at the Greenbank Driver Training facility preparing personnel for operational deployment to the MER.*



very pleased to be part of the RACT birthday celebrations and attended the RACT TAS Association Dinner held at Anglesea Barracks in June 2016. It was at the dinner where PTE Chris Webb was presented with his 'Driver' Award as the RACT Driver of the year – 2016.

We were also lucky enough to be able to farewell from the RACT; two of Tasmania's long serving members in WO1 Paul 'Pop' Vickers, and CPL Kerry 'Keg' Viney. Both members having served the Corps for over 30 + years respectively, a truly fantastic feat showing that they were 'Par Oneri'.

As a Squadron, we were lucky enough to have BRIG Paul Nothard, and WO1 Kim Felmingham, Comd and RSM 17 CSS Bde attend our training weekend at Buckland Military Training Area during August 2016. It was at this activity the Commander presented a Soldier's Medallion to CPL Robert Eddy for his outstanding work whilst at, and for the Squadron. Well done Rob on the recognition.

We were not always about Army training and tasking, and during the devastating floods in the north of Tasmania, members of the Squadron were able to put their training into practice and provided a team of personnel to assist in the support to DACC showing once again the 'Tassie Truckies' were certainly 'Par Oneri'.



*Members of the Squadron helping members of the local community during the floods in northern Tasmania.*



*CO 2 FSB and RACT Tasmania - Driver of the Year, PTE Chris Webb cut the Corps Birthday cake.*



*BRIG Paul Nothard, AM, CSC - Comd 17 CSS Bde presenting CPL Robert Eddy with his Soldier's Medallion at Buckland Military Training Area.*

Throughout 2016, the Squadron has once again been involved in sub-unit, Battalion and external support tasks including the conduct of various training courses from a suite of driver, Assistant Driving Instructor, 8 Tonne and 20 Tonne Trailer courses through to C20 Merlo Rough Terrain forklift as we prepare for 'The Road to Ex Talisman Sabre17' and beyond.

As a sub-unit of the 2nd Force Support Battalion, the workload, tempo and commitment the Squadron works under has shown that once again, the Squadron is truly 'Par Oneri' and Equal to the Task.



## 176 Air Dispatch Squadron

### Lieutenant Simon Smith, Operations Lieutenant

2016 has been an exciting, challenging and ultimately rewarding year for 176 AD SQN. With exercises and operations continuing over the Christmas period, the SQN was fast off the blocks once again and hasn't stopped since. The combined efforts of the various squadron elements have enabled tasks to be completed efficiently, accurately and facilitated further development of ADF AD capability

A key priority for 176 AD SQN in 2016, was to ensure that the AD capability remained relevant and agile. This included; real time air resupply to Antarctica, mass fuel loads for forward refuelling points and the testing of Government contingency plans ranging from HADR to non-conventional operations.



One of the major achievements of 176 AD SQN this year was the proof of concept aerial resupply of the Australian Antarctic Division. This cargo was delivered by an Air Force C-17 Globemaster from 36 Squadron. 176 AD SQN members utilised the Container Delivery System (CDS) in an A22 size load. Due to adverse weather conditions, the aerial resupply required a High Velocity load configuration. High Velocity resupply is normally conducted for robust stores delivery, however, considering the delicate nature of the load items, which included critical medical supplies, this presented significant challenges in the design to ensure the delicate cargo was not damaged. SGT David and LCPL Grech led a small team, who achieved this task with unconditional success. The success of this trial has paved the way for future aerial delivery operations in Antarctica, of which the first is set to commence in December 2016.

176 AD SQN also has maintained a continuous commitment to overseas operations filling several of the key positions on FSE rotations as well as other international engagement activities. WO2



Joyce deployed on ANZAC EXCHANGE where he participated in several aerial delivery operations with 5 Mov Coy from NZ ADF, continuing to build the strong relationship with NZ ADF.

Ex Bullseye is an international Air Force led exercise held in Canada, where several coalition nations, including Canadian, UK, USA and NZ forces are invited to participate. SGT David and CPL Kilbey represented 176 AD SQN in the exercise in September this year. These members provided technical advice and enabled coalition air drop loads to be delivered from RAAF aircraft. The exercise allowed 176 AD SME's to gain exposure to coalition partner's tactics and procedures, enabling a joint coalition learning environment. The lessons and experienced gained on this exercise are invaluable to the AD trade's continual development and relevance in the contemporary battle space.





Closer to home, 176 AD SQN also participated in joint international activities with Singapore Defence Force on Ex Wombat and the Indonesian Air Force on Ex Rajawali. All members of 176 AD SQN thoroughly enjoyed each activity and again benefited from the close cooperation and learning outcomes that were achieved. Exercises such as these are critical in maintaining the strong working relationships with our neighbouring countries.

As 176 AD SQN comes to the end of one of its busiest years to date, many of its achievements have been made possible through continuing to foster strong relationships with Air Mobility Group and Air Movements and Training Development Unit. These relationships have demonstrated the positive impacts of a close working partnership between Army and RAAF to achieve joint effects.

The Squadron would like to congratulate those that have been promoted in 2016 and thank all the units that have facilitated and supported us over the course of the calendar year. 176 AD SQN is already looking forward to 2017, which is shaping to be a busy and exciting year for the Squadron and the ongoing development of aerial delivery capability.





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## Joint Movement Group

### JMCO Townsville

#### MAJ Daniel Rojo, OC

This year marks the golden jubilee of the official opening of Lavarack Barracks, Townsville on 29th July 1966. The construction of Lavarack Barracks was, at the time of the project, the largest peacetime Defence infrastructure build in the nation's history. Prime Minister Harold Holt delivered the keynote address. The barracks, named in honour of Lieutenant General Sir John Lavarack (the first Australian-born Governor of Queensland, 1946-57), was to be home to the 3rd Task Force, which was renamed the 3rd Brigade in 1981.

Despite the Lavarack Barracks Redevelopment, JMCO Townsville continues to operate in one of the original buildings – the former 4th Field Regiment Officers Mess. The officers of 4th Regiment Royal Australian Artillery continue, from time to time, to host approved functions on the rooftop in appreciation of their former digs. However, the building is scheduled for demolition, and funds have been approved for our relocation in mid-2017.

As the nucleus of Australia's light infantry capability, the 3rd Brigade formed the backbone of the Operational Deployment Force (ODF) of the 1980s and remained 'online' for more than 30 years, serving in Cambodia, Somalia, Rwanda, Bougainville, Timor, Solomon Islands, Iraq and Afghanistan. However, with the implementation of the Force Generation Cycle and the Brigade Rotational Model, the mantle of 'Ready Brigade' was handed to the 7th Brigade following their certification on Exercise TALISMAN SABRE in 2015.

This change in force posture has had implications for JMCO Townsville as demonstrated by Operation FIJI ASSIST at the start of the year. A number of Townsville-based force elements, such as the Amphibious Beach Team and selected parts of the Amphibious Ready Element, were required to force concentrate in Brisbane prior to embarkation. This posed a number of challenges as certain pieces of equipment were not certified to travel by air (eg, the JD850 with bucket instead of scraper). It can no longer be assumed that a naval platform will proceed straight to Townsville before deploying to an area of operations.

Operation FIJI ASSIST also highlighted a deficiency across many units with respect to the currency of Dangerous Goods (DG) qualifications. The lack of DG qualifications – and awareness – has second and third order effects in relation to the certification and acceptance of items, including mission essential stores and equipment.

With the 3rd Brigade in Reset earlier in the year followed by Readying from July, our largest dependency was focused for much of 2016 on individual skills force generation and a large

number of non-platform support requests generated from within Forces Command. However, JMCO Townsville still had plenty of work to keep us busy.

Our main commitments during 2016 were the SEA SERIES and Exercise OLGETTA WARRIOR (particularly PUK PUK, which is the engineers' contribution to the Papua New Guinea Defence Force), Exercise HAMEL, RIM OF THE PACIFIC (RIMPAC), Exercise CROIX DU SUD and the Army Aboriginal Community Assistance Program (AACAP). Many lessons were gleaned from our involvement in these activities, some of which are certainly relevant to the wider corps.

One of the key observations from the SEA SERIES and RIMPAC was the importance of thorough preparation of equipment and documentation in the lead up to embarkation, especially the level of accuracy and detail provided in the Movement Support Request (MSR). The MSR needs to be comprehensive. Units should validate all tabulated data themselves to ensure accuracy. Finally, once the MSR is submitted, it should be 'locked down' to prevent further changes and associated risks.

In respect to the return transit, RIMPAC demonstrated that thorough pre-cleaning of equipment expedites the conduct of the final clean and subsequent release of items from quarantine. Following RIMPAC, there was a concern that some vehicles and equipment may not be available for subsequent tasking. These fears were soon allayed, with all equipment detailed on the cleaning priority list released on time and in good order.

Another priority activity in 2016 was Exercise HAMEL; however, the Townsville footprint was relatively small. As the 3rd Brigade and 10th Force Support Battalion are not normally associated with extra-long convoy drives across state borders, significant planning was devoted to ensure a timely and safe transit. However, the drive was not without its challenges due to the route, weather restrictions, availability of fuel stops and clashes with staging area bookings. Some of the key lessons learnt from a movement planning perspective included the need to consider different rates of fuel consumption across B-vehicle variants, the need to confirm the availability of preferred staging areas well in advance to prevent clashes with local town shows and other events, the need to remain abreast of changes to booking requirements and the uninterrupted passage of information.



*JMCO Townsville personnel at the Lavarack Barracks 50th birthday celebrations on 29 Jul 16.*

Of particular interest in 2016 was Exercise PUK PUK, which was conducted in the vicinity of Lae in Papua New Guinea. A Movement Control Detachment comprising two members from JMCO Townsville were allocated for the redeployment phase of the activity. One of the key 'take aways' from this activity was the fact that unit planners should avoid making the assumption that a contracted solution will always be available in a foreign setting as support may be limited by host nation capabilities.

With the 3rd Brigade coming back into Ready in mid-2017 and certification activities planned for the Amphibious Ready Group, the year will, no doubt, be intense but rewarding with JMCO Townsville well set to maintain enabling support to its north Queensland dependencies. *Par Oneri*.

## JMCO Sydney

### CPL Nathan Howarth ('Howie'), Operations Detachment Corporal

Joint Movements Control Office Sydney has seen an increased tempo throughout 2016. JMCO Sydney has been fortunate to see personnel deploy from all rank levels to many destinations across the globe including France, Dubai, Kabul, Abu Dhabi, Taji, Solomon Islands, Fiji, Japan, RAAF Curtin and many more. The staple of JMCO Sydney's work continued throughout the year – over 50 outbound flights for the Middle Eastern Region Air Sustainment Schedule (MASS) and RAAF domestic and international flights have been supported and many thousands of Defence personnel and tons of cargo have been dispatched or receipted into the JMCO Sydney Area of responsibility.

This year 1JMOVGP saw continued support to operations with the JMCC Middle Eastern Region clocking over 31 rotations. As a sub-unit, over the last 12 months we have deployed seven members of JMCO Sydney to Middle East over Rotations 28-32. SGT Shauna Austin, CPL Dave Foster, CPL Nathan Howard, CPL Jesse Rains, LCPL Chris Busic, PTE Alicia Cann, PTE Chene Clydesdale and PTE Cassie Salucci.

Domestically, we have seen JMCO Sydney support many exercises on home soil not just from within our office but also deployed into our area of responsibility – EX HAMEL, EX BERSAMA LIMA, EX BALIKATAN, EX SEA SERIES to name a few. PTE Jamie Thompson was lucky enough to deploy to Cultana Training Area to work in the JMCC. We also saw many of our soldiers get an opportunity to take the reins of a Movement Control Detachment (MC DET) in support of staging areas along the MSR for EX HAMEL.

Casting an eye outside of Australia, in May this year I was lucky enough to deploy with PTE Sarah Millmore (JMCO Brisbane) as a two person team. We deployed to Penang (Malaysia) as MC DET Butterworth in support of RCB ROTN 114/115.

Bonjour de Paris. In July this year JMCO Sydney supported the Centenary (CENT) of ANZAC and Western Front commemorative activities being conducted in Paris and across the Western Front in Europe. From May 2016, it was a multi-modal move comprising of a tri-service contingent (179 members across all ranks and services), tonnes of bags, cargo and stores (including 40 different unit colours and guidons, ceremonial swords and weapons).

The mission for CENT of ANZAC sounded far simpler than what it turned out to be in practice; concentration of all contingent members across Australia into Sydney, deployment to France on a RAAF KC-30, following the completion of the 14 July France National Day activity the Navy and RAAF elements returning via service means and the Army contingent would road move to northern



France to conduct further activities; the activity coming to an end 28 July and then Army members, and all cargo RTA utilising a combination of means.

To be selected as the Mover to participate in the CENT of ANZAC was an honour; however, it really was not until we were being fitted for issue of the new Service Dress uniform we were all to wear in France that it really started to hit home. To be on the Champs-Elysees as an Australian Soldier for the first time in 98 years was amazing. Everyone from the President of France, Military Officials and the general crowd were so proud to have Australia at the front of the Parade; two weeks later, standing in the Commonwealth War Graves of Pozieres and Fromelles, it was truly clear the sacrifice and contribution of Australia in World War 1.

Over the period 18-30 April, 2016, LCPL Andrew Douglas had the distinct privilege of taking part in Tasman Scheme, and is the first soldier from 1JMOVGP to do so. Tasman Scheme is a unique opportunity that is open to reserve soldiers annually and runs between February and May each year. Over his time in NZ, LCPL Douglas was with the 4th Movements Company at Linton Army Camp in Palmerston North. He also travelled to NZ Army HQ and was part of the Army capability lecture. Being part of the scheme meant that LCPL Douglas was in NZ for ANZAC day where he attended the Dawn service in the town of Masterton and a parade through the main street of Greytown. When talking about his time in NZ, LCPL Douglas spoke about how amazing the trip was and that he would strongly encourage any of our reservist soldiers to apply for the scheme.

The year began with a change in the Command team as we continued supporting Operations both domestically and internationally. A complete change in command group saw a new Officer Commanding take the reigns from a heavily pregnant MAJ Sally Graham. MAJ Jason Edmunds, WO1 Roseann Smith and CAPT Lyndal Ellis quickly set about establishing a positive dynamic with a command philosophy aimed at challenging how we do business and driving the innovative ideas and strategies being brought into the workplace by our soldiers and JNCOs. It has proven to build a strong and eager dynamic which is supportive of innovation and positive change in our business practices locally.

After a warm but sad farewell at the end of last year to Ms Norma Munguia (JMCO Sydney business manager for many years) we welcomed Mr Sarthak "Seth" Dahal to our team. With big shoes to fill Seth has very quickly become a cornerstone to the team at JMCO Sydney. This year has seen our team temporarily expand having had the pleasure of taking on board three members from the Personnel Support Unit (PSU), whilst none of them were OPMOV (and two of these the first sailors to be in a JMCO) all three gentlemen provided an excellent capability to JMCO Sydney that made a real difference, rapidly learning and becoming an important part of the team, exceeding everyone's expectations. Thank you to LS Cameron Ford, AB Ben Hocking and PTE Denis Pinjic for the dedication and hard work throughout the entire period they were individually with us.

The Australia Day 2016 Honours and Awards saw the then SGT (now WO2) Colin Burrows (who posted out of JMCO Sydney at the end of 2015) awarded the Conspicuous Service Medal. WO2 Burrows was awarded the CSM not only for his tireless work at JMCO Sydney but also for his outstanding work within SOCOMD including the raising of the Special Operations Movements Cell (SOMC). As the end of the year approaches we see many of our soldiers and airmen being posted to other JMCOs and into the wider Defence Force. One particular soldier is stepping out of the ARA and transferring to Reserves. PTE Chene Clydesdale is going to be undertaking studies to pursue a career in physiotherapy to which we all wish her the best of luck.

As we look to 2017 and what is in store for JMCO Sydney we are excited for the challenge ahead. The next year will still have a continued focus on innovation and continued improvement to capability not just within our AR but also for the Group as a whole.

JMCO Sydney is going to be providing the 1JMOVGP liaison officer (LO) to the HQ Amphibious Task Group; the member going in as the first LO will be SGT Rik-Mei Karena. SGT Karena is going to be facing the challenges of establishing and shaping the position within the ATG and showcasing the capability that 1JMOVGP can offer the ADF.

## JMCO Melbourne

### CAPT Sean Connelly, OIC

There was very little time to settle in to the Unit prior to the first major task for the year which was support for OP RESOLUTE with Transit Security Element (TSE) 80 deploying from HMAS Cerberus to Darwin to complete the remainder of their training. JMCO Melbourne has subsequently provided movement support for another two rotations this year with the final rotation for the year to be conducted in November. These tasks were a good opportunity to continue to build a positive working relationship with the ground handling organisations and operations staff at Tullamarine Airport. The ARes members of the unit took charge of these tasks and provided effective movement control and worked well with the air load team's assigned to the tasks.

Throughout the year the Unit conducted two weekend exercises that involved establishing the detachment in a greenfield site. These exercises were successful in determining the deficiencies in stores and equipment and determining the most effective setup for the detachment. The second weekend activity also included a reconnaissance of the Pacific National Rail Terminal located in Footscray. This was a great activity to identify the capacity for the terminal to support ADF rail operations in the future should it be required. The operations staff took us for a tour of the terminal and indicated they would be able to support movement of ADF vehicles and equipment. They mentioned a lot of the loading would occur off-site and then be transported to the railhead.

Throughout the year JMCO Melbourne continued to provide movement support for individuals and small groups deploying on various operations such as OP HIGHROAD, OP ACCORDION and OP OKRA. Additionally, the Unit has supported a number of exercises such as Ex HAMEL 16. JMCO Melbourne supported the movement of a number of deploying FE from around VIC and TAS to the exercise area across a number of modes of transport. We also supported the exercise through the provision of movement control at the staging area in Balranald. This task was led by PTE Ashurst who effectively managed the staging area and represented the Unit exceptionally well. Additionally, the Unit sent individual augmentees to assist JMCO Adelaide and JMCC with movement control at the various points of disembarkation and within the exercise area itself in Cultana. This afforded



*Private Janine Andrew from Joint Movements Control Office Melbourne writes packing notes for vehicles being transported from HMAS Adelaide to Exercise Hamel 2016.*

the opportunity for the members to assist with the unloading of HMAS Adelaide which is critical as we continue to develop and refine how to provide movement support for this new capability.

CPL Brooks was also selected to deploy as part of the MC Det for Ex RIMPAC 16 to Hawaii. As well as operating with the MC Det she was also required to operate independently in San Diego. Throughout this exercise she performed extremely well and has already been identified to take the lead for Ex RIMPAC 17.

Once the major exercises were completed for the year the focus shifted back to supporting individual and small group deployments. The Unit also took the opportunity to celebrate the 20th anniversary of 1 JMOVGP by holding a supper during an ARes parade night and inviting all current and former members of 1 JMOVGP in VIC to attend. SGT Daniell was able to provide a good presentation that detailed some of the highlights of the Units history.

This year has also seen the deployment of two ARes members of the Unit to the Middle East which is something that has not occurred for at least 18 months. This is great recognition of the capability that ARes members can provide to the Unit and recognition of recent strong performances of those members.

JMCO Melbourne has had yet another busy and successful year and all members are looking forward to the challenges and opportunities that will be presented in 2017. One of the exciting tasks the Unit will be involved in early 2017 is the Australian International Airshow.

## **JMCO Brisbane**

### **PTE Georgia Smart, OPMOV**

#### **Exercise Rim of the Pacific 2016**

Exercise Rim of the Pacific – (RIMPAC) 2016 is a biennial multi-lateral exercise held in the Hawaiian Islands and San Diego over the period 29 Jun – 12 Aug 16. RIMPAC 16 involves Pacific Rim nations exercising maritime operations and enhancing coalition interoperability.

As a mover, our daily responsibilities involved dealing with movements in support of exercises and operations, trying to make them go as smoothly as possible. When I was nominated for RIMPAC 16, I was instantly very excited and a little apprehensive as this was my first time deploying on an overseas exercise.

I was unsure of how it was all going to fall into place with multiple exercises happening at the same time in Australia, including the major exercise, Hamel 16. JMCO BNE were all operating at a high tempo with minimal staff and having two of our members deploying on RIMPAC 16, one for the duration and myself for the redeploy, gave me a great sense of responsibility in providing movement support.

On the domestic side of the exercise, I found it was a great experience to work with the other units and Services in Australia, whether it was spending long days and nights at RAAF Base Amberley to ensure that everything departing our location was recorded correctly, to dealing with units, unserviceable aircraft, and tired members from other locations and Services.

I knew I was in for days where I would be up before sunrise and still working to see the sunset. It turns out I had plenty of them. Working in locations such as K-Bay (US Marine Corps base) which was located right along the water was always pleasant and made the long days seem shorter.



The greatest challenge I had to face was finding my feet in Hawaii and joining the MC Detachment Hawaii. The detachment consisted of WO1 Mol, CPL Brooks and LCPL Donoghue who had been working together for the last two months prior to my arrival. Trying to get my head around everything that had already been planned and the different ways everyone worked was challenging.

RIMPAC 16 was a massive learning curve for me. Everyday was a new day faced with a new challenge; no two days were the same. I learnt a lot about our US and Canadian partners and how we can use their knowledge to benefit our own.

From the RAAF being able to provide us with service aircraft, to the RAN having ships capable of moving large amounts of cargo and personnel without an issue, each Service provided 1JMOVGP assistance in the redeployment of RIMPAC 16 and allowed us to learn more about the modes we use to provide movement support.

We worked closely with the US Air Force and a small contingent of the Canadian Air Force which was a great experience. Both contingents were always willing to give us a hand and show us how they coordinate their logistics and movements.

All ADF elements and Coalition forces provided different views on how things should be achieved and different ways in which to implement them which broadened my knowledge as a young mover. Each of the Services and countries worked well together and by using the unique inputs provided by each element, the exercise ran smoothly.

I hope one day to again deploy on RIMPAC and implement the things I learnt and to continue to improve the level of movements support provided by 1JMOVGP.



*USAF, RAAF Loadmaster, RAAF ALT and WO1 Mol.*

## JMCO Darwin

Captain Aaron Porebski, Operations Officer



**Back Row:** CPL Craig Eiseenthuth, PTE Emma Rose, PTE Michael Kayongo, CPL Sam McCabe, LCPL David Ross, PTE Hayley Cogan, LCPL Tara Pavel, PTE Kat Ganchov, CPL Ray Wallis. **Front Row:** PTE Theresa Thorpe, PTE Michael Thompson, SGT Nat Dudman, MAJ Tim Thompson, CAPT Aaron Porebski, PTE Kyle Munn, PTE Auburn Walden. **Absent:** CAPT Andrew Jones, LT Nicholas Donohoe, LT Callum Wood, LT Michael Farmer, WO1 Adam Harper, WO2 David Horne, SGT Katie Hartley, SGT Geoff Page, LCPL Jake Rees, PTE Jade Molloy, PTE Cherith Thompson, PTE Larissa Lawrence

The Territory New Year begins with the arrival of Marine Rotational Force – Darwin (MRF-D) and 2016 was the largest United States Marine Corps contingent thus far. Fortunately the efforts of the HQ 1JMOVGP liaison officer in Okinawa, WO2 Peter Brine, led to this year's MRF-D deployment being one of the smoothest yet. JMCO Darwin would like to thank WO2 Brine for his excellent work and we look forward to maintaining the liaison officer position as MRF-D continues to grow in the future.



LCPL Jake Rees assists with the unloading of a MRF-D United Airlines Boeing 747 at RAAF Darwin, 14 Apr 16.



Even when not supporting large multinational exercises, JMCO Darwin remains a very highly tasked office, with support to Operation RESOLUTE and the rotational Transit Security Element (TSE) in addition to the steady pace of the Middle East Region Air Sustainment Service (MASS) ensuring that we are never left sitting idle. In particular, Op RESOLUTE continues to be a complex and dynamic challenge with the intratheatre movement of TSE contingents between Christmas Island, the Cocos Islands and Royal Australian Navy or Australian Customs Vessels. CPL Tara Pavel has worked extremely hard this year as the Movement Control Detachment Commander for Op RESOLUTE and has earned very high praise from Maritime Border Command.



*The MASS A340 departs Darwin on a stormy Territory morning, 13 October 2016.*

It was not long after the completion of the MRF-D deployment that the 1st Brigade (1 Bde) commenced preparation for their deployment to Cultana Training Area (CUTA) for Exercise HAMEL 16. This was a very busy period for JMCO Darwin, with numerous RAAF KC-30A Multi Role Tanker Transport sorties moving the bulk of the passengers in addition to large Road Self Deploy and Road Freight movements. The busy period continued for the JMCO Darwin personnel who deployed to CUTA to establish the Joint Movement Coordination Centre – HAMEL (JMCC HAMEL) and assist the members of JMCC to redeploy the 8,000 personnel, 1200 vehicles and 9,000 tons of freight from Ex HAMEL 16 to home locations across Australia.



*An M1A1 Abrams await collection by civilian RFT in the Camp El Alamein Transshipment Area.*



The remainder of the year has remained steady with a busy schedule of activities, including the short notice Exercise NORTHERN SHIELD 16 to RAAF Curtin and the trial of the new Multi User Barge Ramp Facility (MUBRF) with LCM-1E from HMAS Adelaide. We have had some time to relax however spending the 20th anniversary of 1JMOVGP on a fishing charter hauling in an esky full of pink snapper.



*LCM-1E from HMAS Adelaide approaches the MUBRF and JMCO Darwin Fishing Charter Day.*



*Darwin Fishing Charter.*

## Joint Movement Coordination Centre

### ALWAYS READY

The Joint Movement Coordination Centre has yet again had another busy year in 2016 with numerous short notice operations and programmed exercises which provided excellent opportunities for all members to practice their core movement skills. The unit once again demonstrated its flexibility and reliability meeting all support requirements to a high standard in true RACT fashion.

#### Operation Fiji Assist 2016

**LCPL Ronald Davis, OPMOV JMCC**



*Movement of aid via one of HMAS Canberra's LCM1E during Operation Fiji Assist 2016.*

The JMCC augmented with members from JMCO Brisbane deployed a six person movement control detachment to Fiji on 29 Feb 16 as part of the ADF's HADR response to Tropical Cyclone Winston's devastation of Fiji on 21 Feb 16. This small team was tasked with coordinating reception and intra-theatre movement for all ADF elements within the AO. On any particular day it was not uncommon for the operator movement personnel to manage arrival and departure of RAAF service aircraft at the Nausori International Airport, transfer of personnel via MRH90 from HMAS Canberra to various locations within the AO and landing of equipment personnel and supplies to effected communities via the Canberra Class vessel's integral LCM1E landing craft.

Given the geographic dislocation of strategic movement nodes and affected areas requiring aid, the effective management of transport assets was integral to the overall support effort. The competence demonstrated by the team, to manage ever changing requirements and priorities, proved vital in ensuring the correct equipment and personnel were always where they needed to be on time.

Although the team was required to support a constant high tempo, the job satisfaction and sense of achievement was immeasurable. I was consistently amazed at the resilience of the beautiful people of Fiji. Throughout the whole ordeal, amidst the devastation inflicted, there were always smiles to be found.

Everyday there were aid supplies arriving from Australia, the local people expressed their thanks, appreciation and overall praise for our efforts. The warmth and happiness of the local people was ever present and both adults and children showed no hesitation in expressing their gratitude and welcome toward the supporting force.



Throughout the operation the team learned a great deal at both the individual and team level and it provided an excellent experience opportunity for some very junior members of the trade. I was so proud to be an Australian Soldier and part of the hard working and professional team that made up the Joint Movement Coordination Centre Fiji.

### **Exercise Hamel 2016**

#### **LT Alistair Thielmann, TP COMD JMCC**

1 Joint Movement Group support to Ex Hamel 16 (EX H16) featured a combined approach with members from across the group augmenting the Joint Movement Coordination Centre (JMCC) to form the deployed EX H16 JMCC. Nine members of the JMCC participated in the exercise over the period 01 Jun – 05 Aug 16.

The JMCC was required to provide support across the EX H16 AO including RAAF Base Edinburgh, Camp El Alamein and Whyalla. Each node included reception, planning and redeployment of Australian, United Kingdom and New Zealand forces.

EX H16 incorporated all modes of transport each with heavy force flows over compressed timeframes. Of note was the movement of 7 Brigade from Brisbane to Adelaide via HMAS Adelaide and subsequent on forward movement to stage at the Whyalla Showgrounds. This provided invaluable learning opportunities for one of the largest initial movements utilising the new Canberra Class vessels. The redeployment saw a large requirement for short notice movement of personnel via regular public transport due primarily to late unavailability of RAAF aircraft.

The exercise was a great opportunity to develop the skills and experience levels of officers and soldiers in the movement trade. Although unfamiliar the team cohesion built rapidly and resulted in an excellent level of movement support provision to exercise participants.

### **Exercise Northern Shield 2016**

#### **SGT Kristy Corbett, TP SGT JMCC**



*The movement control team at RAAF Curtin WA.*



Exercise Northern Shield 16 (NS16) was an Australian multiple Joint Task Force activity focused on the planning and conduct of strategic positioning and mobility in the North West Cape region of Western Australia. This activity included three JTFs comprising many of the ADF's short notice response elements across all three services.

The JMCC initially deployed with four members, however due to the expected redeployment tempo was surged to seven members. The primary mode of strategic movement was via RAAF service aircraft however also included elements of road self deploy and road freight. Given the nature of the activity the tempo was very high throughout, receiving and redeploying approximately 1500 personnel and 835 tonnes of cargo into RAAF Curtin from all major ports around Australia.

The teams movement planning and coordination skills were pushed to the limits given the compressed timeframes experienced, however all worked hard and performed well to ensure the required level of movements support was provided.

JMCC has had a very busy year with a number of personnel deploying at short notice on a variety of operations and exercises throughout Southeast Asia and the Pacific to meet the needs of 1JMOVGP and the wider ADF community. All of these activities have had key learning outcomes and afforded those deployed the opportunity to demonstrate their professionalism and high standard of trade skills in complex and demanding environments.

## **Joint Movement Coordination Centre Middle East Region Movements in the MER – The end of the roaring twenties**

**CAPT Zak Looker, OPSO – JMCC MER (Rtn 29)**

**LT Lucy Burns TP COMD – JMCC MER (Rtn 29)**

The Joint Movement Coordination Centre Middle East Region (JMCC MER) Rotation 29 deployed to the MER from August 2015 to February 2016, with RAAF SQNLDR David Early as the Officer Commanding. Rotation 29 provided movement support to all Operations located in the MER as well as developing support to United Nations Other Operations (UNOO) OP ASLAN and OP PALADIN. JMCC MER comprised of 20 personnel distributed between the HQ, Joint Movement Control Office Gulf States (JMCO GS) in the UAE; MC Det Kabul and MC Det Kandahar in Afghanistan (AFG); and MC Det Baghdad, and MC Det Taji in Iraq.

Being based at Al Minhad Air Base (AMAB), JMCO GS managed the main logistics hub of the MER with over 50 flights arriving from Australia carrying nearly 3,000 passengers and over 500 tonnes of cargo. JMCO GS was then responsible for ensuring all personnel and equipment was onforwarded to the correct destination, not to mention supporting the reverse supply chain back to Australia. Some of the notable cargo moved through AMAB included a 50kg consignment of Tim Tams destined for Kabul and a range of vehicles redeploying from Afghanistan and Iraq. JMCO GS also took the lead with a number of discrete tasks such as supporting Australian Major Fleet Units, the UNOOs and the introduction of OP MAZURKA to the relief in place (RIP) schedule which allowed some junior Movers the opportunity to gain some excellent experience.



*Members from MC Det at Australia's Main Logistics Base in the Middle East - JMCC MER Rotation 29.*



*Members from MC Det at Australia's Main Operating Base in the Middle East JMCC MER Rotation 29.*

HQ JMCC conducted a significant amount of planning with HQ JTF633, the Air Mobility Task Group and other key stakeholders in the MER. In particular, the relationship between the JMCC and their UK counterparts at the Force Movement Coordination Centre (FMCC) was a focal point of the Rotation. This relationship grew into significant mutual support being provided, with over 300 Australian passengers travelling on UK flights and almost 250 UK passengers on Australian flights. The subordinate movement detachments also worked closely with their local FE and coalition partners, ensuring that JMCC MER were able to continue to seamlessly deliver the required movement effect. This was exemplified during the high tempo RIP activities and periods of unplanned aircraft unserviceability.

MC Det Kabul based out of Hamid Karzai International Airport - North (HKIA-N) and MC Det Kandahar at Kandahar Airfield (KAF) provided the movement effect for TG Afghanistan as well as mentors based at the Afghan National Army Officer Academy (ANAOA) and the many embeds based in Resolute Support elements. Of note, Rotation 29 was responsible for executing the retrograde and redeployment of personnel and cargo from KAF. This high profile activity was successfully completed in October 2015 after an intense period of heavy air lift, moving vehicles and cargo out of Afghanistan.

MC Det Baghdad based out of Baghdad Diplomatic Support Centre (BDSC) played a pivotal role in Iraq-based Operations. The tempo at BDSC certainly kept the Det busy and the complexity associated with operating in support of the newly formed Task Group Taji did not disappoint MC Det Baghdad or MC Det Taji. MC Det Taji made best use of the combined Australian/New Zealand TG with a Kiwi mover rounding out the Det, making a valuable addition when considering the range of fixed wing and Coalition rotary wing movement support being coordinated.



*Members from MC Det Kandahar - JMCC MER Rotation 29.*



*Members from MC Det Taji - JMCC MER Rotation 29.*



*Members from MC Det Kabul - JMCC MER Rotation 29.*



JMCC MER Rotation 29 personnel proved the professionalism and dedication expected from 1st Joint Movement Group with SGT Shane Regan (MC Det Baghdad) awarded a CJTF633 Bronze Commendation and CAPT Zak Looker (HQ JMCC) awarded a CJTF633 Silver Commendation. On top of awards, SGT Matthew Pierce was promoted to WO2; CPL Shane Regan was promoted to SGT and PTE Ben Degney was promoted to CPL.



*Members from MC Det Baghdad - JMCC MER Rotation 29.*

JMCC MER Rotation 29 deployed to the MER expecting a busy period following the recent TG Taji insertion and the planned redeployment of Australian elements from Kandahar. The increased level of movement support was achieved within extant resources, and was successful largely due to sound planning, key stakeholder engagement and an increased level of cooperation with coalition partners. Rotation 29 personnel continued to exemplify the dedication and devotion to duty underscored in the 1st Joint Movement Group Meritorious Unit Citation.

## Moving forward in the MER

**MAJ Lucas Jahne, Officer Commanding JMCC MER (Rotation 30)**



*Members of Rotation 30's HQ JMCC MER and JMCO GS with visiting Commander 1JMOVGP, GPCAPT Grant Pinder. **From left** – MAJ L. Jahne, LT L. Padgham, WO2 P. Renshaw (NZ), PTE R. Smith, LT A. Busatto, GPCAPT G. Pinder, PTE C. Clydesdale, PTE C. Brennan, PTE H. Cogan, SGT C. Gilmore, CPL B. Warren, CPL J. Rains, FSGT C. Sherlock, CAPT U. Nadalin. (Not pictured: CPL J. Hill and LCPL D. Lapham of MC Det Kabul, FLT LT S. Prucha and CPL S. McCabe of MC Det Baghdad, LCPL M. Selman of MC Det Al Dhafra, FLT LT C. Chiu and WO2 P. Lerner of HQ JMCC, SGT N. Dudman and PTE B. Cavanaugh of JMCO GS and WO1 A. Harper of MC Det Taji).*

Over the period February to October 2016, Rotation 30 of the Joint Movement Coordination Centre Middle East Region (JMCC MER) provided movement support to Joint Task Force 633 (JTF 633) for the conduct of Operations ACCORDION, HIGHROAD, MANITOU and OKRA. Support was also provided to the United Nations and Other Operations (UNOO) including MAZURKA, ASLAN,

PALADIN and AUGURY. Rotation 30 deployed in the midst of a busy period and immediately upon handover provided support to the Op MAZURKA, Force Support Element, Air Task Group and Task Group 632 relief in place (RiP) operations.

Rotation 30 was predominantly involved in sustainment operations including RiP planning and execution; the most staff intensive being for Task Group (TG) Taji 2-3. Planning for operational and humanitarian contingencies across the MER was also a significant aspect of the deployment.

There were no major changes to the structure of JMCC MER or JTF 633 during Rotation 30, though the introduction of a Royal New Zealand Air Force (RNZAF) C130H in mid-June 2016 provided welcome redundancy after a protracted period of aircraft serviceability issues involving the two force-assigned Australian C130J. Mission cancellations and delays from these serviceability issues required significant effort from JMCC Ops to replan and rebalance sustainment priorities, amidst a layering of complexities including changes to customs and immigration processes at the Baghdad Diplomatic Support Centre, Taji runway works and an intensive RiP and visits schedule.

A further change, unrelated to the addition of the RNZAF aircraft, was the embedding of a Corporal NZ Movement Operator (MOVOP) into Movement Control Detachment (MC Det) Baghdad under a Memorandum of Understanding between Commander 1st Joint Movement Group (1JMOVGP) and HQ Joint Forces NZ. The air movements proficiency held by the RNZAF MOVOP augmented the capability of the existing two man Australian team comprising FLTLT Simeon Prucha and CPL Samson McCabe, allowing MC Det Baghdad to provide more effective support to Iraq based dependencies. A NZ MOVOP also worked in the two-man MC Det in Taji alongside Australian ECN 035, WO1 Adam Harper. Both detachments provided a great example of the benefits of integrating Australian and NZ movement personnel on combined operations.

Inter-theatre supply chain issues have remained a constant from previous rotations, though some progress was made during Rotation 30, which included the uptake and use of the Cargo Visibility System by Air Movements Flight (AMF) Amberley. An initiative by HQ 1JMOVGP to collocate ECN-035 personnel with AMF around Australia is expected to enhance practices and cooperation between Air Movements and Joint Movement organisations on operations and exercise.

Rotation 30 provided support to the repatriation of LS Cameron Acreman. The repatriation from Muscat through Al Minhad to Amberley went particularly smoothly, as did the ceremony organised by JTF 633 and the Combat Support Unit. The ceremony, represented by all nations operating within Al Minhad was impressive, moving and very befitting of the occasion.

The high tempo encountered by Rotation 30 from the onset remained throughout the deployment and provided the impetus for a number of significant changes to enable the JMCC to maintain focus on core tasks. These changes included mandating the requirement for personnel based at Al Minhad and Al Dhafra Airbases to book their own Relief-Out-Of- Country-Travel-Fare-Assistance (ROCTFA) leave and a move to the issue of a monthly ROCTFA offset amount in place of the previous daily and weekly rates. Significant efficiencies were also found through reviews of workflows and financial recording tools including those for Card Management System (CMS) transactions (over 28,000 CMS transactions acquitted by FLTLT Colin Chiu and LT Ash Busatto during the rotation). The development of methods to pre-book excess baggage online, thus removing the requirement for JMCC personnel with a Defence Purchasing Card to accompany members to Dubai International Airport, saved considerable man-hours per week and also enabled

effective support for members travelling through Abu Dhabi and Doha. The new policies and practices introduced by Rotation 30 are firmly in place following work undertaken to rewrite relevant JTF 633 Standing Instructions and provide relating Standard Operating Procedures to supporting agencies such as orderly rooms and the Theatre Personnel Support Centre.

Members of Rotation 30 received due recognition for their efforts on deployment. Operations Officer, CAPT Umberto Nadalin received a Commander JTF 633 Silver Commendation for his significant contribution to the JMCC and operations across the MER. PTE Hayley Cogan of Joint Movements Control Office Gulf States (JMCO GS) was the first ever member to receive the new Commander 1JMOVGP Commendation. PTE Cogan was recognised for her leadership and work in a number of positions within JMCO GS and MC Det Baghdad.



*PTE Hayley Cogan receives the first Commander 1st Joint Movement Group 'Commander's Commendation' from Group Captain Grant Pinder.*

Rotation 30 maintained a high tempo of operations throughout their deployment, with individuals and the rotation as a whole being recognised for their successful support to operations. The integration of NZ MOVOP into the organisation will hopefully continue and see benefits into the future. Whilst some long standing supply chain, manning and policy issues remain, Rotation 30 progressed a number of initiatives that will help to keep JMCC moving forward in the MER.



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## HMAS *Choules*

### Ship's Army Establishment

MAJ Mel Hopkins, OC SAE

CAPT Matt Pszczolinski, 2IC SAE

When the Commanding Officer of HMAS *Choules*, CMDR Chris Aulmann, briefs visiting groups he describes the Ship's Army Establishment (we still say Detachment in private!!) onboard as being critical to the function of the ship as we provide the cargo loading and discharge skills that are not found within Navy. This is a critical skill set for a ship whose primary function is to conduct amphibious operations. But over the last year, the ship has found itself in unfamiliar territory conducting tasking in support of Australia's Maritime Border Protection mission. The soldiers of the SAE, as part of a whole of ship response, were thrust into boarding, security and detention tasks. The nature of this tasking can be confronting and coupled with the monotony of being on station for extended periods of time and constant changes of program, lends itself to personal strain. However, we have continued to deliver what has been required of us: often in dynamic and high-tempo environments.

We left off, in last years journal, with HMAS *Choules* transiting north after being given no notice orders to pre-position for potential tasking in support of OP Resolute....well, we steamed north, passed our home port of Sydney (and our families) and did not return for six months. 'Resilience' is the buzz word of the moment and the whole ship's company has displayed that in spades over the last year.

In mid October 15 the ship embarked the first of what would become three rotations of the Transit Security Element (TSE), in Townsville. This unit came under the command of the OC and consisted of a mixture of Army and Navy personnel. TSEs role onboard was to provide a security element during boarding and recovery tasks. The ship proceeded to Darwin to complete MRE before taking up station. A number of personnel from the SAE filled critical positions for OP Resolute: CAPT Pszczolinski, PTE McDowell and PTE Grimmond were members of the *Choules*' Boarding Party capability.

The first stop was Ashmore Island. The ship used the limited down time to go ashore and make the best of the situation utilising its organic landing craft, the LCVP, to provide respite for the crew. The crew took full advantage exploring the island, swimming and fishing. Some lucky few were also able to experience more in-depth interactions with the local fauna. The ship remained at Ashmore Island until the end of November. During this time, the ship visited Darwin, where they also enjoyed the local sites...! The visit to Darwin also provided an opportunity to return to some core skills,

conducting the victualling of the ship by landing craft (LCM8) through the dock. The ship then returned to station at Ashmore Island where we conducted some DC training with departments facing off against in DC challenges. Needless to say the SAE represented Army well.



*'Damage Control training'.*

It was whilst at Ashmore Island that the first of many knocks to morale could have occurred. It was at this point that the ship was informed that it would be remaining on station over the Christmas period but based out of Perth. This allowed the crew to be released within strict guidelines for small periods of leave due to duty watch and notice to move requirements. *Choules* departed Ashmore Island for Perth in late November 15. On the journey south, the ship was able to stop at a little known oasis on the WA coast called Croc Creek. *Choules* arrived in Perth in early December 15.



*LCVP at Croc Creek, WA.*

The ship returned to sea in mid-January 16 with some new additions: MAJ Mel Hopkins as OC, WO2 Dale Reeves as SSM, CPL Michael Elliott, LCPL Cameron Hunter, SIG Bradley Stitt and PTE Brent Peniston. The SAE farewelled a number of personnel as well: of note was WO2 Dale Cooper who was promoted to CAPT.

Mid January 16, the ship took up station this time at Cocos Keeling Island (CKI). The island, a territory of Australia, is situated approximately half way between Australia and Sri Lanka. When tasking permitted, the ship was able to send personnel ashore for respite. The location and scenery was stunning and was well enjoyed by all personnel. The ship also took the opportunity to engage the local community conducting a number of sports days where we played against local teams in soccer and volleyball. Ship's company also assisted the local council with clean up of the Emden Trail and Memorial. On Australia Day, the ship's company conducted a sports day onboard, between all departments, competing for the annual Choules Cup. The SAE, although small in numbers but big in ingenuity and cunning, were victorious.

After being extended on station again late in February 16 and skirting a cyclone, the ship arrived in Singapore for re-fuelling and victualling. This was a great opportunity for some short respite from what was turning into a long time away from home. Whilst in Singapore, the ships company took advantage of being back in civilisation, taking the opportunity to unwind and visit the sites. On departure from Singapore, the ship was informed of a further extension on station and we proceeded back to CKI.

Shortly after arriving back at CKI, the ship suffered a serious defect requiring a RAAF C130 to fly in critical parts to CKI. This necessitated an ingenious plan to establish an air head ICW RAAF personnel and the local community to receive the stores, de-palletise, cross load and transport them to CKI wharf, cross load again into LCVPs and finally utilising the ship's cranes to embark them. For many of the ship's company, it was both an enjoyable and busy evolution and a welcome return to familiar territory exercising the ship's core function in the conduct of amphibious operations.



*SAE craning LCVP into cradle.*



At the end of March, the decision was finally made to allow *Choules* to return to Sydney. On the way home, the ship offloaded all of its stores in Darwin, once again utilising the dock and working with the LCM8s. Upon return to Sydney on 11 April 16, the ship was welcomed home by the COMD and RSM 17 CSS BDE. BRIG Nothard used the opportunity to thank the SAE for its support to OP Resolute and spoke to the resilience required to complete the task. He also presented a number of personnel with the Operational Service Medal – Border Protection. .

Once alongside, the tempo off the ship abated little. The ship now needed to prepare to go into dry dock and an extended re-fit period for what was essentially a five year service. This required the ship to be completely de-stored, a task largely completed by the SAE. During the re-fit period opportunities were taken to send personnel on promotion courses and well deserved leave.

In mid August 16, the ship was informed of an accelerated schedule to return to it to operational capability to assume HADR response vessel duties due to the unavailability of the LHDs. This requirement placed extreme pressure on the entire ship's company. In October the ship conducted a two week accelerated Work Up HADR certification exercise which included amphibious operations utilising the unique Mexeflote capability. HMAS *Choules* assumed HADR responsibilities on 31 October 16 for an unknown period of time.



*MHE operations in the dock with Mexeflote.*

At the time of submission, the program for HMAS *Choules* had again changed. In early November 16, we will sail north to complete further Work Up certification exercises, predominately revolving around amphibious operations IVO of Townsville. We will hopefully conduct the embarkation and delivery over the shore of an M1A1 and M88 via Mexeflote – the only ship to shore asset currently in service that is capable of transporting these assets.

Ominously, though, the dark clouds of 'déjà vu' associated with last years Christmas period are gathering on the horizon...

**RACF Members of HMAS *Choules* Ship's Army Establishment:** OC – MAJ Mel Hopkins, 2IC - CAPT Matt Pszczolinski, SSM - WO2 Dale Reeves, Cargo Supervisor – SGT Craig Jackson, Embarked Forces Supervisor – SGT Sean Lehman. Cargo Specialists: CPL Jack Nicholas, CPL Andrew Loginow, LCPL Scott Brady, LCPL Jamie McDowell, PTE Catherine Bowyer, PTE Rhys Simpson, PTE Daniel Anderson, PTE Brent Peniston, PTE Kyle Arestia, PTE Aaron Carrall and PTE Lee Armstrong.



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## HMAS *Canberra*

### Amphibious Department

**LT Brenton Chapman, Cargo Tp Comd / ABE, Amphibious Department**

From the initial release of the 2016 Fleet Activity Schedule it was always going to be a busy year for HMAS *Canberra*'s Amphibious Department, and it sure did meet all expectations.

After completing all new year administration, including the now customary post-BFA BBQ at Maroubra Beach, *Canberra*'s Amphibious Department commenced preparations for the ARH Tiger First of Class Flight Trials in early February. After a late notice change to the ARH schedule, this time was designated as training period that would see *Canberra* spend time in Jervis Bay, NSW, Westernport Bay, VIC and a port visit to Hobart, TAS. During this sea phase, time was taken to consolidate lessons learnt from the Sea Series of exercises in 2015, conduct internal training for the Cargo Tp and to rehearse Amphibious Beach Element (ABE) operations.

After our departure from Hobart and during the transit north towards Townsville, the largest cyclone to make ever make landfall in Fiji, Tropical Cyclone Winston, battered the island nation on 20 Feb 16. Being the online HADR vessel, *Canberra* was tasked to transit to Brisbane to collect the 750 personnel who would make up the newly formed JTF 635 who would undertake OP FIJI ASSIST 16. The embarkation of force elements who were not accustomed to embarking, living and working from an LHD proved to be a good measure of the effectiveness of procedures that had been developed over the previous few years by *Canberra*'s Amphibious Department.

Upon FTF 635s successful embarkation onboard *Canberra*, the focus of the department shifted to assist in the development of the plan to lodge the landing force into the HADR area of operations. The Island of Koro was designated as the initial area of focus for the JTF, and a map reconnaissance was conducted to identify possible Beach Landing Sites (BLS). Whilst initially not looking promising, a workable site for RED BEACH was located at the southern end of the island. The proposed BLS, was surveyed by the Deployable Geospatial Survey Team (DGST), and was subsequently proven and opened by the ABE. Following the establishment and hand over of RED BEACH to the ABT, the lodgement of the 2 CER heavy landing force began in earnest as the ABE returned to *Canberra*. After a long few days, the landing force had successfully been lodged onto Koro with no major issues, and the LHD transitioned fully into a supporting for the HADR Land Force.





*The ABE handing over RED BEACH to the ABT during the initial landing onto Koro Island 03 Mar16.*

At the direction of the DFAT Head of Mission for OP FIJI ASSIT, *Canberra* was to provide assistance to the damaged schools on the island of Taveuni with construction stores. With the ABT established on Koro, the role of establishing and operating the BLS on Taveuni was to fall solely on the ABE. The initial reconnaissance identified that the location for the proposed BLS was untenable, a secondary reconnaissance was conducted by the ABE and the DGST a few days later which identified a BLS that was workable with some tidal and trafficability restraints. The ABE with the assistance of the local population, then proceeded to construct a 'beach mat' out of locally scavenged materials in preparation for the landing of the remaining unimog and one all terrain forklift from *Canberra* the following day. These two vehicles and a tri-service work party of 50 members of the Ship's Company, would be the only means of disembarking the stores for the reconstruction stores from landing craft to the unimog and then from the unimog to the reconstruction sites.



*YELLOW BEACH viewed from the first LLC on 12 Mar 16. Note the 'beach mat' constructed by the ABE and the DGST.*

In addition to conducting ABE operations and running the vehicle decks for the duration of the operation, members from the Cargo Tp also went ashore as members of work parties to assist the engineering landing force elements within the local communities on Koro. Towards mid March the need to establish a new BLS to recover the vehicles and plant ashore was identified. After multiple attempts and a reconnaissance of over half of the islands coast line by landing craft or zodiac, only one suitable BLS was identified, however the location offered severely restricted access to heavy and combination vehicles due to the access route through a village.

Ultimately, all of the vehicles were recovered from Koro through the rapidly deteriorating RED BEACH and re-embarked on *Canberra*. After a short dwell off the coast of Suva HMAS *Canberra*'s mission was complete and she set course for Townsville after 18 days on station in Fiji.

Upon return to Fleet Base East, the members of the Amphibious Department commenced a busy period alongside consisting of maintenance interspersed with leave, training and courses. There was barely time to settle into the alongside routine, as six weeks later *Canberra* was transiting north to embark the 2 RAR multinational Battlegroup before deploying east towards Hawaii to conduct RIMPAC 16. The transit from Townsville to Hawaii allowed for members of the SAE to undertake additional courses and training, whilst still checking off activities from the list of firsts for the LHDs. HMAS *Canberra* 'Crossed the Line' into the northern hemisphere on the 21 Jun 16, where the 'Polliwogs' amongst the Amphibious Department pledged their allegiance to King Neptune and became trusty 'Shellbacks' becoming fully fledged mariners alongside their RAN brethren.

On arrival to Pearl Harbour, the Amphibious Department assisted in the disembarkation of the Landing Force personnel and vehicles in preparation for their movement to Kaneohe Bay training with the USMC. The department then settled into the port visit ensuring that the many cultural sights and sounds of Oahu were enjoyed prior to RIMPAC 16 commencing in earnest. After re-embarking the Landing Force, *Canberra* sailed to join the Amphibious Combined Task Group, working closely with USS *America* (LHA) and USS *San Diego* (LPD).

HMAS *Canberra*, then conducted an amphibious lodgement and re-embarkation to and from the Island of Hawaii. *Canberra*, lead by the Amphibious Department, was able to complete in half the time the US planners had allocated for the evolution. *Canberra* rejoined the Combined Task Group, and commenced interoperability trials with the USMC Assault Amphibious Vehicles (AAV) and USN Landing Craft Air Cushion (LCAC). The trial culminated in the Cargo Tp marshalling the AAVs on *Canberra*'s heavy vehicle deck and embarking ADF vehicles onto the LCAC.

The final phase of the exercise saw *Canberra* involved in the conduct of an amphibious raid. The raid was conducted in conditions which had not been previously experienced, by either the department or ship's crew, this was particularly evident for the ABE, who successfully completed their mission in roughest surf conditions the element had been exposed to in it's history.



PTEs Shane Emery, Bryce Ernst and Ingrid Miller talk to AAV crew members on *Canberra*'s Heavy Vehicle Deck 18 Jul 16.

At the conclusion of RIMPAC 16 during its transit back to Australia, *Canberra* returned to Fiji for a series of official events hosted by the Fijian Military Forces. An official reception, sporting events, small craft operators course and the thank-you function were all attended by members of the department over the busy four day period. With Fiji done, the department was finally returning back to family, friends and loved ones after the longest deployment to date.

Due to *Canberra's* removal from Ex SEA RAIDER 16 as result of an extended maintenance period, the department is in progress of conducting an internal training package covering areas such as marksmanship, small craft interoperability training and trade specific development. These activities are all focused to towards mid-2017 where HMAS *Canberra*, along with HMAS *Choules* and HMAS *Adelaide*, will deploy together as the Amphibious Ready Group for the first time, on EX TALISMAN SABRE 17.





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## The Commissioning of HMAS *Adelaide*

LCPL Kirk Potter, PTE Zoe Copland and PTE Steve Buchanan

HMAS *Adelaide* was commissioned into the Royal Australian Navy fleet on the 4th December 2015. The Royal Australian Corps of Transport played an integral role in the lead up to the commissioning of the ship. Cargo Specialists within Cargo Troop make up a majority of the 61 Army personnel a part of the Ships Army Element (SAE) aboard HMAS *Adelaide* and were faced with various tasks that were crucial in preparation for the ship's commissioning day.

Cargo Specialists have been an important part of the Royal Australian Navy's history aboard their amphibious vessels such as HMAS *Kanimbla*, HMAS *Tobruk*, HMAS *Manoora*, HMAS *Choules* and HMAS *Canberra*. The role of Cargo Specialists onboard a Navy ship is different to that of a land posting and it involves a number of unique challenges that are uncommon for Army personnel. Challenges like working in accordance with Navy policy and within tide restrictions of the wharf. Some of these challenges were prevalent in the lead up to *Adelaide's* commissioning.

In preparation of the ship's commissioning Cargo Troop loaded various stores by Material Handling Equipment (MHE). These stores included approximately 1500 seats, food and drink stores along with media and catering equipment, required for the Commissioning Day.

Along with stores being loaded onboard by MHE, a number of vehicles were also embarked in order to show Army's current and future capability onboard Navy's newest amphibious ship. This involved members of Cargo Troop guiding vehicles and positioning them onboard. These vehicles included a G-Wagon, Unimog, Mack truck from 176 AD Sqn, Land 121 Phase 3B/5B Rheinmetall MAN Military vehicles along with their associated trailers and Land 121 Phase 4 Hawkei protected vehicle. This was a good opportunity to show off Army's future transport capabilities.

The day itself was a proud and successful moment for all involved as the commissioning crew. The Army and its RACT members displayed a high level of dress and bearing alongside their Navy and Air Force counterparts showcasing professional unity amongst the ship's company.

Post Commissioning Day, HMAS *Adelaide* was open to show friends and families of the ship's company, the living and working areas of where their serving family members will be spending a lot of their time onboard the ship.

HMAS Adelaide's commissioning was a key milestone in the Defence force's enhanced amphibious capability. Cargo Specialists will continue to play a vital role in combined service operations whilst living up to the Royal Australian Corps of Transport motto, *Par Oneri*.



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## Force Support Element

### Force Support Element: 4 supports ADF units in the MER

**WO2 Andrew Hetherington**

Force Support Element 4 (FSE-4) completed its mission in the Middle East Region (MER) on 26 August, a mission which provided support to all ADF personnel deployed to Camp Baird, Afghanistan, Iraq and the United Nations missions which Australia contributes to. FSE-4 comprised 85 Army personnel from 18 different units.

OC FSE-4, MAJ Christine Pope said her unit provided many critical functions for all ADF units operating in the MER. "One important aspect all deploying personnel experience is the Reception Staging Onwards (RSO) course package, which finalises the deployment requirements for all people going forward into operational theatres," MAJ Pope said. "All units deploying to the MER depend on the FSE to provide them with the bulk of equipment and final re-fresher training they need." Training for all our sailors, soldiers, airmen and women includes Care of the Battle Casualty first aid, legal, country briefs, weapons and counter IED."

In addition to RSO the unit also receipted, managed, distributed and warehoused all stores, explosive ordnance and mail coming into and out of the MER. In a diverse range of supporting activities, FSE Psychological detachments also provide support while electrical and mechanical engineers maintain equipment. FSE-4 personnel return to Australia in September.





## FSE-4 achievements from February to the end of August 2016

### FSE-4 Warehouse

- Received more than 460,000 kg of cargo and distributed more than 610,000 kg.
- Issued 16,814 specific items to ADF personnel.

### FSE-4 Q Store Support

- More than 600 personnel were kitted out with operational equipment.
- More than 450 personnel were de-kitted.

### FSE-4 Postal Support

- Received more than 57,300kg of mail from Australia.
- Sent to Australia more than 16,400kg of mail.

### FSE-4 Transport Support

- The transport section travelled more than 40,000km within and around Camp Baird.

### FSE 4 Warehouse

LT Simon Smith was the FSE-4 warehouse distribution platoon commander. "I had 29 personnel working within the platoon and we pushed all of the cargo and other items forward," LT Smith said. "In our time here we received more than 460,000 kg of cargo and distributed more than 610,000 kg."

2 Cav Regt Repairs Parts Manager, CPL Sharon Holt worked in the busy warehouse. As part of her role she received, tracked and dispatched security protected assets. "I looked after weapons, weapon parts, body armour plates, global positioning systems, combat helmets and combat radios...it kept me very busy," CPL Holt said. "I would often work a full day and then get up at 3am to meet an aircraft carrying an item I needed to receive and secure," she said. "Likewise if an aircraft was taking something into Afghanistan or Iraq, I needed to be at the aircraft with the item until it was loaded and the aircraft took off."



CPL Holt said she loved her role and thought it was the best job at Camp Baird. "I loved it when it was busy, as it was a challenge. I knew I had a fair bit of responsibility and people were relying on me to get them the items they needed at the right time to the right place."

### **FSE-4 Transport Section.**

Assisting with the transportation of all ADF personnel around Camp Baird was LCPL Graham 'Doug' Horsfall. He's a reservist from 15 Transport Sqn at Horsham and runs his own full-time engineering business at St Arnaud in Victoria. He was Second-in-Command of a six-person transport section, which enabled the movement of personnel to catch flights in and out of country, and return equipment to the Q Store



"As the 2IC I also assisted in the maintenance of the Bushmasters here, which may be sent forward into country or are required to be returned to Australia," LCPL Horsfall said.

LCPL Horsfall said his deployment to the MER was a great experience. "It finishes a journey I began 13 years ago when I joined the Army Reserve," he said. "I've enjoyed my nearly seven months here and I feel like I've achieved my goals of deploying and serving Australia on operations."

### **FSE-4 Ammunition Cell**

Managing, distributing and disposing of ammunition and ordnance within the MER was the responsibility of a team of four.

CAPT Anne-Maree O'Mara was the ammunition technical officer for FSE-4. "My team were responsible for the supply of explosive ordnance (EO) to all ADF elements in the MER," CAPT O'Mara said. "We managed the EO life cycle and assisted units in the storage and management of it. "When the EO's 'useful life' expired we received it back from in theatre and disposed of it."



CPL Monique Geck was the ammunition technician corporal. "My job mainly involved the preparation of small arms ammunition, rockets and sometimes ordnance for RAAF aircraft, which I then sent into theatre and I also received back ammunition when it arrived here," CPL Geck said. "I would also inspect and sort through expended small arms casings for safety before it was disposed of."

CPL Geck was also involved in the refresher training for all ADF personnel who went through the FSE run RSO course. "As part of my role each week I gave part of the explosive hazards refresher brief," she said. "It was the unexploded ordnance and remnants of war presentation making

everyone aware of what they could come across in Afghanistan and Iraq and to report its location and not to touch it.” “As part of this and other presentations on the counter IED range I set up and fired training explosives to add realism to a battlefield scenario for the first aid and Care of the Battlefield Casualty component of the RSO course.”

CPL Geck, on her first deployment overseas, enjoyed her time working as a member of FSE-4. “Apart from helping with the RSO course I’ve gone out and assisted with the setting up and disposing of explosives, so I had the opportunity to get on the tools again, which was great,” she said. “I was also lucky enough to go into Afghanistan for the first time, to work for two weeks to fill in for someone.” “It was great to see all of the EO we had sent into Afghanistan, which was something I didn’t usually get to do.”





## Force Support Element Four – RACT on Operations

### SGT Adam Kavooris

G'day from the Al Minhad Airbase in the MER, firstly let me start with an introduction. My name is SGT Adam Kavooris and I am the Terminal Supervisor for Force Support Element 4 (FSE). FSE has been on operations in the Middle East Region (MER) from Feb 16, and we provide General Logistical Support to Task Groups on operations.

FSE have a number of RACT streams that have been pulled together from different units around Australia; such as Truckies, Posties and the all important Termites. We provide a number of different functions across the logistical supply chain.

As Termites at the Main Warehouse we are responsible for overseeing all freight movement in the MER along with Return to Australia stores, we ensure all items are tracked and consigned through the Cargo Visibility System and we have a number of terminal nodes situated at key locations within the MER that we liaise with to ensure all cargo is delivered in a timely manner.

Being deployed in conjunction with a number of RACT streams and RAAOC elements, provides my team with an opportunity to gain insight into how other supply streams operate and the link between all logistic functions.

Over the period of our deployment we have had many opportunities to develop esprit de corps, such as holding an RACT Birthday party for all deployed members at Al Minhad Airbase. The function was widely attended by coalition brethren from the USA and UK Army who loved the cake and donuts, unfortunately chocolate milk and pies were not available.

RACT plays a very important role in the operational space within the Middle East Region. We are the logisticians, who work behind the scenes supporting members at the pointy end; we are instrumental in the movement of cargo, personnel and even animals, RACT will always have a role on operations.

Overall our time as part of FSE 4 has been a great experience. It has let us develop our individual trade skills to a higher standard and given many members the opportunity to deploy for the first time.

## Force Support Element Five – RACT on Operations

### CAPT Clint Carter, 2IC FSE-5 (30th Terminal Squadron, 10th Force Support Battalion)

The Force Support Element (FSE) is the lead theatre logistics organisation, supporting 22 countries across the Middle Eastern Region (MER); predominately OP ACCORDION, OP OKRA and OP HIGHROAD.

2016 saw FSE-4 made up of 21 RACT officers and soldiers, and FSE-5 contributing 20 RACT officers and soldiers; delivering often unrecognised tireless efforts. This representation of RACT members spreads from OC, 2IC and PL Comds through to Postal, Road Transport and Cargo Specialists. The banter which often occurs between RACT trades has come together here to contribute toward a greater cause – Par Oneri – and they're proving it.

Spanning across multiple trades, RACT personnel contributing to FSE efforts include both ARA and ARES soldiers; however, for the most part there is no apparent difference between the two other than the units they come from.

The RACT professionalism and trade expertise is felt throughout the MER; identifying themselves as an indispensable cog within the larger machine. RACT

is arguably one of the most essential distribution elements on operations, as without it nothing moves. From the cross loading of aircraft and wheeled platforms, through to the delivery of critical items that can halt the coalition effort if delayed.



FSE has become a proving ground for anyone who believes that Terminal and Air Dispatch Operators are not interoperable in a Freight Distribution Centre. Whilst both trades harbour their own unique capabilities, the cohesion between the two in support of operations is exceptional; supporting not only everyday tasks with ease, but also building a greater contingency element in a time of uncertain operational and HADR tasks. This unity is testament to the quality of characters undertaking these deployed positions and their acceptance of change to support a greater cause.

The Postal team continues to provide the largest morale boost within the MER. Distributing parcels between family, friends and members, in conjunction with unknown Australian organisations and people who send care packages in support of our troops.

Our Road Transport capability – although lighter on the ground than previous years – is still as important as ever, being the conduit between aircraft and dependencies. Their ability to conduct clandestine operations in retrieving pockets worth of Skittles is a developed art that FSE have come to appreciate.

During the FSE-5 rotation, we were fortunate to have Amber Lawrence perform on the Force Entertainment Tour, showcasing her latest hit 'Big Mac Truck' – a song for kids yet not surprisingly enjoyed by the truckies. A good way to test if your kids have diesel running through their veins is to play this song and test their reaction. The response from those deployed suggests there is more closet truckies at heart than meets the eye.

This deployment has been a humbling experience to see the quality of RACT personnel supporting what is essentially the pinnacle of serving within the Australian Defence Force. The quality of soldiering and pride in the Corps is revered; a testament to those who have served before us and built the tradition on which we all now belong. I am proud to report we are still equal to the task.

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## 6 RAR Transport Platoon

### Wheels in the Field

**WO2 Stephen Whyte, TOCWO**

The 6th Battalion, The Royal Australian Regiment, Transport Platoon hit the ground rolling this year. Deep within the Ready phase of the RBG and with the impending changes to come under the CSS CONOP, the drivers threw themselves into their trade. They have been kept busy by the provision of 1st line support to elements under assessment through integral RCT certification, integration into BMA, BG defensive routine on the 7 CB CATA and discrete distribution as ORANGEFOR on EX HAMEL 16 each bookended with numerous road convoys.





Further, the breadth and nature of tasks required from the ECN 274 is on display in the day to day barracks environment. Skill across frames is what is required from the integral transport assets, particularly as they progress through the training of the L121 FOV. Skills across the all-corps spectrum are a necessity, with the drivers increasingly involved in driver training instruction as well as SOP development and integration with the CTs. These foreseeably will increase as the PI draws down numbers and will need to take on the role of intermediary for greater integration with CSSB.

The integration has been greatly assisted through the manning of the evac section, RAInf bereted PMVA drivers responsible for the provision of integral med evac. These soldiers bring a different view to the Tpt PI and certainly their skill set and expertise, particularly at the JNCO level, has allowed the PI and Coy to internally train to best integrate with the needs of our dependencies.

Into the RESET cycle, individual training for the soldiers has focused on developing their confidence and ability in areas such as navigation on the move and combat. The drivers are getting a wide exposure to various weapons systems and practicing this in WTSS, blank and live fire situations. The drivers have kept their hands on the tools through support to the Bn through a busy course season interspersed with representational events such as the 50th Anniversary of the Battle of Long Tan.

As Tpt PI cycles into READYING and READY, downsizes in manning, increases in fleet, and trains for increasingly complex situations, the soldiers will need to remain motivated and professional in order to continue to provide CSS to a high readiness combat element. Their conduct throughout 2016 has left no doubt that the drivers posted to 6 RAR will strive to be equal to this task

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## 1st Signal Regiment Transport Troop

### LCPL Grace Amey

2016 proved to be a very busy year for our Troop. The first half of the year was extremely high tempo due to the preparation and lead up training for the major training exercises.

Part of our Regiment's support requirements to the Deployable Joint Force Head Quarters (DJFHQ) is to maintain a high readiness capability. Transport Troop provides personnel and equipment to support three different readiness groupings; the Ready Logistics Element (RLE), the Joint Logistics Element (JLE), and the Main Body, each with a progressively longer notice to move. This high readiness also requires our vehicle fleet to be maintained and ready to deploy at short notice.

Throughout the year we ran a number of driver courses including LR2J, LR3, P1, DG, and an ADI course. As our Troop provides logistical support to our Regiment and Headquarters 1st Division (HQ 1 Div), we are constantly put under pressure to achieve short notice tasks and the Troop proved to be able to meet any challenges thrown our way.

### OP FIJI ASSIST

PTE Close was deployed on OP FIJI ASSIST; this operation was to provide humanitarian assistance to those worst affected areas following the impact of Cyclone Winston. He deployed with the JTF HQ and provided integral transport support to the JTF COMD.

This was a very demanding operation in which PTE Close was continually working 15 hour days to support many and all aspects of the operation. He provided driver support, often at short notice, where he would transport personnel to and from their accommodation, the airport and to transport VIPs to international meetings.

PTE Close valued this opportunity which was an excellent career highlight.

### EX HAMEL

Our Regiment road deployed with HQ 1 Div from Brisbane to Cultana into a tactical field environment for the first time in many years. This was an extremely important exercise as the Headquarters was going digital. For our Troop it meant transporting a lot more equipment via the road move; thankfully our green skinned vehicles played nice and we made it with no major dramas.

Once there a part of our Troop was detached to the Commanders Tac Party in support of the Div Comd. Their role was to provide security and to escort the commander and his counterparts for safe movement around the AO in the four PMVs allocated to the Troop.

Whilst on Ex Hamel the rest of the Troop was heavily relied upon for any short notice tasks that came our way. We were doing admin moves to Adelaide, Port Augusta and the show grounds at Whyalla. One of my personal highlights was deploying outside the wire with the Australian Federal Police (AFP). This was a mission specific task, a similar scenario to the MH17 aircraft that was shot down in 2014 over the Ukraine.

PTE Hancock's and my task was to transport the AFP personnel into the thick of it and marry up with the Marines who had secured the crash site. It was a very long and arduous day; we reached our destination and were asked to assist with the recovery of body parts, whilst the AFP determined the reason for the disaster. After 222 kilometres of serious four wheel driving in our G-Wagon along wet and muddy tracks we finally returned to Camp Baxter and transported the critical stores to the Role 2E hospital. This was an amazing experience and an opportunity to develop our relationship with the AFP.

## EX NORTHERN SHIELD

Members from our short notice readiness capability deployed to RAAF Base Curtin for a two week exercise designed to enhance the ability for us to deploy at short notice to support a Minor JTF Headquarters.

Elements of the Troop left from RAAF Amberley where they were transported via C17. Once the Troop arrived they were relied on heavily to establish the position. Throughout the exercise the Troop was used in various ways ranging from transport of personnel and stores throughout the AO, as well as participating in live exercise tasking involving the transportation of POWs and reconnaissance tasking to seek out suspicious personnel.

As the exercise was winding down Troop members had a rare opportunity to assist in breaking down the Tiger Helicopter rotors as well as enjoying an elevated view of the AO from a Black Hawk helicopter.

## CONCLUSION

Overall it has been an interesting year. Our Troop provides a significant amount of support for numerous tasks, courses, exercises and our Regiment with little respite. This year has been very high tempo with little down time requiring a high degree of proficiency and competency by all members of the Troop.







## Combat Training Centre

### CAPT K Lai

It is interesting to write a Combat Training Centre unit article for the Corps Journal, namely because a posting to CTC provides a very different perspective on exercises in general, and Army as a whole. With the exception of Ex HAMEL and those individuals rotating through a Warfighter exercises, CTC is a unit to which most logisticians have little exposure.

To provide context, the role of CTC is the delivery of advanced collective combat training to readiness forces in order to prepare them for operations and contingencies. CTC plans and delivers high end warfighting training activities, in the form of Field Training Exercises and command post style exercises to support designated FEs in the force generation cycle. We prepare units to transition from Readying to Ready, support Ready elements in Mission Rehearsal Exercises, as well as support unit and formation HQs in assuming their C2 responsibilities within a joint environment. In addition, CTC provides niche training capabilities such as jungle fighting, as well as support to Army's strategic interests in the form of Amphibious readiness and international engagement activities.



There are three aspects of transport at CTC. The largest element is the Transport section, which provides first line organic support to CTC and limited “out of box” second line distribution functions to training units. The second element is those officers posted to CTC in Observer Trainer and Operations roles. Last but not least, is the Operator Movement, CPL A Hiatt.

The Transport section is arguably one of the busiest elements within CTC. The Transport section this year was headed up by SGT W Syme, supported by CPL C Mowbray, CPL T Costello, LCPL X Brown, PTE B Bell, PTE A Vidler, PTE I Tully and PTE A Turner. 2016 has been especially busy. With 1 Bde transitioning from the Readying to Ready Bde, CTC activities have predominantly been executed in Darwin and Adelaide. While CTC has heavily relied upon freight to deliver stores and equipment, SGT Syme and his staff has worked to a very tight schedule to enable refit-to-fight in between back-to-back activities.

CAPT S Brown served in CTC Live as an Observer Trainer and team leader for the logistics OT team, placing him at the sharp end of CTC’s deliverable capability. In his capacity, CAPT Brown mentors and evaluates training audiences in their processes and procedures, while providing invaluable feedback to enable a holistic evaluation of a training unit’s performance. CAPT Brown and his team are a critical link within CTC, as they provide the primary insight into a training unit’s logistics readiness. It is a credit to CAPT Brown and to the Corps that this responsibility has fallen upon one of our own.

Last but not least, the OP MOV has had a rollercoaster of a year. CTC is unique in the sheer amount of travel conducted within the unit, resulting in a fiscal budget rivalling that of most formation HQs. CPL A Hiatt has been a key member in supporting CTC staff and other enabling staff in attending the myriad of activities executed throughout the year. Any given CTC activity usually involves multiple sub-components with engagement of stakeholders from across Australia. CPL Hiatt has worked tirelessly throughout the year to provide movement solutions to these external staff while ensuring CTC objectives are met.

Apart from Ex HAMEL, Army logistics units rarely interact with CTC as a training unit. 2017 will see the trial of a CS/CSS CPX, which will serve as a test of concept to deliver a crucial training and evaluation tool to Army. Upon maturity, this concept will enable Army to deliver a holistic and systematic training continuum and evaluation of CSS C2 capabilities. Equally importantly, the introduction of such a training activity will more widely expose Army logisticians to the collective training and evaluation methodology employed at CTC. In time, this knowledge will empower logisticians in developing more tailored activities for the execution of high end logistics orientated collective training.



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# 1 Close Health Battalion - 8 Close Health Company

## SGT Melissa Lucas, Transport Sergeant

Evacuation drivers posted to 1 Close Health Battalion (1 CHB), 8 Close Health Company (8 CHC) perform a very important role within the close health space. Drivers within 1 CHB, 8 CHC hold the Defence Emergency Vehicle qualification that is required for them to operate current in service ambulance fleet in an evacuation role. Late 2015 saw the arrival of two G-Wagon Ambulances to the Company which have been successfully integrated into the treatment teams as the primary evacuation asset. As a result of the introduction of the new G-Wagon ambulances 8 CHC have finally said goodbye to our legacy fleet the Landrover 6x6 Ambulances.

8 CHC Transport Cell includes a Transport Sergeant (SGT Melissa Lucas) a Vehicle Fleet Manager (LCPL Milos Radicevic) and four Evacuation Drivers (PTE Cheyne Warhurst, PTE Matthew Povey, PTE Andrew Hough, PTE Taylor Shasa Gleeson) all drivers sit within the Brigade Support Platoon of the Close Health Company and are managed by a RAAMC GSO Platoon Commander. The new CSS construct being induced early 2017 will see significant changes with the transport chain of command as we loose the TPT SGT position, along with much needed knowledge and experience.



8 CHC Transport Cell 2016. (L-R PTE Gleeson, SGT Lucas, PTE Warhurst, LCPL Radicevic, PTE Povey, PTE Hough). Image Credit - CFN Priyantha Malaviarachchi (1 ARMD REGT).



### **LCPL Milos Radicevic, Evacuation Driver/Vehicle Fleet Manager**

The evacuation driver is an important role within the close health space. 8 CHC evacuation drivers are required to move clinical members around the battlefield in order to retrieve and treat injured or ill members. The current vehicle capability used within 8 CHC is the PMV-Ambulance and the newly introduced G-Wagon Ambulance.

The role out of the new G-Wagon Ambulance variants has been a positive change to the Close Health Company in the field environment transporting patients from the treatment team or holding team areas to the next level medical facilities. Additionally, they provide enhanced performance within the garrison space allowing drivers and medics to use the more mobile and light G-Wagon ambulances for smaller tasks like range days over the larger PMV-Ambulance capability.

Having been posted to 1 CHB 8 CHC for three years I have found that every field trip becomes easier as I become more experienced in my role as an evacuation driver and continue to learn new and improved ways to successfully achieve CASEVAC's from the battlefield. Throughout my time I have found the best way to learn and improve the evacuation driver role is to conduct rehearsals with your allocated clinical staff, this allows you to build a sense of teamwork and sets boundaries for how much assistance you can provide the clinicians. Having Evacuation drivers Combat First Aid qualified goes a long way in enhancing the evacuation driver's role working closely with the integral/evacuation medic as they are able to more readily assist in providing that first level of medical care.

### **PTE Matthew Povey Evacuation Driver**

I, PTE Matthew Povey am a driver posted to 8 CHC in Darwin as an evacuation driver. I have been a part of the transport cell for almost 3 years and during this time I have started to see change with the vehicle fleet as we are modernising. With the modernisation we have had the rollout of the new G -Wagon Ambulance variant to replace the ageing Landrover fleet. The G-Wagon Ambulance is a capable vehicle in and out of the field environment.

I believe the experience RACT drivers gain from working within a medical unit is beneficial for enhancing their careers as it is different to other units and the standard Transports job you would expect to complete. As an evacuation driver you are part of a close knit team which includes clinical staff from RAAMC. Working so closely with members from a different Corps opens up your understanding to how other Corps' operate especially within a field environment. Working with a Close Health Company as an evacuation driver allows many opportunities to enhance your soldier skills in areas of vehicle navigation, communication and like myself become a qualified Combat First Aider. Having the additional qualification as a CFA allows me to assist the integral/evacuation medics where required in providing that initial life saving clinical care when working independently within the battlefield.



*PMV-A and G-Wagon Ambulance attending mass casualty scenario during EX Vampire Strike 2016. Image by SGT Melissa Lucas (1CHB/8 CHC).*



*LCPL Milos Radicevic assisting 8 CHC medics in securing casualties into the PMV-A during a mass casualty scenario on EX Vampire Strike 2016. Image by SGT Melissa Lucas (1CHB/8 CHC).*



*LCPL Milos Radicevic assisting 8 CHC medics securing a casualty in the G-Wagon Ambulance during mass casualty scenario on EX Vampire Strike 2016. Image by SGT Melissa Lucas (1CHB/8 CHC).*



*Evacuation platforms ready during treatment team shake outs on EX Vampire Strike 2016. Image by SGT Melissa Lucas (1CHB/8 CHC).*



*LCPL Milos Radicevic assisting 8 CHC medics securing a casualty into the PMV-A during mass casualty scenario on EX Vampire Strike 2016. Image by SGT Melissa Lucas (1CHB/8 CHC).*



*Evacuation platforms ready during treatment team shake outs on EX Vampire Strike 2016. Image by SGT Melissa Lucas (1CHB/8 CHC).*



*G-Wagon ambulance attending the mass casualty scenario during EX Vampire Strike 2016. Image by SGT Melissa Lucas (1CHB/8 CHC).*



*PTE Matthew Povey securing the G-Wagon ambulance during the mass casualty scenario on EX Vampire Strike 2016. Image by SGT Melissa Lucas (1CHB/8 CHC).*



*PTE Matthew Povey communicating with dispatch during the mass casualty scenario on EX Vampire Strike 2016. Image by SGT Melissa Lucas (1CHB/8 CHC).*



*PTE Matthew Povey securing the G-Wagon ambulance during the mass casualty scenario on EX Vampire Strike 2016. Image by SGT Melissa Lucas (1CHB/8 CHC).*



*PMV-A and G-Wagon Ambulance attending mass casualty scenario during EX Vampire Strike 2016. Image by SGT Melissa Lucas (1CHB/8 CHC).*



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# Australia's Federation Guards

## Introduction

Australia's Federation Guard (AFG) is a Tri-Service unit which was established in 2000, providing the Australian Government and Australian Defence Force (ADF) and now provides a permanent ceremonial capability. AFG is manned by men and women of the Navy, Army and Air Force, performing ceremonial roles as a Guardsman and trade specific skills. Leading the way are members of the Royal Australian Corps of Transport. Currently AFG have eight RACT members serving from the various RACT trades, those being Air Dispatch, Movements and Road Transport.

AFG plays an important role providing Guards of Honour and Credential Guards for visiting Heads of State and Heads of Government. This year AFG has participated in many activities both national and international. Some of the significant events for 2016 include:

Australia Day ceremony (Canberra), The Royal Edinburgh Military Tattoo (Melbourne), ANZAC Day services in Turkey, France, Belgium, Timor Leste, the Solomon Islands and more significantly the Australian War Memorial. Additionally, AFG has supported further commemorations which include Theipvale (France), the Centenary of the Battle of Fromelles / Pozieres, the 75th anniversary of the Battle of Crete (Greece) and the 65th anniversary of the Korean War (ROK).

In addition to our ADF commitments, AFG also provide on every first and third Wednesday, a Catafalque Party at the Australian War Memorial closing ceremony. This involves door vigils through out the day and two catafalque vigils at the Tomb of the Unknown Soldier. This event is an extremely moving experience and is AFG's primary task.

AFG provides additional training to all members in order to remain self-sufficient. Personnel are trained to perform the roles of a member on the gun line, consisting of six 105mm Howitzers, which are used to salute important guests and at events such as the Queen's Birthday Celebrations. AFG also has a dedicated Drumming cell, primarily trained for catafalque parties and precision drill displays. The Precision Drill Team (PDT) travels regularly, performing for events like Brisbane Tattoo, Open Day at HMAS Cerberus, Melbourne and recently at numerous NRL events for the Canberra Raiders and other key sporting events. The drills performed by the PDT are a combination of over 300 specific movements without any words of command being given to the Guardsmen.

The RACT members of AFG play a pivotal role in the daily operation of the Guard. In most part, the RACT members, not only perform their normal daily duties but are also required to perform the role of a Guardsman during ceremonial activities. As a result of the tireless efforts many of the RACT personnel were selected to represent the ADF overseas either on ANZAC Day or for a commemorative service. Again proving that we are 'Equal to the Task'.

*Par Oneri*

### **CAPT Phillip Weir, 2 Troop Commander**

I arrived in Jan 16 and am currently the Troop Commander of 2 Troop. This year has been an amazing year which has provided me many career highlights in such a short period of time. Within the first six weeks members of the guard were preparing to participate in the Royal Edinburgh Military Tattoo in front of over 30, 000 spectators where I had the privilege of performing the role of 2IC for the AFG honour guard. Another highlight was taking a contingent to Belgium for the 2016 ANZAC Day services, performing the closing ceremony at Menin Gate. Shortly I will be taking another group to South Korea in order to support the 65th Anniversary of the Korean War, assisting DVA and eight veterans of the Korean War.

Domestically, I have been involved in Credential Guards for the Governor General and Tri-Service half guards for the service chiefs. In addition to our ceremonial commitments I also had the honour of assisting a family conduct a committal of ashes ceremony for a former serving member who had served for over 40 years in Defence. This was just a small ceremony which was held for a family however the gratitude and appreciation shown to the members participating is difficult to put into words. I can honestly say that I love my job and look forward to coming to work every day.



*CAPT Phillip Weir at the Tyne Cot Cemetery Belgium on ANZAC Day 2016.*



*LCPL Rowan Cunningham at Menin Gate, Belgium on ANZAC Day 2016.*

### **CPL Longhurst**

I posted into the position of AFG's Movements Corporal in Jan 16. Initially unaware of the particulars of AFG's role, I learnt very quickly what the unit did and the importance and significance of its activities. My job involves the facilitation of the units movements both within Australia and internationally including but not limited to booking flights, organising ground transport, accommodation and member's travel allowance to name a few. I find my position in the Guard unique due to the high tempo and regularity of ceremonial commitments and the variety of locations we operate in. This year alone I have organised trips to France, Gallipoli, Belgium, Solomon Islands and East Timor for ANZAC Day; France for the Centenary of The Battle of the Somme; France for the Centenary of the Battle of Fromelles and Pozieres and South Korea for the 65th anniversary of The Battle of Kapyong and Maryang San, to name a few. Working with external agency's including DVA and international embassy's to achieve these ceremonial activities is also another unique component to my job at AFG – along with participating in several France contingents myself. Overall I have found my posting to be challenging but extremely rewarding.

### **CPL Morris, Transport NCO**

I arrived in Jan 2015 and I am currently the transport NCO. My role is to be the ECN 315 for the guard, conduct driver training and participate in guard tasks. My career highlight was to be chosen to attend the commemoration of 100 years at Fromelle and Poziers this year and the 75th Anniversary of the Victory of the Pacific last year. This was such an amazing experience and I feel extremely honoured to have be able to attend such amazing events. Events that I have participated in on home soil have been as the flag raiser for Australia day 2015, numerous War Memorial closing ceremonies and my latest being able to command one of the vigils of the Tomb of the Unknown Soldier. This is a fantastic job and I really do enjoy the location; just not the weather.

### **RACT members of AFG**

CAPT Phillip Weir, CPL Erin Longhurst (Movt), CPL Leigh Morris (Road), LCPL Rowan Cunningham (AD), PTE Stephen Dwyer (Movt), PTE Samuel Lin (Road), PTE Tim Maginn (AD) and PTE Kimberly Mooney (Road).



*CPL Erin Longhurst at the Australian War memorial conducting a vigil at the Tomb of the Unknown Soldier.*



*PTE Samuel Lin at the Vietnam Memorial, Canberra commemorating the Battle of Long Tan.*



*CPL Leigh Morris laying poppies at the Australian memorial Park in Fromelles, France in support of the Centenary of the battles of Fromelles and Pozieres.*



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## Honours and Awards

### Australia Day Honours 2016

#### Medal of the Order of Australia (OAM)

##### Warrant Officer Class One Peter Edwin RUSSELL, OAM

For meritorious service as the Senior Cargo Specialist of Maritime Wing, Army School of Transport and Headquarters 17th Combat Service Support Brigade, and Operations Warrant Officer of 10th Force Support Battalion.

Warrant Officer Russell's career has epitomised a passion to excel. His intelligence, skilful planning and dedication to duty has delivered outstanding results in the operational and training spheres. His relentless drive as the Subject Matter Advisor for the Cargo Specialist trade has exponentially strengthened the subordinate trade knowledge. Warrant Officer Russell's outstanding service epitomises Army's values and is in the finest traditions of the Australian Army.

#### Conspicuous Service Cross (CSC)

##### Lieutenant Colonel Jasmin Clarissa SHORTT, CSC

For outstanding achievement as the Staff Officer Grade 1 - Transitions, Directorate of Soldier Career Management - Army, Army Headquarters.

Lieutenant Colonel Shortt led significant and visionary change, which has enhanced the administration and support of Army's soldiers. Her outstanding leadership, compassion, selflessness and dedication to duty have delivered initiatives that have directly improved the management of Army's most vulnerable soldiers, the sick, wounded and injured. Lieutenant Colonel Shortt has developed and implemented practical mechanisms that have enhanced the Army as a diverse, inclusive and respectful workplace.

#### Conspicuous Service Medal (CSM)

##### Sergeant Colin Roger BURROWS, CSM

For meritorious achievement as a movements specialist with the 2nd Commando Regiment and 1st Joint Movement Group.

Sergeant Burrows has displayed unwavering commitment, outstanding professionalism and leadership whilst serving with both the 2nd Commando Regiment and 1st Joint Movement Group. His enthusiasm and dedication to duty have identified him as an exceptionally professional soldier and are in keeping with the finest traditions of the Royal Australian Corps of Transport, the Australian Army and the Australian Defence Force.

## Queens Birthday Honours 2016

### Distinguished Service Cross (DSC)

**Major General David Thomas MULHALL, DSC, AM, CSC**

For distinguished command and leadership in warlike operations as Commander Joint Task Force 636 and Deputy Chief of Staff Support Headquarters International Security Assistance Force and Headquarters Resolute Support on Operations SLIPPER and HIGHROAD from May 2014 until May 2015.

Major General Mulhall has distinguished himself as an outstanding ambassador for the Australian Defence Force, while concurrently fulfilling a key embedded coalition position, and has ensured the reputation and operational effectiveness of the Australian commitment to Afghanistan was maintained during a period of substantial transition. His distinguished leadership, devotion and professionalism were critical to the successful raising, command and ultimately the disestablishment of Joint Task Force 636 whilst maintaining effectiveness of the Australian contribution to the Resolute Support mission.

### Conspicuous Service Cross (CSC)

**Lieutenant Colonel Tamara Joy ROUWHORST, CSC**

For outstanding achievement as the Staff Officer Grade One Cultural Reform in Army Headquarters.

Lieutenant Colonel Rouwhorst has displayed outstanding performance in delivering Army's cultural reform objectives. She has overseen organisational level innovation by rationalising and contemporising Army's cultural reform program; including enabling and empowering Army's key change agents, its unit commanders, to take ownership of Army's culture and values. Her personal commitment has directly contributed to enhancing the public reputation of the Australian Army.

## RMC Awards – December 2015



**CAPT Peter McCarthy RACT Prize:** Presented to Alice Dunn by BRIG Cameron Purdey, CSC (RACT HOC).



**RMC Trophy – Most Proficient Female Graduate at PT:** Presented to Alice Dunn by COL Richard Vagg, DSC (DMA RMC).



**Champion Oarswomen – Best Oarswoman of the RMC Rowing Club:** Presented to Alice Dunn by LTCOL Micah Batt, DSM (CO RMC-D).

## RMC Awards – June 2016



**CAPT Peter McCarthy RACT Prize:** Presented to Sarah Wilson by BRIG Cameron Purdey – RACT HOC.



**RMC Trophy:** Presented to Sarah Wilson by COL Richard Vagg, DSC (DMA RMC).



**Duntroon Society Award:** Presented to Hugh Kirk by BRIG Chris Appleton, CSC (Retd) President of the Duntroon Society.

## Other Awards



**RACT Association (Tasmanian Region) Driver Award:** Private Chris Webb, 160 Tpt p, 44 Tpt Sqn.





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## DOCM-A Update

MAJ Phil Cox

*The DOCM-A mission is to deliver career advice and management on behalf of the Chief of Army in order to maximise Army's capability and support the chain of command in fulfilling its commitment to Army personnel. Career Advisors support this mission by providing tailored career advice to balance and align the requirements of the service, the professional development needs of the officer and the personal preferences of the officer.*

There were a number of key developments during this career management cycle that are particularly worth capturing in this DOCM-A journal entry. The CSS CONOPS was approved this year and revised establishments were loaded for postings with effect Jan 17. From the establishment perspective the most significant RACT foundation group changes were at LT, with the removal of first line / integral support platoon command appointments in the Combat Signal Regiments and Armoured Cavalry Regiments. These were largely offset by the addition of troop command appointments at LT and CAPT within CSSBs. At the time of writing Army had also recently made a decision to transition the PMV capability from RACT on to RAINF in the future. There will be more establishment changes to come in future career management cycles as a result of this, including a reduction in RACT SUC positions when the CSSB PMV squadrons are disestablished.

The Junior Officer Sustainability Plan (JOSP) was issued by Chief of Army in 2016 and seeks to rectify asset versus establishment deficits across Army at CAPT and LT. This will be achieved through a change to an average time in rank of 10 years from LT to MAJ. RACT officers will achieve the 10 year average time in rank through a combination of 3-4 years at LT and 6-7 years at CAPT. The key point of the JOSP is that it is an increase in the average time to reach the rank of MAJ. Some officers will still promote to MAJ earlier than 10 years and some officers will now take longer to reach the rank of MAJ. To assist DOCM-A in identifying those officers who will promote to MAJ each year the banding of officers (Band 1-4) for promotion from CAPT to MAJ has been reintroduced. This system reinforces the significance and competitiveness of promotion to field rank and the selection for sub-unit command appointments.

### Workforce Planning Data

The information in the following table is drawn from strategic workforce data provided by the Directorate of Strategic Workforce Planning and Analysis (Army) and is correct as at 01 Nov 16.

The RACT foundation group asset versus establishment remains very healthy in an overall sense. Most foundation group RACT MAJ, outside of those in SUC, remain employed in CC55 and CC00 appointments. Competition for non-corps appointments at the rank of MAJ is strong, and promotion from CAPT to MAJ and MAJ to LTCOL continues to be very competitive.

#### **RACT (Officer) Asset and Liability**

	TOTAL ASSET BY GENDER		TRAINED ASSET	TOTAL ASSET	TF ESTAB	ANY-CORPS ALLOC	TOTAL REQUIRED	TRAINED HEADCOUNT GAP
	M	F						
<b>LT</b>	43	17	60	60	58	14	72	-12
<b>CAPT</b>	84	23	107	107	62	44	106	+1
<b>MAJ</b>	90	33	123	123	37	51	88	+35
<b>LTCOL</b>	37	9	46	46	4	11	15	+31
<b>TOTAL</b>	254	82	336	336	161	120	281	+55

#### **Congratulations**

##### **The following officers are congratulated on their unit command appointments from 2017:**

LTCOL Lara Bullpitt-Troy - CO Joint Logistics Unit - North  
 LTCOL Andy Harrison-Wyatt - CO 9 Force Support Battalion  
 LTCOL Jim Matchett - CO 1 Combat Service Support Battalion

##### **The following officers are congratulated on their selection to attend Staff Colleges:**

MAJ Chris Duffy - Australian Command and Staff College (2017)  
 MAJ Sally Graham - Australian Command and Staff College (2019)  
 MAJ Brett Hartley - Republic of Korea Staff and Warfare College (2018/19)  
 MAJ Craig Skipper - Australian Command and Staff College (2017)  
 MAJ Matt Weldon - Australian Command and Staff College (2017)

##### **The following officers are congratulated on their sub-unit command appointments from 2017:**

MAJ Phil Bearzatto - OC Road Transport Wing, AST  
 CAPT Scott Brown - OC Maritime Wing, AST  
 CAPT Charles De-Zilva - OC Land 121, AST  
 CAPT Andrew Laing - OC Road Transport Wing, AST (from Jan 2020)  
 CAPT Alex Maddison - OC Headquarters Squadron, 7 CSR  
 CAPT Jeremy Mar Fan - OC 35 Water Transport Squadron, 10 FSB  
 CAPT Kate Porter - OC 9 Transport Squadron, 3 CSSB  
 CAPT Rod Ward - OC JMCO Darwin, 1JMOVGP  
 CAPT Russell Wood - XO Air Mobility Training and Development Unit

**The following officers are congratulated on their respective appointments:**

CAPT Hanneka Gordon	- Aide-de-camp to Commander Special Operations
CAPT Bryce Harding	- WHS Long Term Schooling
CAPT Andrew Laing	- Senior Instructor, US Army Logistics University (Jul 2017)
CAPT Sally Williamson	- UNTSO (2017/18)
CAPT Ryan Barwick	- Instructor, RMC-D
CAPT Vanessa Hickey	- Instructor, ASLO
CAPT Zak Looker	- Instructor, RMC-D
CAPT Matthew Lorimer	- Division Officer, ADFA
LT Samuel Baker	- Platoon Commander, ARTC
LT Gemma Berto	- Platoon Commander, ARTC
LT Monica Merlo	- Troop Commander, AST
LT Luke Monaghan	- Platoon Commander, ARTC
LT Luke Morgan	- Troop Commander, AST
LT James Oswald	- Troop Commander, AST
LT Kathryn Smith	- Troop Commander, AST
LT Simon Smith	- Troop Commander, AST
LT Michael Van Zuylen	- Platoon Commander, ARTC

**Welcome**

Six officers graduated to RACT from the 2016 RMC-D mid year class and they are joined by nine officers from the 2016 end of year class.

LT Joshua Bell	- 9 FSB
LT Tom Carroll	- 3 CSSB
LT Rachel Cauchi	- 10 FSB
LT Michael Farmer	- 1JMOVGP
LT Hugh Kirk	- SAE HMAS Adelaide
LT Sarah Wilson	- 3 CSSB
LT David Downham	- 3 CSSB
LT Matthew Johnson	- 3 CSSB
LT Jack Jones	- 10 FSB
LT Nathanael Kennedy	- 1 CSSB
LT Brent Langham	- 3 CSSB
LT Brock McKay	- 1JMOVGP
LT Callum Moses	- 10 FSB
LT Cassandra Walters	- 1 CSSB
LT Allison Wilson	- 1JMOVGP

LT Bethany Gallagher graduated to AUSTINT from the 2016 RMC end of year class and she will post to 1 CSSB to complete her regimental training in RACT.

CAPT Alexis Pullen has transferred to RACT from RAAOC in 2016.

All the best to each of these officers on what we hope is a long and enjoyable career.



## **Farewell**

The following officers have discharged or transferred from the ARA RACT foundation group portfolio in 2016. Farewell and good luck for the future.

CAPT Ben Aldridge

MAJ Marty Alsford

MAJ Nick Aplin

CAPT Yasmine Khan

CAPT Ben Morgan

CAPT Callum Muntz (corps transfer to RAINF)

LT Joshua Payne (corps transfer to RAINF)

MAJ Esther Satterley

MAJ Gerry Smith

## **In Memory**

2016 sadly saw the passing of Major Amanda Kershaw. Our thoughts remain with all of Amanda's family, particularly Peter Kershaw and their two young children.

*Par Oneri*

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## DSCM-A Update

### MAJ Shane Haley

Fellow members of the Royal Australian Corps of Transport, 2016, where did it go? It feels like only yesterday that we were welcoming WO1 Andrew Killen into his new role as a Career Advisor (CA) within the DSCM-A RACT Cell. But before we knew it the Annual Career Guidance (ACG) tour, had come and gone, posting orders had been released, the 2016 PAC series was finished, PAC Notification Letter were being released and we were starting to plan the 2017 ACG Tour. Just a typical year at DSCM-A I guess. I am pleased to report that attendance at RACT Central Presentations throughout the CGI Tour continues to be strong. This is DSCM-A's opportunity to convey information, trends and advice directly to Corps members. I strongly encourage all members of the Corps, and their chain of command, to attend the 2017 DSCM-A Central Presentations. We look forward to seeing you there. RACT CAs were able to conduct face to face or phone interviews with approx 60% of the Corps in 2016. This represents a significant body of work. CAs look forward to travelling throughout Australia, engaging with soldiers and assisting them with their career development. This is a very satisfying experience and certainly a highlight of being posted to DSCM-A. More so, continually receiving positive feedback on RACT soldiers from units reassures CAs that as a Corps, RACT continues to get it right.

### Health of the Corps

ECN035	PTE	LCPL	CPL	SGT	W02	W01	TOTAL
Establishment	41	11	30	21	14	10	127
Total Asset	62	11	34	26	15	13	161
ECN 099	PTE	LCPL	CPL	SGT	W02	W01	TOTAL
Establishment	54	10	15	14	7	2	102
Total Asset	82	13	22	14	9	2	143
ECN 171	PTE	LCPL	CPL	SGT	W02	W01	TOTAL
Establishment	109	21	37	16	6	4	193
Total Asset	127	14	29	17	8	4	199
ECN 218	PTE	LCPL	CPL	SGT	W02	W01	TOTAL
Establishment	46	9	30	21	8	2	116
Total Asset	79	4	32	23	9	2	149
ECN 274	PTE	LCPL	CPL	SGT	W02	W01	TOTAL
Establishment	941	165	302	123	57	6	1594
Total Asset	863	120	252	113	82	10	1440

*Note: 'Total Asset' includes soldiers undertaking Initial Employment Training and soldiers posted to non-trade positions as at 31 Oct 16 and is based on 2016 approved Unit Establishments.*

Overall the Corps is in a very healthy state with four of the five RACT trades either at or above establishment strength. ECN 274 is currently the only RACT trade under establishment strength; however, it is expected that the vacancy gap within the trade will continue to close in 2017. The abolishment of 12 months Initial Minimum Period of Service (IMPS), reinstatement of four year IMPS and improvement in the retention of our soldiers has assisted to close the asset vs liability gap significantly. It is expected the gaps at LCPL – SGT rank will reduce in due course.

As they always have done, units continue to play a pivotal role in the development and promotion of our soldiers. DSCM-A CAs have spent the majority of their careers within FORCOMD and understand the pressures units and individuals are under with respect to meeting demands, both personal and professional, placed on them. DSCM-A will continue to work closely with units and individuals to ensure soldiers attend career courses as appropriate. However, it is pertinent to remind individuals of their responsibility to ensure they are well prepared and available to attend promotion courses.

### **Opportunities within the Corps**

RACT instructors are highly regarded across a broad range of Army's Training Establishments (TEs) such as 1 RTB, RMC, LWC, AMTDU and AST. By being selected for these key positions an individual is, by default, being selected as a representative of the Corps. It should also be noted that postings to such establishments provides a definite boost to an individual's career profile. If you want career progression, if you want to influence the future of Army or you want to develop as a professional then you are strongly encouraged to discuss these posting options with your chain of command and your CA. However, beyond these key postings there are a myriad of high profile and challenging positions open to RACT members. First point of call is to check the soldier gazette on the DSCM-A SharePoint prior to engaging your chain of command and CA. You never know what career options may be available to you unless you ask.

**'Calling all potential OSVs'**. For those in the Corps who are not familiar with the term Operator Special Vehicle (OSV), OSV is an ECN 274 soldier who holds licenses to operate, manoeuvre and tow specialised heavy multi axle semi-trailers and other equipment. Postings are available for OSVs in 1 CSSB (Darwin and Adelaide), 3 CSSB, 7 CSSB, 10 FSB and 9 FSB (Amberley and Richmond). However, as an ECN 274 soldier, an OSV qualified soldier remains eligible for posting to all ECN 274 positions, at rank, within Army. Therefore enhancing their ability to develop their career profile and to seek professional and personal job satisfaction. OSV soldiers remain eligible for high profile postings such as 1 RTB or AST as all corps or trade instructors.

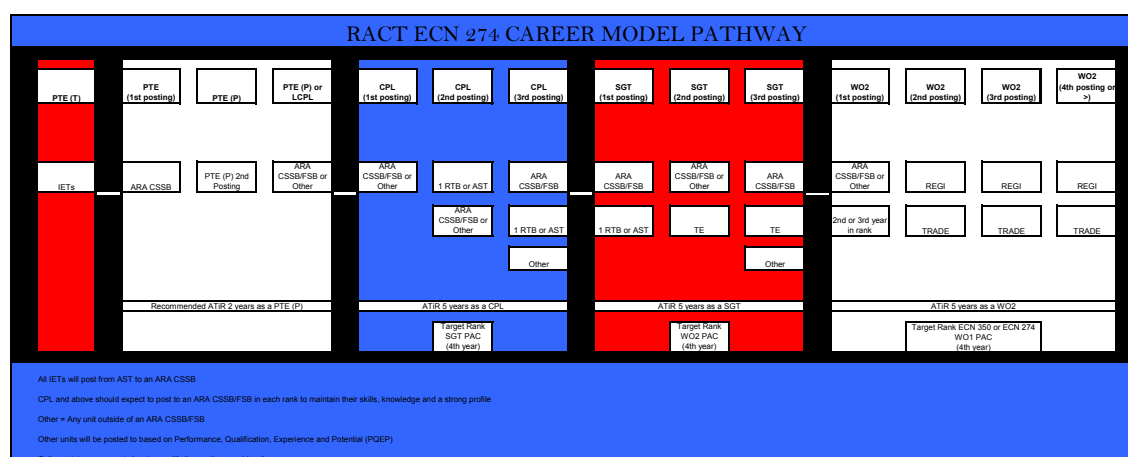
The implementation of the Combat Service Support Concept of Operations (CSS CONOPS) in January 2017 has resulted in a growth of OSV positions at PTE rank. Currently approx 50% of Army's OSV PTE positions are filled. Therefore there is ample opportunity for ECN 274 PTEs who may be interested in this pathway to engage their Chain of Command and CA. As always soldiers are encouraged to conduct research and engage broadly before making any firm commitments.

### **Career Development**

No two career paths from PTE to WO1 are identical and indeed diversity within a soldier's career is positive and highly desired. However, every soldier must have sound foundations in terms of skills, knowledge and experience. DSCM-A is responsible for ensuring soldiers are provided with appropriate opportunities, at appropriate stages throughout their career, to gain the correct foundation skills applicable to their rank, thereby enabling soldiers the ability to progress along their



To use the Driver Specialist trade as an example, a Driver Specialist should expect to post to a CSSB on completion of IETs in order to consolidate their foundation skills. After 2-3 years within a CSSB a soldier should expect to post to another major Army unit such as an Inf Bn in order to further develop their skills in a more specialised and potentially more demanding environment. On promotion the soldier should expect to post back to a CSSB for 2-3 years in order to once again consolidate their foundation skills at their new rank. As a senior CPL the soldier should expect to post to a Training Establishment or to another unit before once again posting back to a CSSB as a SGT, and so the cycle continues. This preferred career model can, and should be, overlaid over all RACT trades. The below shows the 'preferred' career progression model for an ECN 274 driver in full. As stated no two career paths are identical. Your chain of command and your CA can provide you with further guidance as required.



*'DSCM-A develops the soldiers and builds the teams to win the next battle'*

There are a number of underlying principles that guide CAs in the execution of their duties. However, the overarching principle that CAs adhere to when developing posting plots is to post individuals in accordance with **Service Needs, Career Development and Personal Preferences**. In order to achieve our mission DSCM-A must ensure the Service Needs of the ADF and the Army are met. Nested within service needs is career development and ensuring that Army has the right people, with the right skills, knowledge and attributes, in the right positions to achieve

mission success. Finally, personal preferences, while this is the third consideration it actually plays a disproportionate role in guiding DSCM-A decisions. DSCM-A acknowledges that overall job satisfaction is strongly linked with individuals achieving their personal preferences. While this may not always be achievable DSCM-A endeavors to achieve a good balance between the three competing demands across the span of an individual's military career.

The methodologies that underpin the DSCM-A vision and values see DSCM-A staff driven by the values of Accountable, Consistent, Responsive and Ethical. This ensures soldier's career management is handled with transparency and the professionalism they deserve. The central DSCM-A ACG Tour presentation discusses our mission, our principles and our values in more detail. Alternatively engage your CA during your CGI to discuss these in more detail.

### **Merit based selection**

DSCM-A selects individuals for promotion, key appointments and representative positions based on merit. When determining an individual's merit DSCM-A views it in terms of PQEP (Performance, Qualifications, Experience and Potential).

**Performance** – Does the member have the appropriate performance history to justify selection?

**Experience** – Does the member have the appropriate career profile and experience to undertake the position/appointment?

**Qualifications** – Does the member have the appropriate qualifications for the position/appointment?

**Potential** – DSCM-A considers potential to be a holistic assessment of the member, based on all known factors, and considers how the member can contribute to Army capability.

Soldiers will note that the 2016 PAC Notification Letters were redesigned to provide greater feedback to soldiers considered in detail at PAC. This feedback is now provided in terms of PQEP and provides specific feedback for an individual from PAC against key criteria. Part of our role as CAs is to provide members with frank and honest feedback and advice on their merit for promotion, key appointments and representative positions. This can often be a source of disappointment or friction for individuals. Please remember PQEP and be receptive to any guidance your CA may provide.

### **Career Success**

Every individual will have a different definition of 'career success', as it pertains to them. Some will determine that career success for them will be to achieve promotion to WO1, or beyond, and fulfill senior appointments within Army, while for others career success may be to simply enjoy their time in Army and to be the best soldier they can be. Whatever your definition of career success is, your CA is here to assist you in achieving it. Soldiers should attend their ACG interview with a firm understanding of what career success is for them and what they need to do to achieve it. In particular they should have a good understanding of their employment specifications as detailed in their respective trade Manual of Army Employment (MAE). However, they should be realistic and they should understand the milestones they need to accomplish and in some cases the sacrifices they need to make to achieve that success.

## **Performance Appraisal Report (PAR)**

Understanding the role of your PAR in the PAC process is critical. If you receive a PAR that summarises your performance with minimal reinforcing comments outlining how you have performed, you will not compete as well as a peer who has a detailed and thorough word picture providing examples and detailed descriptions on how they performed. Assessing Officers and Senior Assessing Officers need to report on a member's Performance, Qualifications, Experience and Potential using key verbs to describe their performance such as; Outstanding, Excellent, Very Good, Good, Satisfactory or Below Standard. If you receive a PAR with insufficient detail in the word picture, DO NOT accept it; instead discuss your concerns with your Assessing Officer or Chain of Command before making representation.

## **Ongoing development of the DSCM-A SharePoint**

The DSCM-A webpage was closed in late 2015 and the DSCM-A SharePoint site was established. There is a significant amount of information pertaining to career management contained within the DSCM-A SharePoint site and all soldiers, and particularly officers, are engaged to access the site and become familiar with what it can provide. The practice of using SharePoint as a conduit for passing information between DSCM-A and units has advanced in 2016 with PAC Arbitration results and PAC Notification Letters being made available to unit COs and RSMs via SharePoint. This resulted in information and PAC results being made available to units, and therefore soldiers, in a more timely and effective manner.

The RACT SharePoint page has a 'Meet your CA' function that links you to a condensed biography of the RACT CAs. Please take the time to get to know us and what we have achieved to date in our careers. You may find that experiences from our past may be relevant for your future.

For those of you who have not had the opportunity to visit the DSCM-A SharePoint site, you are strongly encouraged to do so. I highly recommend you save it within your favorites and refer to it regularly so that you are up to date with all career management matters. The DSCM-A SharePoint site is located at: <http://legacy/TeamWeb2010/ARMY/ahq/CMA/DSCMA/default.aspx>

## **Top tips**

The following are some top tips to help soldiers manage their careers:

- Be responsible for your actions and your career.
- Know and understand your employment specification within your MAE.
- Honest and early engagement, both with your chain of command and DSCM-A. CAs will make decisions based on the known information. We can only act on what we've been told.
- Be realistic. It is unrealistic to think you will achieve career success without making sacrifices.
- Understand the bigger picture, or at least acknowledge that there is one; and how it affects you.
- Attend the 2017 ACG Tour central presentation in your area and come to your interview prepared.



## 2016/17 Promotions

The table below details those soldiers of the Corps identified by DSCM-A for promotion to the rank SGT, WO2 or WO1 and those RACT WO1s appointed to RSM appointments in 2017. DSCM-A congratulates all RACT soldiers promoted in 2016/17 or identified for prominent appointments.

### Summary

As indicated 2016 has passed by in what seems like a blink of an eye. However, there is no doubt that the Corps is in a strong position and will continue to provide outstanding service to Army and the ADF in the years to come. Corps members can rest easy knowing that the Royal Australian Corps of Transport Career Advisors will continue to work hard on your behalf to ensure we as a corps remain *Par Oneri*.

ECN	RANK	NAME
350	WO1	J. Burford
350	WO1	J. Greer
350	WO1	P. Frawley
274	WO1	C. Connie-Carbery
099	WO1	S. Needham
218	WO1	A. Bate
171	WO1	J. Feetam
035	WO1	H. Callister
274	WO2	J. Smith
274	WO2	P.Starr
274	WO2	M. Lucas
274	WO2	A. Avery
274	WO2	K. Gill
274	WO2	A. Valladares
274	WO2	G. Ferreira
274	WO2	D. Corocher
274	WO2	D. Marchese
274	WO2	L. Power
274	WO2	T. Dellaway
099	WO2	M. Allen
099	WO2	R. Wroth
099	WO2	M. Hawkins
099	WO2	J. Van De Maele
218	WO2	S. Byrnes
218	WO2	D. Linden
035	WO2	J. Hampson
035	WO2	F. Ramos
035	WO2	C. Burrows

ECN	RANK	NAME
274	SGT	J. Clark
274	SGT	T. James-Moody
274	SGT	D. Davie
274	SGT	J. Creevey
274	SGT	W. Jensen
274	SGT	J. Munroe
274	SGT	T. Conquest
274	SGT	G. Tatnell
274	SGT	D. McCabe
274	SGT	G. Solomon
274	SGT	E. Beddome
274	SGT	A. Quigley
274	SGT	M. Lalic
274	SGT	J. Kingston
274	SGT	K. Bell
274	SGT	I. Roberts
099	SGT	G. Jones
099	SGT	A. Munro
099	SGT	J. Mulley
099	SGT	L. Smith
218	SGT	T.Rowland
218	SGT	R. Busch
218	SGT	D. Rogers
171	SGT	R. Tribelhorn
035	SGT	S. Jacono
035	SGT	C. Percy
035	SGT	B. Warren

### RSM Appointments

RSM 2 FSB	WO1 J. Greer
RSM 5 CSSB	WO1 P.Frawley
RSM 7 CSSB	WO1 R. Jericevich
RSM 9 FSB	WO1 J. Walford
RSM AST (Corps RSM)	WO1 J. Cocking
RSM 9 BDE	WO1 J. Burford

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## DRSCM-A Update

Colonel Jenny Cotton, Director  
Directorate of Reserve Soldier Career Management – Army

### Managing Reserve Soldier's careers

Fellow members of the Royal Australian Corps of Transport, it is with great pleasure that I have the opportunity to address you in this edition of **PAR ONERI**. As Director of the Directorate of Reserve Soldier Career Management – Army (DRSCM-A), it is often startling to discover that little is known of the Active and Standby Reserve (SR) opportunities afforded to those soldiers and officers considering transition from the Australian Regular Army (ARA). As such, I write this with a focus on those opportunities with the hope of better preparing those considering transition to serving in a Reserve capacity.

### Service Category (SERCAT) 5 - The Active Reserve (AR)

Being in the AR, or SERCAT 5 under the Total Workforce Model (TWM), involves regular attendance of a member who is posted to an established AR position in a unit or formation. As a Reservist, and depending on Unit requirements, you are expected to parade a minimum of 20 days per year, which would normally include specified Tuesday nights, a weekend a month and a period of continuous training of 2 weeks. This may take the form of an annual unit concentration or a training course. 20 days is generally the minimum days per year to be classified efficient, providing access to benefits such as:

- The Health Support Allowance (\$600pa);
- Defence Assistance Study Scheme (DASS) opportunities;
- Defence Home Ownership Assistance Scheme (DHOAS) eligibility; and
- Time counted towards Long Service Awards.

While 20 days per year is expected, unit COs may approve up to 100 days per year for individuals. If required, Formation COMDs can approve another 50 days. Beyond 150 days, the CA is the approving authority. In regards to Army Reservists' pay, Reserve pay is not tax reportable unless it is accrued whilst serving a period of Continual Full Time Service (CFTS), or Service Option (SERVOP) C under the TWM. It is an exempt form of income for some Centrelink purposes, but not for Child Support Agency arrangements.

Importantly, it must be noted that there are some AR only trades and some previously held ARA trades that have been disbanded. Indeed, some trades have no AR positions available in various regions. This does not preclude transferring to the SR and undertaking DA26 work (SERCAT 3 under the TWM), or requesting to CORPS /Trade transfer. Alternatively, postings out of trade could be considered, such as training or staff work, however rank and trade matches will be the default.

## **AR Career Management**

Active Reservists providing service within SERCAT 5 are career managed commensurate with their rank and category of service by the Directorate of Reserve Officer Career Management – Army (DROCM-A) and DRSCM-A. The roles and responsibilities of DROCM-A and DRSCM-A are no different to that of their ARA equivalent. They have 4 regionally based Career Advisor Groups (CAGs) as follows:

- a. CAG-Northern Region based out of Brisbane provides career Advice to personnel in Qld;
- b. CAG-Eastern Region in Sydney looks after NSW and the ACT;
- c. CAG-Southern Region in Melbourne looks after VIC; and
- d. CAG-Central West in Adelaide looks after NT, SA and WA.

Tasmania is an anomaly as soldiers are managed by CAG-Central West in Adelaide and officers by CAG-Southern Region in Melbourne. They have Career Advisers for both soldiers and officers and it is worth speaking to them closer to transition to identify specific opportunities that may be available to you.

## **SERCAT 2 - The Standby Reserve (SR)**

The SR is a pool of Reservists who may be available to round out critical capabilities or fill positions when ARA or AR members are deployed or conduct other identified tasks such as projects. Whilst SR members have no training obligation and are not required to be AIRN compliant, they are obliged to advise the Career Management Agency (CMA) of any change of contact details. Members discharging from the ADF due to disciplinary grounds or for medical reasons cannot transfer to SERCAT 2 (SR), however a skills waiver may be possible.

For DA26 (SERCAT 3) work while in the SR, you are required to have undergone a service medical examination in the past 5 years with yearly Health Declarations in-between stating that your medical status has not changed since your last medical. You must be classified either J1 or J2. If J3, you must be in date and have a review prior to MEC expiry. J4 transfers to SR will be by exceptional circumstance only and, if applicable, any outstanding Post Operational Psychological Screening (POPS) must be completed prior to any transfer. SR members who do 20 or more days effective service a year under DA26 are eligible to have this service count towards long service awards and the DHOAS subsidy. They are not however eligible for payment of the annual Health Support Allowance.

For any periods of CFTS, a member must be AIRN compliant to ARA standards, medically acceptable and be approved by DROCM-A/DRSCM-A prior to commencement.

## **Individual Responsibilities for Reservists**

Regardless of Reserve service category, individuals have an obligation to contact their Unit/Career Advisor Agency or respective Directorate to inform changes to personal details such as changes to:

1. address;
2. contact details;
3. marital status;
4. skills / qualifications; and
5. medical status.

In addition, interest in DA26 work, CFTS, or transfer to a different form of service should be flagged with respective agencies. It is to the Reservist's advantage to advise of all these things IOT make the most of work opportunities and ensuring records are up to date.

#### Health of the RACT Army Reserve

ECN035 Operator Movements	TRN/REC	PTE	LCPL	CPL	SGT	WO2	WO1	TOTAL
Establishment		24	9	11	14	4	5	67
Asset	12	23	5	10	10	2	3	53
ECN 099 Air Dispatch	TRN/REC	PTE	LCPL	CPL	SGT	WO2	WO1	TOTAL
Establishment		16	4	4	3	0	0	27
Asset	4	17	3	2	3	0	0	26
ECN 171 Cargo Specialist	TRN/REC	PTE	LCPL	CPL	SGT	WO2	WO1	TOTAL
Establishment		0	0	0	0	1	0	1
Asset	0	0	0	0	0	0	0	0
ECN 218 Marine Specialist	TRN/REC	PTE	LCPL	CPL	SGT	WO2	WO1	TOTAL
Establishment		4	1	6	2	2	0	15
Asset	0	3	1	4	1	1	0	10
ECN 274 Driver Specialist	TRN/REC	PTE	LCPL	CPL	SGT	WO2	WO1	TOTAL
Establishment		704	93	130	38	16	0	981
Asset	132	510	60	94	16	6	0	686

Correct as at 01 October 2016.

#### Summary

In general terms, the RACT is one of the healthiest Corps in the SERCAT 5 establishment. It will be subject to some fluctuation pending the outcome of the 2 DIV UER series however the SERCAT 5 asset is generally regarded as reliable for reinforcement to the Battle Group and SERCAT 7 opportunities.

The RACT SERCAT 5 establishment is in a healthy state in contrast to many other Corps in SERCAT 5, noting a 39% asset vs liability gap across the board. The Operator Movements, Marine Specialists and Air Dispatch trades are well manned at the junior levels but like the rest of the Corps the gap between asset and liability tends to increase above the rank of CPL. This trend is most prevalent in the Driver Specialist trade where the bulk of the liability exists, the asset vs liability dips below 50% beyond the rank of CPL. This indicates a need to ensure access to promotion and training opportunities in order to retain good performing CPLs and develop them into SGTs and WO2s. The training pipeline is healthy for RACT, particularly in Northern Region. Recruiting is keeping pace and there is a steady inflow from SERCAT 7 and SERCAT 2.

Overall, 2016 has been a successful year for reserve members of the Corps and in a strong position for providing outstanding service in 2017 and remain *Par Oneri*.



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## ESSAYS

### My Own Experience of Squash whilst a serving Soldier

Major (Retd) Tom Vincent RAASC/RACT

The article on pages 175 to 176 in the 2015 issue of "Par Oneri - Australian Army Transport Journal" by Pte Alister Paul of 10 Tpt Sqn gave me so many memories of my own sporting days whilst serving, particularly my involvement in Squash wherever I was posted while serving, and it was so gratifying to see soldiers still playing the sport when so many squash centres around Australia have closed.

As a young boy, from about the age of five, I played soccer, and continued playing that game until I enlisted in the Army in June 1955. While at 1 RTB Kapooka I was in the battalion soccer team, and we won the Wagga Wagga and district premiership that year, then later, wherever I was posted I played what ever sport needed players - soccer, rugby, rugby league, volleyball, touch footy, and even tried Australian Rules once.

In the early 1960s I was posted to Jungle Training Centre at Canungra, and there was no squash court there at that time, had there been one I would have learned of the game so much earlier. In the years from 1967 to 1974 I attended six training courses at JTC and was often asked if I slept at the squash courts, as I was always to be found there at the end of the training day for a couple of hours, playing against other students on the courses I attended, and of course I had also taken my squash gear with me to a training course at Mt Macedon 1973, and Puckapunyal and Chowder Bay 1975 – it had become part of my normal travel luggage.

While serving with 3 RAR in Malaya 1963/65 I used to see two of my neighbours go to the beach club with a little racquet in their hands, and thought they were off to play Badminton, another game I had played. Then in 1966, while posted to the staff of RMC I was inflicted with rheumatic fever and spent quite some time in the Duntroon hospital and was downgraded medically to HO (home postings in Australia only) and was reposted at the end of the year to Australian Staff College at Queenscliff.

It was there at Queenscliff that I first found out about the game of squash. A neighbour in the married quarters at Point Lonsdale asked me did I like squash, and I replied that I hated it, and he asked why, and I told him I didn't like the taste of squash, pumpkin or marrow, and he then told me that squash was a racquet sport, and offered to take me and teach me to play at the squash court at Fort Queenscliff, where we were both posted at that time.

So off I went, with my wife, and the neighbour and his wife, and they taught us the rudiments, and within about three months I was beating him and my wife was beating his wife, and we continued to play with them regularly. I also arranged games against many of the officer students who were attending the 1966, 1967 and 1968 course at Staff College Queenscliff. I also wanted to be fit again and have my medical classification of HO upgraded, and by mid 1967 I was running from my married quarters at Point Lonsdale to the Fort, playing squash before work, then again at lunch time, then again after work, then running home to Point Lonsdale after squash - drove my wife crazy with so many sweaty sets of squash shorts, shirts and socks, and wore out three or four pairs of Adidas squash shoes in a year- but was also upgraded to medical class FE (Fit for Service Everywhere) by the end of 1967

In 1968 I was posted to the RAASC Centre at Puckapunyal, where they had two squash courts in Tobruk Barracks, the Corps home at that time, so again I was able to play before work, during lunch time, and again after work, I just loved the game and enjoyed it so much, as did my wife, she played almost every day with a ladies group of wives in the married quarters, while our two children were at school.

My next posting was to HQ Central Queensland Area at Rockhampton, where we very quickly joined a civilian squash club and played competitive squash in a civilian competition for the first time, and had a great time playing competition and in tournaments on weekends with the various clubs in Rockhampton and other places in Central Queensland. Then after a couple of years I was reposted again, to Townsville. My wife and I again joined a civilian club, and by that time our two eldest children, aged 13 and 11, also started playing junior competition Saturday morning and seniors competition at night, so we had become a squash family.

After a year in Townsville I was posted to Brisbane, and although there were squash courts at Enoggera, there was no Army competition, so I decided to start one, and by the second season we had four separate divisions and most of the units in the Brisbane area had teams, with nearly all of the teams being mixed, with both female and male soldiers in the team, (so different to the civilian competition where there were separate associations for men's and women's squash) so as well as playing, I now had something to keep my out of duty hours busy with squash administration. In 1977 the squash team from HQ 1 Tpt & Mov Gp won the trophy in Division 1 of the Army Squash competition, our number one lost his match, but we had the depth to be successful because the other three players in the team won their matches.

I also found myself responsible for organizing the Inter Service Squash for Queensland, with teams from the Army and RAAF in the years up to 1978, and an RAN team from HMAS Moreton for two of those years, with Army winning every one of those years. In those days there was organised inter unit sport, with competition played on Wednesday afternoons, it included all football codes, racquet sports, volleyball, bowls and just about every other sport, with results published in routine orders.

By the mid 1970s I was actively involved in squash administration outside of my military working hours. I was a committee member of the Brisbane and District Squash Racquets Association, (BDSRA), committee member of the Queensland Squash Racquets Association, (QSRA) member of the Squash Referees Association, and Chairman of Selectors for both BDSRA and QSRA,

Squash was such a popular game in the 1960s to late 1980s, with squash centres in every suburb of every city, and in most country towns, and it was so popular for soldiers, hence squash courts were in most barracks.

In 1977 my family and I had an opportunity to lease a squash centre, so we took that chance for ourselves, and I resigned in 1979 and continued my service in the CMF/AARes till my retirement in 1993.

Both my wife and I continued to play competitive squash till well into our 50s, (and except for arthritis in both of her knees as a result of being a sprinter and field hockey player, plus tennis for 40 odd years, and squash player for 30 plus years) – we are both, at 78, still in good health.

What a wonderful game Squash is, and ideal for obtaining and maintaining fitness, and we just wish we could still be hitting that little black ball.

Below is an image of the Interservice Sport Badge and the South Queensland Army Sports badges worn on my squash shirt until my departure from regular army service in 1979.



# **RACT and transformational change: A proposed way forward**

**SGT Aaron Thomas, IET TP SGT, Road Transport Wing, Army School of Transport**

*“... All organisations are resistant to change. It is simply not in their nature. Organisations run on routines and standard operating procedures, and depend on stability for functional integrity. Moreover, military organisations, as socially conservative and closed communities ...are especially disinclined to innovate.” Theo Farrell*

## **Introduction**

Within recent years the Royal Australian Corps of Transport has commenced a transformational change due to the changing requirements of Army and CSS overall; the by-products of which demands the Corps to improve rapidly in areas such as communication, efficient movement in a complex hostile environment and self-reliance; this has been surmised in Road Transport Wing's new mission statement – “Teaching how to shoot, move and communicate”. Despite the Land 121 vehicles being rapidly brought into fruition the ECN274 trade is yet to be postured for success due to a number of missing fundamentals. These elements will be discussed in this article and include the requirement for a cultural shift, establishment of a mentoring relationships both between ranks and Corps, the creations of an effective training continuum for NCO and Road Transport Officers and the need for a different thought process, working hand-in-hand with the reestablishment of our JNCO as commanders in a complex environment. If the Corps is to be successful in this revolution it is imperative that commanders within the strategic, operational and tactical levels of command realise that the key to shaping and directing this paradigm rests in a logical, planned and well-led strategic process centred around the change management process.

## **Cultural change**

*Culture provides a distinction between one organisation and another, whilst also providing a sense of identity for its members and being a mechanism that shapes employees attitudes and behaviours (Robbins et al: 2014).*

As with any business it is necessary for RACT to work as a forum of members which have the same goal and that as a result creates a dominant culture which in turn has many sub-cultures. These values can be specific to different environments such as units, brigades, geographic locations and are typically the result of influence from members in a position of leadership. As a logistically focused, mounted profession it is crucial that the first shared goal is that of applying the principles of logistics in concerts with the tenets of manoeuvre within a modern environment focused on employing effective, self-sufficient Combat Service Support. Moreover while it can be said that the philosophy employed within RACT is parallel to that of Army consisting of Courage, Initiative, Teamwork and Respect each Corps must have its own goals in order for its human resource to gather behind. Presently this goal, while not formalised, appears to be that Road Transport Operators can shoot, move and communicate in a contemporary operating environment. To improve the validity, strength and direction of the Corps this goal must be issued by the HOC as a directive and must work in harmony with the Chief of Army intent and vision for RACT. Once the directive is released, the change process will commence in earnest and will require the use of mentoring to enable organisational learning and continuous development.

## **Mentoring - a foundation of learning organisations**

‘Mentoring is an interpersonal exchange between an experienced colleague (mentor) and a less experienced colleague (protégé) in which the mentor helps the protégé with career advancement



and personal development' (Hu et al). The United States Military uses up to nine different methods of mentoring to ensure that its capacity to train soldiers, sailors and airmen/women is efficient and practical with a very high quality training output (Knouse et al, 2000).

Unsurprisingly the U.S. Army demonstrated their resolve for the importance of mentoring by providing its leaders with the steps needed to be undertaken to facilitate a mentoring relationship within a military context (Kopser, 2002). While it is true that these examples originate from an American Military background it is a factual testament of the direction that RACT needs to travel due to the rapid learning requirement, specifically with tactics and manoeuvre, that is now being asked of RACT. The fact that no peer-reviewed journals relating to the ADF's study into the usefulness of mentoring exists is suggestive that a lack of understanding or emphasis exists in this regard as an organisation.

Road Transport leaders would be sensible to commence a mentoring relationship both with their subordinates and with a combat arms corps member which would ensure that mutuality, professional identity and professional legacy are passed on. Within recent months, this process has commenced within RTW with a view to strengthen the working relationship and knowledge sharing at the JNCO and junior officer level. While this is reflective of a proactive stance, to ensure its effectiveness this needs to be mirrored across the Combat Brigades. Simultaneous to the basic fundamentals in mentoring being built it is also necessary to redesign the training continuum for Road Transport courses.

### **The training continuum**

Currently the training models within the promotion courses across the entire spectrum; (inclusive of officers) are limited in their challenging nature, are too short to achieve an adequate end state, lacking in a singular teaching product, are dissimilar to the requirements being used in brigades and are hamstrung by LMPs which are labour-intensive and counter intuitive.

To date, no modern RACT tactics, doctrine or manual is able to be used by all Army units to achieve a singular product. The Combat Brigades have commenced training in the protected mobility space and due to no useful doctrine being in existence, are creating their own methodology of how RACT fits in with the modern day Army. As highlighted earlier within this article, these efforts are independent and without a joint strategy to focus RACT efforts.

The leadership within RACT appears to be focused on achieving strategic and operational successes without realising the state of the tactical level of the trade. The JNCO within Road Transport, never having had to make decisions tactically, move tactically and never having been the focus of enemy threat action on exercises are tactically blind and risk adverse with a poor understanding and application of quick planning processes to hold or regain initiative. Our officers conduct no trade specific training in the ability to command mounted assets and yet are expected to take command of this capability and ensure the survivability of their soldiers; a skill set which our combat arms corps brethren place considerable resources, time and emphasis to ensure high quality leaders. The vast majority of our leaders, through no fault of their own (within both the enlisted and commissioned ranks) lack the skills and qualifications needed to appropriately instruct or lead our newest Corps members within the Road Transport spectrum.

An important initial step in modernisation and the redefining of our Corps is to create a doctrinal base from which to calibrate our courses, one which is both tactically and technically sound.

This will allow our courses to be redeveloped into a package which is challenging, realistic, well-resourced and sets up the Corps to achieve Army's CSS requirements without draining the capability of arms corps to keep us safe (as is the intent from AHQ for protected mobility). It is imperative that these courses are released at the same time across the entire spectrum inclusive of an RACT Officer Tactical Operations Course in marriage with a command directive which aligns all Combat Brigades and the School of Transport on how protected mobility works and their employment considerations.

TTP perspective is currently being developed within RTW (and shared amongst the Transport units) although it is without an adequate training continuum as a whole and being generated as a bottom-up approach. In a military setting for organisational change to be effective a top-down approach which directs all modernisation efforts would be more appropriate.

The developed continuum must be closely succeeded by a release of doctrine, standardised SOP and TTP which allows the entirety of Army to train RACT operators in a common path; a goal which would enhance the usefulness of the soldier as they would truly become masters of their art and allow the full potential of protected mobility to be realised. The next step in developing the Corps into a modern force is to change the thought process of its NCO's and officers.

### **The fast thinking leader**

Removing the stigma of "it's just a truck" into a culture of being able to shoot, move and communicate requires a leader that is tactically sound, aware of their operating environment well versed and empowered to employ a bias for action. Furthermore the leader needs to be aware of the all-corps or Combat Team environment and how those capabilities can assist the CSS mission. To achieve success in this aspect, the ECN274 trade requires not only a redesign of its training packages but must also retrain (through gap training) the current leaders within RACT Road Transport.

An additional change requirement will incorporate the need to pull the Corps priority from corporate governance and civilian operating procedures towards tactical operation of the vehicles with an understanding from commanders that effective training may have an impact on resources – be it in the damaging of vehicles, excess resourcing requirements, or a delayed administrative chain. Furthermore it must be recognised that this shift will not be an immediate solution but potentially a generational change which must be strategically planned.

From the perspective of the officer training continuum, a plan must be put in place which allows for tactical training and not just a holistic understanding of logistics – the end product of which would allow CSS Battalion size movements within a tactical scenario. This represents a fundamental change and view of what the role of a Logistics Officer within Army is required to do, and as such it will be naturally resisted as outlined in change theory (Waddell et al: 2014).

### **The Change Management process**

Within the private sector, a substantial quantity of research has been conducted into change management and organisational development; particularly with transformational change. A method of applying change within an organisation is outlined by Waddell et al who provide an eight step process (2014). The steps included within the action-research model are problem identification, consultation with a behavioural science expert (to assist with the organisational culture change), data gathering and preliminary diagnosis, feedback to the key group, joint diagnosis of the

problem, joint action planning, action and finally data gathering and action. While a significant quantity of diagnosis and data gathering has been conducted at the lower levels, typically within each unit as a separate effort, this information needs to be provided to the HOC to enable the top down approach and analysis. Importantly, the data gathering and action phase is updated to the key group through continuous feedback.

A key step within effective change is that the key group, those that are being required to change, are provided consistent and periodic feedback throughout the process. This can be seen within the First Principles Review wherein a bi-monthly email is sent to all ADF employees informing the reader of the updates that have occurred. RACT commanders would be sensible to create a similar group email, containing all RACT members affected by modernisation and key commanders outside of RACT such as the Head for Modernisation and Planning. This method would enable effective synchronisation of all stakeholders and engenders a sense of ownership by RACT members as they become more understanding and aware of the transformation being made.

## Conclusion

The RACT is undergoing a transformational change at an organisational level due to the capabilities provided within protected mobility. To ensure success in this regard, it is essential that an approach is undertaken which is led from the RACT HOC. The requirement to create a reinvigorated training continuum with a focus on tactics and survivability and the use of mission command are equally important to provide an ongoing development within Road Transport. The application of these steps within the process of modernisation will allow an RACT that is able to 'shoot, move and communicate'.

## About the Author

SGT Aaron Thomas is an IET Troop Sergeant and instructor within Road Transport Wing, Army School of Transport. SGT Thomas has been employed as a Recruit Instructor and has taught within trade from the IET spectrum up to Subject Four SGT RACT Road Transport Courses; in addition to assisting in instruction on LOBC/ROBC courses. At the time of publication, he will have completed a Master's Degree of Business with plans to commence a Masters in Logistics Management in mid-2017. SGT Thomas has been involved in the modernisation efforts of the Army School of Transport for the past three years and is a passionate advocate for change within RACT.

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# The Evolving Nature of 35 Water Transport Squadron

Major B. J. Hartley

*“Our land forces need the sorts of characteristics needed for maritime warfare; that is, they must be able to be deployed rapidly in small compact groups. They need sufficient firepower to deal with the enemy when they arrive, they need to be able to survive at the end of a tenuous logistic link, and they have to have sufficient tactical mobility to operate once they arrive”* LTGEN John Grey, Chief of the General Staff, 1994.

## Introduction

Australian Water Transport elements have been providing support to amphibious manoeuvre within the littoral environment since the Second World War when, at the height of the Pacific War, the Australian Army Transportation Service operated in excess of 1,800 watercraft. However, in more recent times Australia’s attention has been diverted elsewhere as the ADF increasingly filled single service niche capabilities within coalition forces across different theatres<sup>2</sup>. This led to an inevitable degradation in the ADF’s ability to operate in the amphibious environment as its amphibious capabilities drifted from strategic priority. This was highlighted in 1999 when Australia found itself back in its own Primary Operating Environment (POE), called to act on behalf of the people of East Timor, the ADF’s amphibious capability was found to be ‘woefully short’. This deployment not only highlighted the potential requirement for amphibious operations in our POE but also brought to light the fundamental lack of capability the ADF had at the time.<sup>3</sup>

Successive Defence White Papers have provided straight forward direction to the ADF<sup>4</sup> and clearly articulated the expectation that the ADF will develop a robust amphibious capability that is able to project force into our POE and sustain this force in a range of conditions and across the full spectrum of operations. With Australia’s POE being characterised by extensive sea lines of communication, archipelagos, island chains, and more than 85,000 linear kilometres of navigable waterways including littoral, riverine and estuarine tributaries<sup>5</sup> it is appropriate, and some would say long overdue, that the ADF is now reassessing the importance of its amphibious capability in order to develop a force that is more suitable to the challenges presented within our POE.

35 Water Transport Squadron (35WTS) has, and will continue to provide a significant contribution to the ADF’s ability to operate in the littoral environment. As the amphibious focus of the ADF increases so the ongoing role of 35 WTS continues to expand. This builds the amphibious capability of the ADF and offers an opportunity for those Commanders who would seek to utilise Army watercraft, and the experience of those who operate them, in order to enhance their own raise, train, and sustain activities in the littoral environment.

## Aim

The aim of this essay is to raise awareness in regard to 35 Water Transport Squadron’s expanding role, and highlight the opportunities available to planners and commanders who seek to enhance their own training in the littoral environment.

## 35 Water Transport Squadron

35 Water Transport Squadron (35 WTS) is a geographically dispersed sub-unit within the 10th Force Support Battalion that supports the Army, the ADF and Whole of Government (WoG) through the provision of tactical amphibious manoeuvre and combat service support across domestic



and international Joint Operations, exercises and DACC tasking. The Squadron has a long history of operational service where it has conducted all manner of tasking in support of WoG strategic intent. From the extensive use of LCM8s as independent watercraft during multiple operations across Australia's POE transporting supplies throughout the AO (including: Op WARDEN, Op TANAGER, OP HELPEM FREN and OP ANODE) to Operations in Iraq where LCM8s conducted patrols in the Khawr Allah estuary. Support to domestic operations also features through operations such as OP Resolute and OP Sovereign Borders and recent Humanitarian Assistance Disaster Relief operations in the Philippines, Vanuatu and Fiji, where both the LCM8 and LARCV proved incredibly useful.

In spite of the wealth of experience held within 35 WTS greater effort is being exerted to educate senior officers on the flexibility that water transport can provide across most BOS in support of the scheme of manoeuvre. Whilst the Squadron does remain focused on the ability to deliver Logistics Over The Shore (LOTS) and CSS more broadly, it has outgrown the ship to shore connector role and expanded in such a way that it is not uncommon for 35 WTS to be called upon to provide amphibious manoeuvre in a tactical littoral environment in support of the Land Force Commander's scheme of manoeuvre. This role can, and has recently, included tasks such as the tactical insertion of land force elements in order to secure objectives, providing support by fire to these land forces as they conduct their tactical operations and the tactical extraction of force elements.

This broader application of water transport capability in the coastal, littoral, estuarine and riverine environments required a significant shift in the way 35 WTS Marine Specialists conducted their own raise, train, and sustain activities. This was addressed at both Battalion and Squadron level and enthusiastically embraced by the Marine Specialist soldiers. Foundation War Fighting skills in particular became a focus and a significant improvement has been noted by our supported elements and is shown in the trust they show as they call live fire from 35 WTS soldiers situated off shore.

Within 35 WTS there is an ongoing desire to actively participate in the development of the ADF's amphibious capability. This desire has seen members of 35 WTS heavily involved in the various future capability development forums and workshops where the subject matter expertise of those who attended helped shape discussion. 35 WTS continues to watch the progress of amphibious doctrine being developed in support of the Australian Amphibious Concept (AAC); such as Distributed Manoeuvre and Ship to Objective Manoeuvre. The Squadron regularly provide support to the ADF's developing amphibious force elements; the Amphibious Ready Element and Amphibious Ready Group whilst simultaneously providing advice and supporting those force elements who, while not traditionally operating in the littoral environment, recognise the need to be operate proficiently.

The future of Army's water transport is positive. A replacement LCM8 and LARCV watercraft project is on the near horizon that will see 35 WTS well placed to support force elements enabled with new A and B vehicle fleets being delivered under LAND 400 and LAND 121. This will create even greater opportunity to provide support to manoeuvre elements in Australia's vast POE.

## **Conclusion**

Australia's Amphibious Concept articulates the ADF's aspirations in the development, acquisition, education, training and employment of Australia's future amphibious warfare capability<sup>6</sup>. As part of its preparedness requirements 35 WTS is required to be ready to conduct a variety of watercraft

operations across all levels of support and the capacity exists to conduct a variety of simultaneous amphibious activities; whether that is in support of the Land Force Commander's scheme of manoeuvre, providing support conducting LOTS activities or Port Operations.

35 WTS is committed to supporting the development of amphibious capability across Army and offers much more than simply a platform to move cargo from point A to point B. It also offers a wealth of experience for planners and a variety of opportunities to Commanders seeking to develop their training in the littoral environment. Whether that is conducting LOTS operations or tactically inserting troops in support of a wider land based scheme of manoeuvre 35 WTS is enthusiastic and ready to aid in the planning and conduct of any activity that seeks to improve the ADF's amphibious capability more broadly.

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## My First Appointment as a Young Lieutenant

By LT Gemma Chmielewski, 5 TPT SQN, 7 CSSB

At the Royal Military College, I was taught tactics and how to operate in the field. There were more lessons than just those two, but it is what I remember most about the College. I felt prepared to lead a platoon out in a field environment as an Infantry Platoon Commander, but I had in fact, no idea how to lead a platoon in a barracks environment. Needless to say, I was in for more lessons out of RMC about how to be a Troop Commander, which I would learn very quickly in my first year as a newly appointed Transport Lieutenant in the Australian Army.

After I graduated from the College, I posted into 5 Transport Squadron, ready to start my role as a Troop Commander. Even though I still had not started LOBC, I had four weeks as a Troop Commander before I went to course to grasp the concept of what my job will be like when I returned to the unit in five months as a qualified Transport Officer. Those four weeks felt like the fastest weeks of my life, one thing that was constant throughout that time was that personal administration is a never ending beast which could never be conquered, and cannot be avoided.

After completing the Transport course suite, I returned back to the unit full of knowledge but uncertain about how to use it. When my unit stepped off bound for Ex Hamel, I was given the opportunity to be Acting OC 5 Transport Squadron, an experience that gave me great insight to how my role as a Troop Commander has an effect on the sub unit operations. I no longer felt like my role was minor, I saw the importance of the administration I put through to my chain of command, especially when you have to submit paperwork to yourself as the approver, staff checking a document to find that your lieutenant self did not conduct the proper staff checks. I went to CO briefs for the unit, understanding how information is filtered down through the rank, gaining a better understanding of how to provide necessary information and determining the current priorities for the sub unit by understanding the priorities of the CO. Your subordinates are key to any organisation, and just because the unit is on exercise does not mean that their welfare stops as well. I was forced to slow down my thinking, learn to reach out to others for advice and assistance to come up with the best outcome for the soldiers within the sub unit. I was grateful for the experience I gained by being Acting OC 5 Transport Squadron, but I was happy to return the responsibility to OC 5 Transport Squadron on return to the sub unit.

Not many people want to return back to RMC when they first graduate, but that is where I found my next opportunity for growth, as CSST Commander supporting RMC Battle Block One Charlie (BB1C) activity at Shoalwater Bay Training Area. This was a task that was presented to me at the last minute, going from Troop Commander of a cargo squadron to CSST Commander of Bushmaster heavy capability, an asset that I was unfamiliar with and had never employed, and unsure of the support that was required for the task. With that added pressure, I was given command of a detachment of workshops, recovery assets and an armourer. There was a Spec section of fuel and water assets from my own troop, which I was thankful that I had one recognisable asset on this task. Of course, at the last minute on a Friday, I was assigned a detachment of signallers from a different unit, who would find creative ways of testing my composure. This support task would be where I would go through many impromptu lessons, and gain most of my experience for the year.

Not many people would rush back to the institution that they just graduated from, but the teaching points I received during BB1C helped me to put the tactical lessons I learned to practical use:

### **Asking questions is a good thing**

At RMC, cadets would feel guilty about asking questions, regardless of the situation. Maybe it was because the College moved so fast that instructors didn't have time to go over learning points again, or maybe cadets were just scared of asking officers for help because of rank differences. Regardless of the reason, I quickly got over keeping my queries to myself. In order for me to be able to provide effective support, I needed to know what the situation was and how I could assist. I had to become confident walking up to a Major and strong enough to discuss operations with a Warrant Officer. It took practice, many attempts, but soon I was collecting the information from all ranks that I needed to prepare my troop.

### **No one expects you to know everything**

In the College, you were expected to know every tactical manoeuvre, every piece of doctrine and even the PACMAN by the end of your education. Marching into my first unit, I didn't believe I knew enough to log into my computer the first day (even though I logged on everyday at the College). I found myself confused when my unit took the time to explain admin and assist me in showing me the correct method of completing it (they still do, I'm always learning.) I was grateful for their understanding that I was new, but I never felt comfortable with not knowing everything either.

Moving on to the CSST Commander role, I had an idea of what a CSST was from my lessons at LOBC, what they consisted of and how they operated. I thought that I would always be understudying someone that had commanded CSSTs a hundred times before. Nope. My first time it was just me, while I had assistance from the staff that I was supporting, I learned that my greatest resource for how to operate a CSST came from the soldiers within the CSST. I learned to ask for input while still being the final decision maker. Respect came from the members of RAEME by me giving orders about the support requirements needed on task, not by dictating how to do their jobs. The understanding that I was there to help facilitate their roles and not control them was an understanding across the board for the CSST. The members taught me about how to operate a CSST, and in turn, I was able to command effectively with the resources available to me.

### **Rank is not scary**

I openly admit that higher ranks sometime make me nervous. Even Warrant Officers, but that is because of the immense knowledge that they hold from years of experience. For myself, I have such respect for an individual's experience that I do my best to be respectful. It took me a long time to realise that they are people too.

Once that realisation was drummed into my head, I found myself in a situation to learn from their experiences. I asked questions, I showed genuine interest in their careers, and frankly, I wanted to learn from their mistakes. I found myself surrounded by rank that wanted to tell me young subbie stories, highlights of their careers and pitfalls of others. I built relationships during BB1C that helped me to succeed in my daily tasks. Commanding Bushmasters, I had Armoured Officers offering me advice and guidance on their SOPs from when it had previously been an Armoured asset. Making myself approachable to all ranks gave me opportunities to develop myself as well as my troop. Even though making myself approachable, I left myself open to jokes about my last name. In the end, it was about breaking down walls and building bridges.

### **Always go back to your training**

In the last two years, I have sat in a lot of classrooms. That is the great part about being in the Army, you can get a lesson on anything. But we need to remember at times that all that training



isn't for nothing. When quick decisions are required, we need to revert back to what we learned in class. I found myself supporting BB1C with a troop of Bushmasters and operators that have just been qualified on the vehicles, and no SOPs. I found myself developing SOPs for a troop that I was just attached to, with slightly no clue what to do. But from years of experience it came to me, teach the basics, then execute the practical and finish it with a test of objectives. I realised that the teaching doctrine was drilled into me, I could always rely on what (and how I was) taught in order to prepare these soldiers for the support task ahead. We conducted lessons out field, walk through talk throughs, practical lessons before the RMC cadets arrived at Shoalwater Bay Training Area. Soon my lessons became the SOPs for the troop, and the cadets as well for their planning. I found myself giving them lessons prior to the field phase starting, to advise them how to incorporate Bushmasters into their planning for their assessments. Nothing was new out of the box, all was doctrine. Just because it was my first time developing and teaching SOPs, did not mean I had to reinvent the wheel. I just need to remember what I was taught.

### **It does not stop, it never ends**

Teaching, learning, supporting. It all never ends. I have learned to enjoy the constant rush of work that comes my way, especially out field. I learned quickly that morale can drain quickly out of a troop when a high tempo drops to a flat line. Troops get bored, question their existence and then they find entertainment (which is almost never a good thing). We could maintain a high tempo out field for so long before burn out, what I learned is that communication is needed with your CSST to demonstrate a rest rotation in the field phase. This helps to give them a date to work to, and get them an opportunity to plan for the future. I avoided burn out through the CSST and I was able to maintain high morale. Most importantly, I found ways to continuously develop the team. Correct we were there to support RMC, but that didn't mean we couldn't further develop our skills across the CSST. RAEME elements were given opportunities to complete 'on the job' training for the new march in members that joined the support task at the last minute. Working with the instructing staff, I was able to give suggestions for tasks that would benefit both the cadets and my newly qualified drivers.

Development doesn't just have to occur in barracks prior to going out field, but you need to understand the scenario in order to look for opportunities that you can communicate to your team.

### **Conclusion**

I came away with a lot of lessons from my first year as a Lieutenant. Many of the lessons reminded me of teaching points at the end of lessons at RMC. Instructors would end lessons with "you'll understand more when you get to your first unit" or "it will make sense when you have troops under your command." They were right, though, I was able to continuously apply what I learned while at RMC (and out, as a Troop Commander) to develop my leadership, command abilities and my troops.

Even though most officers graduate from the same institution, it doesn't mean we know everything that we will face in our first appointment. I understand that I still have a lot to learn within this role, but I continuously want to take every opportunity that comes my way in order to develop myself. I strive to learn as much as I can, so that I may be able to teach my soldiers. Hopefully, I will have my fair share of mistakes I have learned from, that will give me stories to tell other young stubbies one day.

## Debunking the myths pertaining to Command and Staff College

**MAJ Luke Condon, CSM**

This year, seven RACT officers attended various staff colleges. Five attended the Australian Command and Staff College (ACSC) with two officers attending Overseas staff colleges (Malaysia and Thailand). These numbers are significant as historically there are only four allocated RACT ACSC positions.

Prior to attending ACSC, I along with my peers were all inundated with the multitude of opinions and information about ACSC. Common phrases consisted of 'you won't be able to scratch yourself as you're that busy', 'marriages will likely break up' and 'it's the most intense year you will have faced yet'. Not discounting the changes that have been made to the ACSC program from past reiterations and officers' experiences, collectively the RACT officers of the 2016 ACSC found the year to be in stark contrast to the above statements. ACSC and ANU staff have significantly adjusted the course to facilitate learning in a relaxed, professional and comfortable environment. As a student you have sufficient time to conduct studies and balance your work life balance.

The ACSC year provides officers with a greater understanding of the strategic and operational levels of warfare through case studies, coupled with the practical application of this knowledge into an operational military planning series. The adage of 'how to think' not 'what to think' permeates throughout the ACSC. Students are provided with significant guidance and resources to achieve the required

necessary to pass  
obtain the ACSC(J)  
pace of learning  
time was more  
for individuals  
competing priorities  
military and study  
family / personal  
Within an  
the ACSC nominal  
approximately 180

### 2016 CSC RACT Officers

MAJ Clarke Brown – SO to DGLOG  
MAJ Luke Condon – MA to HLS  
MAJ Dean Clarke – DQ 7 Bde  
MAJ Edward Hardy – DQ 6 Bde  
MAJ Bronwyn Thomas – SO2 Sustainment AHQ  
MAJ Marcus Lucianai (Malaysian) – BM 17 CSS Bde  
MAJ Sue Field (Philippines) – SI ASLO

milestones  
the year, and  
qualification. The  
and provision of  
than sufficient  
to manage the  
of both their  
commitment and  
commitments.  
Australian context  
roll consists of  
students. ACSC

for the large part is the stepping stone towards LTCOL, allowing officers to significantly expand their contacts from Navy, Air Force, APS and overseas students (ranging from the Ukraine to New Zealand). Collectively the RACT officers found the ACSC year to be thoroughly enjoyable, a refreshing break from the tempo experienced in SUC. There are not many organisations that pay you to study, obtaining a \$50K ANU postgrad Masters in Military Studies while not incurring ROSO.

To those RACT officers about to embark on their ACSC journey in 2017, embrace the year and get the most out of it. For those current OC's and eligible personnel, good luck in obtaining Band 1 for attendance on the 2018 ACSC. For those RACT Officers soon to begin their SUC or at the CAPT level that aspire to obtain SUC and subsequent Band 1 for ACSC selection; understand that attendance at ACSC is an opportunity that is recommended that you strive towards.

For any sub-unit RACT officer that has obtained a band 1 or is competitive for ACSC PAC selection and wants to gain a better understanding of expectations and program structure, MAJ Phil Cox is remaining the CA-RACT for 2017. Alternatively any of the above recently CSC students are only an e-mail or phone call away if general information is required.

## Land Mobility Systems Program – Army (LMSP-A)

**LMSP-A Team – COL Scotty Palmer, LTCOL Sally McClellan, MAJ Craig Skipper, MAJ Dave Barton & MAJ Josh Prucha, Modernisation Branch, Army Headquarters (AHQ)**

Rapid, protected manoeuvre of the Land Force is the key to Army's ability to fight and win the joint land battle.

On 1 April 2016, LMSP-A was established as one of the Defence Capability Programs following the First Principles Review. This restructure provides a more holistic process for capability management with a series of Program Directors responsible as the Capability Manager representative for a number of projects within their specialist area for 'cradle to grave' management. Within Army, modernisation is now managed through nine interdependent programs. The nine modernisation programs consist of: soldier combat systems; armoured fighting vehicles; combat support; land intelligence; surveillance, reconnaissance and electronic warfare; land command, control and communications; **land mobility systems**; combat service support; Army aviation and special operations.

LMSP-A mission is to modernise and realise the ADF's protected and unprotected vehicle fleets and the Army's littoral water craft and riverine platforms, in order to enable the distribution network to deliver the required Combat Service Support (CSS) to ADF units and also bespoke combat support and command and control functions. Structuring these systems under a single program ensures Army's Land Mobility Systems are managed, introduced into service and designed in a manner that supports and integrates these systems as part of the Capability Life Cycle (CLC). LMSP-A is responsible for a large variety of the systems that will be employed by RACT soldiers. Projects currently in the LMSP-A modernisation space are:

- Land 116 Phase 3 – Protected Mobility Vehicle - Medium (Bushmaster)
- Land 121 Phase 3A – Lightweight/Light Capability (G-Wagon)
- Land 121 Phase 3B – Medium Heavy Capability (Rheinmetall MAN Military Vehicles)
- Land 121 Phase 4 – Protected Mobility Vehicle - Light (Hawkei)
- Land 8710-1 – Army Water Transport Replacement
- Land 8702-1 – Army Riverine Craft (new capability)

### **Land 121-3A Lightweight/Light Capability (G-Wagon)**

The transition of the ADF's Lightweight/Light Capability from legacy to the new Family of Vehicles is well advanced, with approximately two-thirds of the Landrover fleet being replaced by 2146 Mercedes Benz G-Wagon Vehicles, 1799 Haulmark Trailers and a range of modules. All General Service, Canine, Surveillance & Reconnaissance, Ambulance and Command Post variants of the G-Wagon Family of Vehicles were delivered to the ADF by 30 Sep 16, with every in-service G-Wagon now certified by AMTDU for air-land transportation (C130 & C17).

To ensure the new Lightweight/Light Capability could meet ADF preparedness and Raise-Train-Sustain requirements, a deployable baseline level of the G-Wagon Family of Vehicles was required to effect a seamless transition from acquisition to sustainment. A large body of work was conducted to plan the resolution of on-going G-Wagon Introduction Into Service issues, and resulted in a G-Wagon Remediation Directive being released by AHQ. This Directive was designed to address key areas of concern across the G-Wagon Family of Vehicles, such as Tyres,

Alternators, Winches and Load Restraint Systems for the Panel Van and Station Wagon. There is now in place an endorsed implementation plan, with workable solutions to problem areas, which is fully funded and expected to be completed by Mar 17.

Final Operational Capability was declared on 28 Oct 16 for the G-Wagon Family of Vehicles, and is a significant milestone for the Land 121 Project, as it marks the drawdown of Phase 3A. The G-Wagon Family of Vehicles now provides the ADF with an unprotected Lightweight/Light Capability with which to conduct realistic training and to support domestic security and emergency response efforts. It has already deployed to areas where protected vehicles are not required, such as Humanitarian Assistance/Disaster Relief, with G-Wagon successfully providing integral mobility to the ADF's response to the Tropical Cyclones that caused extensive damage to Vanuatu and Fiji (Operations PACIFIC ASSIST 2015 and FIJI ASSIST 2016 respectively).



*Land 121 Phase 3A G-Wagon deployed in support of disaster OP Fiji assist.*

### **Land 121-3B Medium Heavy Capability (Rheinmetall MAN Military Vehicles)**

This phase provides the new fleet of protected and unprotected Rheinmetall MAN Military Vehicles that are replacing the current Mack, Unimog and International S-Line legacy fleet of vehicles. The project will deliver a range of modern mediumweight (4x4), medium (6x6) and heavy (8x8 and 10x10) trucks in both protected and unprotected configurations, together with matching medium and heavy trailers. These vehicles provide increased mobility, payload, interoperability and enhanced survivability in the battle-space. Capability enhancements such as the Integrated Load Handling System (ILHS) and Container Handling Unit (CHU) on the HX77 vehicle will redefine how the RACT operates in the battle-space. Due to the increased capability the new fleet of vehicles have increased axle weights and size. This has led to more complex road access arrangements which will require a more focussed and stringent heavy vehicle management procedures at unit level.

The first 12 vehicles were delivered in April 2016 to facilitate training development, with IIS training already commenced for operator and maintainer training for the HX77 (ILH) (Mack replacement) and HX40M (Unimog replacement) in September this year. These vehicles will be introduced into SE Qld units from February 2017 with specialist variants such as the Medium Recovery, Heavy



Recovery and HX81 (Semi-Trailer) being delivered from 2018. The vehicles, trailers and modules provide a 'mission system' approach to battlefield mobility and logistic support. These can be configured as required providing commanders options to insert and ground dump capability and subsequently repurpose the prime mover for other tasks. Trailers will be more heavily utilised to increase payload and the premise of keeping as much stock on wheels will be revolutionised to a more flexible modular system. Specialist modules include, stores, combat engineer, maintenance, bulk fuel and water.



*Land 121 Phase 3B HX 77 and Phase 4 Hawkei conducting Developmental Trials and Evaluation.*

#### **Land 121-4 Protected Mobility Vehicle – Light (Hawkei)**

The PMV-L, Hawkei vehicle replaces one third of the Landrover fleet with a protected capability. The PMV-L has been developed to provide a balance of survivability, mobility, payload, communications, useability and sustainability and will be widely employed across Defence, similar to the previous flexible employment of the Landrover fleet but with significant enhancements. The Hawkei will work in concert with other protected mobility vehicles, such as Bushmaster, to provide our soldiers with a protected suite of deployable vehicles.

Since entering a contract with Thales Australia to acquire 1,100 Hawkei protected mobility vehicles and trailers in late 2015, the LAND 121-4 Project Office have been working through the Engineering and Manufacturing Development phase of the Project. The Stage 1 phase will culminate with several key activities, such as a Reliability Growth Trial, maintenance demonstrations, blast testing and Defence Trial 932-2 PMV-L User Trial prior to entering the Low Rate Initial Production (LRIP) in mid 2017. The User Trial will be hosted by 3 BDE and will include a limited number of operators receiving training on the mission system to enable them to provide direct user feedback to future development of the platform. From late 2018, the LRIP PMV-L mission systems will provide Army with a network-enabled, armed and protected light utility vehicle for the full range of combat support and combat service support mobility functions in the indirect fire zone; these include, but are not limited to light battlefield mobility, mobile C4ISR and tasks such as convoy control and escort.

## Training to provide logistics in a changing battlefield

**LT Scott Sinclair-Wood, Bravo Troop Commander, 1st Transport Squadron, 1 CSSB**

*"Challenge doctrine and break the rules if required"*

Chief of Army – MAGJEN AC Campbell DSC, AM.

As the Australian Army transitions through the twenty-first century and embraces Plan Beersheba there will be an increasing need for Logisticians to not only focus on the provision of 'Beans and Bullets' but to develop a greater appreciation of the implications of our decisions and actions. Today's style of warfare is not necessarily the same as the form it will take in tomorrow's world and the methods that we as Logisticians employ in both training and the delivery of logistics to the War Fighter need to reflect the war(s) that we are engaged in. Plan Beersheba will see a reduction of integral logistics capabilities whilst increasing the Lines of Communication. It will continue to place notable strain on an already fractured logistics system whilst reducing the ability of the Logistic Corps to respond and provide logistics to the War Fighter unless we as logisticians and indeed the Army co-ordinate and evolve the training and methodology of how we provide our vital capabilities.

During my time working within the Corps of Transport as a Logistics Officer, I have been exposed to one of the key constraints facing Logisticians; training. The challenge to balance the need to provide essential sustainment to the War Fighter in training, versus the requirement to conduct an appropriate level of training that will allow for sustainment to take place in both war and non-warlike operations is immensely difficult. In training, Logisticians are often called upon to move equipment, effect resupply or conduct refits with the mindset of a 'white box activity'. This mindset has led many Logisticians and elements within Army to be underprepared and often overwhelmed when they are required to complete resupplies in a tactical manner. We, as Logisticians, should continue to question the need to provide timely logistics through 'white box' logistics versus the need to be adequately trained to provide Logistics in changing situations. This change of mindset will afford us the opportunity to conduct meaningful and appropriate training and to develop doctrine that reinforces the importance of tactical logistics along with improving the logistical outcome.

During recent Brigade and Army level exercise the 1st Brigade Logisticians challenged the existing doctrine regarding the establishment of a Brigade Maintenance Area and the 'doctrinal' employment of Combat Service Support Teams (CSSTs). By planning for the future, and understanding the effect Plan Beersheba will have on both the War Fighter and the Logistician, we have started to develop new Standard Operating Procedures. The concept of reducing the size of the Brigade Maintenance Area in order for it to be less targetable whilst at the same time placing tailored CSSTs in forward positions, not only shortens the Lines of Communications but allows for the logistician to be more responsive to the War Fighter's requirements. This concept and change in mindset has challenged existing doctrinal concepts and provides an alternate method to delivering logistics to the War Fighter whilst additionally attempting to provide a potential solution to the effect Plan Beersheba will have on unit's integral logistics.

In 2003 as part of the Gulf II offensive, the US Army conducted a corridor thrust known as 'Thunder Run' into the heart of Baghdad in order to secure Baghdad International Airport along with other decisive terrain. As part of the subsequent action, three separate pieces of key terrain were required to be simultaneously held. As is common knowledge, no plan ever survives the 'first shoot' and 'intelligence, isn't'. There were more combatants than expected and the key terrain was required to be secured for 24 hours. As the battle wore on, the American Logisticians

needed to conduct snap resupplies under fire and in light skinned vehicles. The decision of the War Fighters to hold the ground and the Logisticians to resupply were conducted in isolation and without consultation. Luck was on the side of the Americans and the tactical resupplies were a 'success' through the pre-positioning of logistics elements in forward positions. This example of American 'logistics nodes' (CSSTs) positioned forward to shorten the Lines of Communications clearly displays the positive implications of employing Logisticians on the battlefield.

The employment of Logistics nodes during Thunder Run highlighted a missed opportunity for Logisticians to link into the War Fighter's planning process to reduce wasted effort, enhance security measures and, most importantly, to support the success of the mission. War Fighter units are supported with an S4 to act as a Logistics Liaison Officer and to provide Subject Matter Expert guidance. This, however, does not adequately link the Logistician and War Fighter's planning processes. A possible solution is for the War Fighter to establish a presence in logistics units through a 'War Fighter LO' or 'S War' capability. This embedding of man power would allow logisticians greater foresight into the War Fighter's Plan, allow for an integrated and robust plan to be developed, and help increase the Logistician's knowledge of the battlefield and the impacts of their decisions and actions.

Currently, the abilities and the impacts of Logistician's on the battlefield are often overlooked. We are often one of the last to be asked for our professional opinions in a room of Tactical 'gurus', where we should be the first. We have an opportunity to change the perception of our skillset as the nature of warfare evolves through the 21st Century. For Logisticians to provide effective input in a changing battlefield, training and ultimately the mindset of the Army will need to adapt. Logicians can achieve this by not only embracing current principles of logistics but by also allocating the same weight of importance to manoeuvre principles in order to refocus and broaden our mindsets. The employment of CSSTs, the development of doctrine and Standard Operating Procedures that reflect the changes of Plan Beersheba, the integration of Logisticians into the War Fighter planning process by utilising appropriate Liaison Officers within these units, and a 'direct action' mindset will create a logistical system adequately prepared to provide sustainment on the battlefield. Logistics Corps can't change the world in a day, but through our own bias for action that is reflective of War Fighter's bias for action we can provide the tactical effect necessary to provide adequate sustainment in the field of combat

### **About the author**

Lieutenant Scott Sinclair-Wood is a former Infantry Section Commander from the Third Battalion 'Old Faithful' Royal Australian Regiment. Whilst at the Royal Military College – Duntroon he represented the Army at the Sandhurst Military Officer Academy Competition held at West Point, New York State, USA. He rowed as stroke of the Duntroon Eight in 2013 and stroked the Duntroon Four in 2014 winning the Annual Disher Cup. He was Kapyong Company Company Sergeant Major and was awarded the Peter McCarthy Royal Australian Corps of Transport award upon graduating into the Corps of Transport in June 2015. He is in his first appointment as a RACT Officer as the Bravo Troop Commander, 1st Transport Squadron, 1 CSSB, RAAF Base Edinburgh.

## Sustainability within the RACT

**LTCOL David Beaumont**

As outgoing Senior Trade Mentor Movements I would like to take the opportunity to highlight the importance for the Corps to collectively work to resolve a number of structural challenges evident within its highly-specialised trades. As you might imagine, I will explicitly refer to the Movements trade which has manifested significant sustainability problems over recent years. However, I argue here that the consistent operational pressure placed upon RACT's more specialised trades has been reflected in issues across all of the trades within the Corps. While it may appear as a complaint to some, I find it impossible to contradict these problems a year in which major sustainability issues relating to the Movements trade were discussed openly. I therefore think we are near the point where RACT must work together to produce innovative solutions to operational sustainability problems resident within its trades.

In 2016, directed by a Chief of Joint Operations desire to reduce the 1st Joint Movement Group's (1JMOVGP) commitment level, 1JMOVGP undertook a Sustainability Review. Movements personnel are employed in non-Corps or trade roles, and RACT officers with movements experience even more widely. However, with over 75% of the Movements employment category (both permanent and reserve personnel) residing within 1JMOVGP it is impractical to separate the trade and the unit, with the sustainability issues of one strongly linked to the other. The Movements trade in the context of career management might appear to have a healthy career structure and progression pathway, but as the Review revealed, both unit and trade are tired after twenty years of continual operations.

This year 1JMOVGP celebrated twenty years of service as the strategic and operational level transport planning capability of the ADF, reflecting upon numerous operations, exercises and events that brought the Movements trade to the forefront of RACT's contemporary operational service. Movers were aboard the first C-130 and ship into East Timor in 1999 and 2006, and were found in every task unit assigned to the forces that would subsequently operate in Afghanistan from 2002 and Iraq from 2003. The trade now forms the basis of the Joint Movement Coordination Centre's (JMCC) 32nd rotation into the Middle-east region (MER), a small sub-unit consolidated from the initial deployments of movements personnel that has, with minimal augmentation, been force generated from 1JMOVGP.

At the height of ADF operations, 2003, the Movements trade, and officers posted to 1JMOVGP, had 51% of its members on operations at the same time, and a large number having just returned from, or preparing for, deployment. Current operational commitments may not be as severe as in 2003, but the trade contains several senior non-commissioned officers who now have operational histories approaching five years. These may be exceptional cases in the Corps, but it is clear that fifteen years of operations does have consequences on all members of RACT. In terms of the Movements trade, the cost of this level of operational commitment is being reflected in the health of trade members, many of whom have carried the trade at a considerable personal cost to themselves.

In spite of these operational commitments 1JMOVGP's original establishment in 1996 has, over time, reduced from 280 to 268 personnel. As vital logistic capabilities including terminal and water transport tentatively grew in the wake of Operation Warden from 2001, 1JMOVGP was debating about its capacity to maintain its online deployable capability even as it sustained overseas



commitments. Seven reviews and fifteen years later this same debate continues; the ongoing commitment to the MER placing a pressure on 1JMOVGP's and the personnel who remain in the sub-units and headquarters to continue on with other tasks. The 2016 Sustainability Review looks to reduce the size of the JMCC in Brisbane to re-apportion personnel to other areas. These include improved planning capacity within HQ1JMOVGP, but also capability and training development that have long languished with poor manning availability. Joint Capability Coordination Division advised CDF in 2011 that the movement capability was experiencing long-term degradation. Indeed the inability to properly resource these functions within 1JMOVGP has substantially impacted upon professional training, procedures and policy, and the movement capability more broadly for as long as I can remember.

All RACT trades are experiencing substantial changes to how they function with new capabilities being introduced into the ADF's inventory. For the Movements trade, transport planning support has been the predominant growth area. Operation Fiji Assist 16 saw the first real call for operational Movements planners to support the Amphibious Task Group, with movers operating within the Ship-to-objective-manoeuve (STOM) cell to plan humanitarian and logistics rotary-wing missions. The steadily improving mobility capability of the RAAF has seen a growing relationship, if not 'fusion' with the RAAF more directly, with members of the movements trade involved with the ADF's strategic mobility planning. As this years Exercise Hamel, support to the Federal Elections and Army's international engagement activities showed, the need for transport contract planners and managers remains in high demand. There remain unanswered questions within Army's recent Combat Service Support review relating to the distributing planning; aspects that if taken to conclusion are likely to result in questions as to whom will coordinate the multi-modal movement planning requirements of its distribution-based operational concept.

By the time this paper is published, the Chiefs of Service Committee (COSC) is likely to have made decisions on 1JMOVGP. These decisions will have long term connotations for the unit, and perhaps the trade that underpins it. Unfortunately, there are few options available with regards to the operational sustainability of the Movements trade. The long list of reviews already undertaken suggest that the movements trade – perhaps even 1JMOVGP itself - is no longer in a position where it can manage itself out of a situation where the size of the trade does not match the requirements placed on its people. Similarly, the pursuit of neat trade progression models based on rank structure, as has been the case in recent years, seems insufficient when it comes to the demands placed upon 1JMOVGP. Arguably, the fact there has been so many reviews leads to the conclusion that the ADF does not have the Movements capability or force structure it requires. It seems self-evident that the broader transport community should be explicitly interested in this problem, for the Corps will collectively suffer if the transport planners at the operational and strategic levels can't meet the requirements of future deployments. If it can't, the only other alternative will be command-led change, the results of which rarely result in comfortable conclusions.

It is hard not to be fascinated with the impressive road transport capabilities being introduced, and the prospects maritime operations now offers. We are in a great time for the Corps, with change bringing opportunities in the years ahead. It is therefore the perfect time for RACT to entertain a thorough conversation which explores how these changes influence its trades. It seems that addressing the specialisation and skill-sets of RACT trades, and the burden of training requirements that comes with it, might be a good place to start, as might be countering the belief that each trade can plan its destiny or force development alone and without a strong

collective narrative. To do so we will have to address many difficult topics; from operational and tactical matters right through to personnel entitlements including cases for pay. I also believe we should develop a broader approach with Corps personnel, with units such as 1JMOVGP manned with a variety of trades that each provide their own unique influence on the ADF's strategic and operational level transportation and movements capability. As with histories that contend transportation is the central function of logistics, the contemporary RACT derives its strength from describing what it provides to Army, and the ADF, as a well-coordinated whole. It is with this mindset that the Corps should focus on the future, and rather than emphasising what each trade can offer independent of one another, we should continue to direct our attention towards better ways we can collectively deliver ADF joint capability.



## **RACT 43rd birthday celebrated at Camp Baird MER**

**WO2 Andrew Hetherington**

Army Corps birthdays celebrated each year can be quickly forgotten when celebrated in Australia, but when they come around during an overseas deployment, they are more memorable, and a great excuse to eat some good quality cake.

Soldiers and officers from the Royal Australian Corps of Transport (RACT), gathered at Camp Baird in the Middle East region to celebrate the 43rd birthday of their Corps, which occurred on 1 June.

Eighteen soldiers and officers at Camp Baird got into the celebratory spirit by sporting one of three gifts; an RACT baseball cap, a Corps branded ID lanyard or coffee cup, sent to them by the RACT Head of Corps Cell in Australia, Brigadier (BRIG) Cameron Purdey, and Lieutenant Colonel (LTCOL) Paul Rogers.

A traditional truckie birthday spread of donuts, chocolate milk and an RACT cake was provided.

Commander, Joint Task Force (JTF) 633, Air Vice Marshal (AVM) Tim Innes, and the oldest RACT soldier deployed to Camp Baird, Lance Corporal (LCPL) Graham Horsfall, had the honour of cutting the cake.

Other Task Group Commanders, HQ JTF 633 executive staff, personnel from Force Support Element 4 (FSE 4) and a few British soldiers from the Royal Logistic Corps, attended the event.

Event organiser, Officer Commanding FSE 4 and a member of RACT, Major (MAJ) Christine Pope, said it was special for the members of the Corps to celebrate its birthday whilst performing their roles on operations.

"Serving here in the Middle East region, we have soldiers and officers working in five out of the six RACT trades," MAJ Pope said. "We have movement operators, responsible for the inter and intra-theatre movement of all deployed personnel, cargo specialists and air dispatchers who handle all of the cargo at the freight distribution centre." "The postal operators are kept very busy maintaining morale for all deployed Australians in JTF 633, whilst the driver specialists are responsible for the operation and maintenance of a variety of vehicles."

Two of the celebration attendees were RACT members Private (PTE) Natasha Elford and Lance Corporal (LCPL) Matthew Konig. Both of them are on their first deployment to the Middle East region, working in their RACT trades, which made celebrating their Corps birthday even more special.

PTE Elford has been in the Army for three years. "I'm a driver specialist for FSE 4 and I primarily transport Australian Defence Force (ADF) personnel around base from when they first arrive at Camp Baird, before they either move into operational areas such as Iraq or Afghanistan," PTE Elford said. "The highlight of my deployment so far was when I filled the position of driver for the Commander of JTF 633." "For me, it was an important job to do, especially being on operations; it was a great experience."



LCPL Konig is a cargo specialist or affectionately known as a 'termite,' and has been in the Army since 2010. This is his first deployment to the Middle East region, having previously deployed on Operation Philippines Assist and Operation Resolute. "I help conduct airfield clearance of all the cargo from Australia with forklifts and trucks, and then support the forward movement of cargo to Iraq and Afghanistan," LCPL



Konig said. "The best part about my job here is the people I work with, and being able to see all of the items being sent forward to the other ADF personnel who need them." "It's great to be a member of RACT, as it is a flexible Corps. With all of our qualifications, we can work anywhere in the world, be it on ships, on land in Australia, or deployed overseas."

Both LCPL Konig and PTE Elford said they were lucky to be on operations during RACT's 43rd birthday. "It's a privilege to be on operations during our Corps birthday, as we are actually doing our usual job overseas." PTE Elford said. "I'm very proud to be here serving on operations for the birthday, being part of the Corps and also being a part of its history." LCPL Konig said.





## Getting to Know the Chief Driving Instructor – Defence

### Warrant Officer Class One Glenn Sharp

WO1 Glenn Sharp was born in 1966 and grew up in Orange NSW. On completion of year 12 at Orange High School in 1984, WO1 Sharp joined the Australian Army in 1985. On the completion of recruit training he was allocated to RACT as a driver and following IET was posted to 1 Tpt Sqn. During this posting he completed the normal suite of courses including BFT, HR2 and was later promoted to LCPL in 1987. Subsequent postings to 1 Fd Hosp in 1989 on promotion to CPL and soon followed by AST in 1990, 5 Tpt Sqn in 1993 and RMC Tpt Pl.

In 1996 promotion to SGT in what is now known as NCO Tp and later as a Bushranger Tp SGT were enjoyable positions. In 1997 WO1 Sharp transferred to the ARes in Tasmania to 44 Tpt Sqn (Hobart) and commenced police recruit training. On graduation WO1 Sharp was posted to Launceston and paraded at 16 Fd Bty until Oct 1998 where he fulfilled the position of Tp SGT at 44 Tpt Sqn (Devonport), until re-enlistment to ARA in Dec 1999 to AST NCO Tp and later as OPS SGT.



WO1 Sharp was required to assist on OP Gold (Sydney Olympics) in 2000 creating and operating a heavy bus troop within 72 hrs of the Olympics commencing. After a short stint as OPS SGT RTW he was posted to 26 Tpt Sqn as an OPS SGT in 2001 and later as Tp SGT 86 Tpt Tp in 2002. During 2002 WO1 Sharp was deployed to OP BEL ISI (Bougainville) for four months. On return WO1 Sharp was promoted to WO2 and posted to 1 Avn Regt in 2003. Subsequent postings saw a return to RTW as the Standards Warrant Officer (2005) and NCO Tp Comd (2006-2007). Finally arriving at L121 as a Training Designer (TD) in 2008 and closing out as an instructor at ASLO with the WO CSS and LOB courses.

In 2009 WO1 Sharp commenced his appointment as the RACT Doctrine Writer on promotion to WO1. This provided the opportunity to draft doctrine for most of the RACT trades and to participate in a research study trip to the UK, USA and Canada to develop protected vehicle doctrine for the proposed L121 fleet. In mid 2012 WO1 Sharp was posted to HQ 17 CSS Bde as the OPSWO responsible for force preparation of all logistic and military police group rotations such as Force Support Unit and Logistic Training Advisory Teams. In 2014 WO1 Sharp had the opportunity to deploy with the Force Support Element One (FSE-1) recon team to the MEAO and soon after as the OPSWO HQ FSE-1. On return in 2015 he was posted to ALTC ECTDG as a TD, before being appointed as the Chief Driving Instructor – Defence in Jan 2016.

WO1 Sharp is married to wife Cathy with two adult daughters, all of whom reside in Wodonga. He is a strong supporter of NRL team Manly Sea Eagles and is a keen golfer.

## JNCO Development Training

### CPL Shannon Page - 5 Transport Squadron

From Monday 01 to Friday 05 August 2016, the JNCOs along with the squadron Warrant Officers from 5 Tpt Sqn, 7 CSSB conducted JNCO Development Training at Kokoda Barracks, Canungra.

During this time we were given briefs from the WONCO-A staff about leadership, military law, reporting and the expectations of a JNCO. We spent time with the Padre and spoke about the importance of resilience and what resilience meant to us. Overall we agreed that resilience is a huge part of us as JNCO's and without having the mental and physical resilience in everyday situations, we would be ineffective to our superiors, and poor leaders and role models to our subordinates.

We were given the task to deliver a presentation to our peers on an idea that we believe would iron out some of the creases in the squadron's day to day running. We produced an individual presentation which we delivered to our peers to not only gain feedback, but to give us some exposure to public speaking. These ideas included, detailed responsibilities of the transport yard NCO, squadron march in procedures, training ideas for section level all-corps soldier skills and how to correct and maintain effective communication throughout the squadron. We discussed ways to increase teamwork, respect and professionalism at a squadron, troop, section and at individual soldier level.

We as a section took part in the obstacle course which was designed to take us out of our comfort zones, encourage us to work through the course as a team and support each other through our fears. The overall aim of this week was to bring us all together away from our day to day work environment and gain JNCO cohesion and teamwork. The week was a huge success as we were able to align ourselves with one another, grow as a team and gain squadron consistency.



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## RACT Associations

### RACT Association in South Australia (Incorporated)

**43<sup>rd</sup> RACT Corps Birthday All Ranks & Partners Candlelight Dinner –  
Adelaide, Saturday 04 June 2016**

**MAJ John O’Grady**

Current and previous serving members of the RACT in South Australia gathered with their partners to celebrate the Corps 43<sup>rd</sup> birthday at the Marion Sports Club in Adelaide on Saturday 04 June 2016.

Again this year, diners attended a relatively informal Candlelight Dinner where most of the formalities occurred at the beginning of the evening. Following several speeches to mark the occasion and Grace being said, diners tucked into a tasty two course dinner; this was followed by cutting the RACT Corps Birthday cake which formed a beautiful desert. This year’s theme was ‘Working with our RAEME mates’ acknowledging the support our Corps has received from our RAEME brothers and sisters over many years and so twelve RAEME Association members and their partners were also invited to attend.

The Dining President was MAJ John O’Grady, SO2 Log Ops at HQ 2 Div who in his speech mentioned the role of many RACT soldiers posted to South Australia (from 1 and 9 Brigade and JMCO Adelaide) who were at that time deployed in preparation for Ex HAMEL 16 (at the Cultana Training Area) or on various operations overseas. He also reflected on the changes now occurring in Army; with 2016 seeing an almost unprecedented rate of introduction into service of new vehicles, equipment, weapon systems and clothing; and remarked that RACT personnel at various levels were influencing these changes. Special mention was made with regard to the large contingent of just over 60 current and former serving RACT personnel who marched in the 2016 City of Adelaide ANZAC Day Commemorative March; marshalled into action by CPL (R) Dave Duncan and led by MAJ John Such (R).

Sadly, the dinner also marked the last official function for our Principal Official Guest, Colonel Bill Denny AM, BM, COL COMDT RACT Central Region who attended with his spouse Clare. Bill advised that after seven years service to the Corps as COL COMDT he would be handing over his duties to BRIG Tim Hanna AM who is known to many in SA / NT as State President of RSL SA/ NT. Before handing over, COL Denny farewelled MAJ Chris Letton who this year retired from

the ARA after more than 30 years service, Chris has made a valuable contribution to the Corps in many areas, most recently in the management of our wounded and injured personnel.

Pleasingly, the number of diners attending was up on last year to 45 which was quite pleasing given the heavy commitment of RACT personnel to the exercises mentioned earlier. However, particular thanks goes to WO2 (R) Tich Tyson, Mrs Linda Tyson, WO2 (R) 'Blue' Wonnocott, Mrs Margaret Wonnocott, CPL (R) Dave Duncan, Mrs Marilyn Duncan and all on the RACT Association in South Australia committee who assisted with making this a fantastic occasion which was enjoyed by all who attended. Lastly, to COL Bill Denny on behalf of the RACT in SA, thanks for your dedication and support to the Corps in SA over the last seven years.

*Par Oneri*



*MAJ John O'Grady (centre) thanking the Marion Sports Club catering staff at the end of another successful Corps Birthday Dinner (Adelaide, 04 June 16).*



*COL Bill Denny (left) farewells MAJ Chris Letton (right) who is retiring after more than thirty years service to the Australian Regular Army and RACT (Adelaide, 04 June 16).*

### 3rd Military District RAASC/ RACT Association

**Bruce (Stretch) Jarvis – President**

2016 has been a busy year administratively for the Association with a rewrite of our constitution to comply with the legislative changes to the rules governing associations. This has meant a number of small changes to our internal reporting processes and to the structure of several sub committees within the Association. But who wants to hear about Admin issues?



The Committee has held meetings at the Joint Movement Control Victoria Detachment, 7 Transport Squadron, 15 Field Service Support Battalion and the Army School of Transport Puckapunyal in



order to comply with one of the key goals of the Association, that being to engage with current serving soldiers as well as retired members of the Corps. A trip to the School is planned in the near future to expose Association members to changes in technology and view the new vehicle fleet.

The Association's ANZAC day function was well supported with fifty plus members attending the annual march in Melbourne and then retiring to the Drop Bear Inn in South Melbourne for a few drinks and a game of two up to finish off a great day. A number of other activities were conducted with the RACT Reserve Soldier of the year being awarded on the Corps Birthday in June to LCPL Kendal Muller serving in 48 Troop of 7 Transport Squadron. The Association also participated in the Reserve Forces Day celebration parade in July commemorating Sir John Monash and his command of the 3rd Division in World War One. This was followed by a social function the same day. The Association's Golf Club membership has been strengthened by a number of serving members with a membership of about 50. They play monthly at various courses around Victoria and hold a yearly trip away as well as a number of social functions throughout the year. Membership is only forty dollars a year and joining is a great way to mix with likeminded people and to strive for a handicap (even if that handicap is you and your clubs).

Sadly the Association has had a couple of members fall on hard times over this year and we have been able to offer some financial support to assist them to meet some of their pressing commitments as well as assisting them in dealing with the Department of Veteran Affairs and the RSL to put in place enduring solutions.

Into the future we will review our mission statement and continue to engage and support both current and past members of the Corp's to ensure that the Esprit de Corp's and comradeship forged by our service continues. To keep up to date with the Victorian news please find us on facebook: 3MD RAASC/RACT Association.

Have a wonderful and safe Christmas and New Year break and spread the word that the 160 members of the 3MD RAASC/RACT Association are always looking for new members.

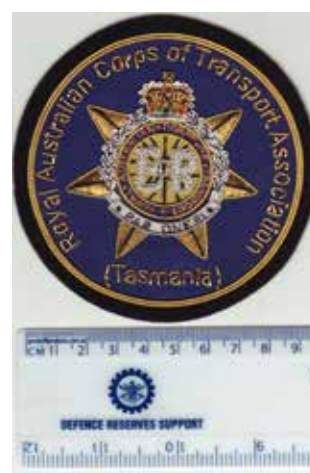
*Par Oneri*

## The RACT Association of Tasmania

### **RACT 43rd Anniversary Dinner - Tasmania Region**

The annual RACT Anniversary dinner was a great success with 60 in attendance. Special guests included the CO 2FSB, LTCOL John Sayers and his wife Kim and the RSM, 2FSB, WO1 T. McKindlay.

The RACT Association (Tasmania Region) have produced a number of pocket size (10cm), hand embroidered bullion wire and silk thread RACT Association badges. The cost is \$22 + \$3 postage (if applicable) per badge.



*New RACT Tasmanian Association Badge.*





**Royal Australian Corps of Transport - Grace**

*Almighty God, strengthen and protect all those who are serving in the Royal Australian Corps of Transport, and grant them your blessing.*

*Fill them with confidence and inspire them to be equal to any given task in a spirit of loyalty, courage and mate-ship.*

*Lord, as we gather here tonight, bless this food and drink which we are about to receive and make us ever mindful of those who have served before us.*

*In Christ's name. Amen.*

**Royal Australian Corps of Transport**  
**43<sup>rd</sup> Anniversary Dinner**  
**Anglesea Barracks Officers Mess**  
**4<sup>th</sup> June, 2016**

Entrée  
 Citrus Prawn Salad  
 or  
 Honey and Orange Glazed Pork Fillet

Main Course  
 Marinated Beef Fillet  
 or  
 Chicken Mignon  
 both served with parmesan mash potato and seasoned vegetables

Dessert  
 Sticky Date Pudding served with Butterscotch sauce and vanilla icecream  
 or  
 Apple Pie with whipped cream and vanilla anglaise

Tea/Coffee and Corps Birthday Cake

Organised and sponsored by: 



# 

RANK	INITIAL	NAME	RANK	INITIAL	NAME	RANK	INITIAL	NAME	RANK	INITIAL	NAME
MAJGEN	A.W	Bottrell	MAJ	A.R	Finlayson	LT	F.M	Sykes	WO2	S.G	Whyte
MAJGEN	D.T	Mulhall	MAJ	N.A	Foster	WO1	G.E	Barron	SGT	L.A	Blair
BRIG	M.C	Ashleigh	MAJ	B.R	Green	WO1	A.J	Bate	SGT	M.G	Canham
BRIG	M.C	Kehoe	MAJ	R.D	Hingst	WO1	P.T	Bodsworth	SGT	M.D	Chapman
BRIG	P.M	Nothard	MAJ	R.J	Holmes	WO1	G.K	Cavanough	SGT	J.H.B	Cottle
BRIG	C.L	Purdey	MAJ	A.N	Humphreys	WO1	C.B	Connie-Carbery	SGT	M.L.J	Davis
COL	C.M	Carrigan	MAJ	K.A	Keeling	WO1	A.G	Coughlan	SGT	C.R	Dudman
COL	J.L	Cotton	MAJ	J.H	Kirkham	WO1	D.L	Craker	SGT	K.A	Duncan
COL	J.R	Evans	MAJ	I.M	Lakey	WO1	P.A	Dawe	SGT	D.R	Eivers
COL	A.C	Gillespie	MAJ	L.M	Le Lievre	WO1	R.H	Doolan	SGT	T.E	Gray
COL	S.P	Graham	MAJ	M	Lenicka	WO1	A.P	Eddie	SGT	G	Hanham
COL	A.G	Hambleton	MAJ	M.A	Luciani	WO1	M.R.J	Frampton	SGT	G.M	Harris
COL	A.R	MacLean	MAJ	S.J	Lymbery	WO1	P.D	Frawley	SGT	S.W	Johnson
COL	M.J	Miller	MAJ	E.J	McLatchey	WO1	K.A	Golden	SGT	L.R	Keighran
COL	E.M	Modderman	MAJ	S	Millsted	WO1	J.A	Greer	SGT	S.C	Lehmann
COL	L	Oei	MAJ	F.E	Molnar	WO1	R.A	Hardy	SGT	J.L	Poxon
COL	R.L	Rowe	MAJ	M.J.L	Nelson	WO1	K.C	Harris	SGT	I.R.G	Roberts
COL	S.J	Tuckerman	MAJ	M.D	Nelson	WO1	R.M	Jericevich	SGT	A.J	Ryan
COL	D.J	Webb	MAJ	M.A	Newsham	WO1	D.A	Kear	SGT	A.J	Thomas
COL	L.I	Woodroffe	MAJ	R.M	Patterson	WO1	A	Killen	SGT	D.C	Wilson
LTCOL	P.M	Baldoni	MAJ	J.A	Prucha	WO1	M.G	Lambe	CPL	D.J	Barlow
LTCOL	L.T	Bulpitt-Troy	MAJ	D.M	Rojo	WO1	W.A	Le Lievre	CPL	H.P	Bloomfield
LTCOL	P.D	Fleming	MAJ	N.P	Schoch	WO1	R.W	Nixon	CPL	R.J	Duckitt
LTCOL	I.J	Ford	MAJ	G.J	Smith	WO1	N	Rothwell	CPL	L. M	Gray
LTCOL	N.B	Grierson	MAJ	S.R	Strijland	WO1	G.E	Sharp	CPL	M.J	Hobbs
LTCOL	A.G	Harrison-Wyatt	MAJ	G.R	Tapper	WO1	S.N	Smith	CPL	A.J	Imms
LTCOL	P.F	Hillis	MAJ	R.M	Ward	WO1	I.P	Sojan	CPL	G.A	Lane
LTCOL	B.J	Huggins	MAJ	M.G	Weldon	WO2	A.L	Avery	CPL	M.J	McLaughlin
LTCOL	E.L	Maiden	MAJ	R.E	Willard-Turton	WO2	T	Avery	CPL	D.N	McLeod
LTCOL	S.P	Muldoon	MAJ	A.E	Wyatt	WO2	D.H	Blair	CPL	L.M	Morris
LTCOL	D.J	Nathan	CAPT	S.K	Adamson	WO2	M.K	Bressow	CPL	C.P	Muller
LTCOL	J.H	Parkins	CAPT	T.J	Anderson	WO2	J.A	Burton	CPL	M.A	Paterson
LTCOL	N.G	Peake	CAPT	E.E	Archibald	WO2	M.J	Davies	CPL	S.J	Randall
LTCOL	J.E	Phillips	CAPT	L.C	Broadfoot	WO2	K.J	Dunn	CPL	C.F	Richardson
LTCOL	P.R	Rogers	CAPT	A.R	Cherry	WO2	G.R	Ferreira	LCPL	D.P	Cincotta
LTCOL	C.D	Rossiter	CAPT	D.E	Day	WO2	M	Giampino	CPL	A.R.	McNamara
LTCOL	T.J	Rouwhorst	CAPT	L.S	Freeman	WO2	B.F	Goodwin	LCPL	C.L	McLaughlin
LTCOL	K.M	Skinner	CAPT	R.T	Huynh	WO2	A.J	Goss	LCPL	R.C	Rhue
LTCOL	M.N	Stewart	MAJ	A.J	Laing	WO2	P.A	Grierson	LCPL	J.L	Simpson-Lyttle
LTCOL	A	Walker	CAPT	J.G	Langford	WO2	B.R	Hart	PTE	T.W	Bartholomai
LTCOL	M.D	Young	CAPT	B.J	Larke	WO2	M.W	Hobbs	PTE	K.D	Brockway
MAJ	M.E	Adams	CAPT	K.A.J	Lloyd	WO2	L.I	Lak	PTE	T.N	Carrick
MAJ	J.S	Armstrong	CAPT	M.R	Lorimer	WO2	M.F	Leayr	PTE	J.R	Osborne
MAJ	P	Bearzatto	CAPT	D.H	McLaughlin	WO2	R.M	Lovell	PTE	N.P	Quinn
MAJ	C.J	Bellis	CAPT	W. M	Morrison	WO2	K.W	Mangnall	PTE	T.L	Riddle
MAJ	P.G	Blowers	CAPT	H.Q	Phan	WO2	T.W	Morgan	PTE	K.E.W	Seccull
MAJ	B. J	Bridge	CAPT	M.J	Pszczolinski	WO2	P.J	Morritt	PTE	W.D	Steele
MAJ	S.A	Brown	CAPT	J.D	Ruhle	WO2	S.M	Nash	PTE	N.J	Stock
MAJ	J.A	Burdett	CAPT	C.A	Scott	WO2	T.G	Penrose	PTE	B.C	Thompson
MAJ	A.C	Carroll-Keays	CAPT	M.J	Taylor	WO2	F.M	Ramos	PTE	T.G	Wallace
MAJ	D.A	Clark	CAPT	P.J	Weir	WO2	J.M	Ritchie	PTE	S.M	Winters
MAJ	P.J	Cook	CAPT	J.B	Wilson	WO2	D.S	Russell	MR	J.S	Howard
MAJ	P.C	Cox	LT	B.M	Chapman	WO2	K.R	Smith	MR	W	Parry
MAJ	M.A	Eastgate	LT	C.E	Monaghan	WO2	P.H	Starr	MRS	T	Robertson
MAJ	D.A	Ellis	LT	B	Reedman	WO2	J.P	Swenson			
MAJ	C	Elston	LT	J.P.D	Smith	WO2	A.W	Tarr			
MAJ	S.J	Field	LT	K.A	Smith	WO2	M.R	Wellsmore			

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## The Last Post

### Sadly missed but not forgotten

**Major Robert Thomas Colson (Retired)**

*6 May 1941 – 22 Dec 2015*

**Major Rodney Kent Howarth (Retired)**

*1 March 1949 – 2 April 2016*

**Major Amanda Jayne Kershaw**

*24 August 1976 – 30 July 2016*

**Corporal Rebecca Joy Collier**

*28 May 1982 – 31 May 2016*

**Private John Linke**

*10 October 1964 – 26 July 2016*

If you need to talk, call the ADF All Hours Support Line on  
1800 628 036 or Lifeline on 13 11 14



“LEST WE FORGET”



