

AUSTRALIAN ARMY TRANSPORT JOURNAL



PAR ONERI The Official Journal of the Royal Australian Corps of Transport



ISSUE 43, 2011



RACT

Equal to the Task



CORPS CONFERENCE 2012

RACT Corps Conference & Tobruk Dinners

The 2012 Corps Conference and Tobruk Dinners will be held at ALTC Bandiana during the period 29 - 30 March 2012.

SEQUENCE OF EVENTS

ARRIVAL DAY

1700 h	28 March 2012	Circle the Wagons' - Combined Happy Hour & Buffet Dinner. (All Conference participants - ALSM)
--------	---------------	---

DAY ONE

29 March 2012	Corps Conference
29 March 2012	Tobruk Dinner - WO/SNCO

DAY TWO

30 March 2012	Corps Conference – key note address
30 March 2012	Tobruk Dinner - Officers

The Administrative Instruction for the conference and associated activities will be loaded onto the RACT website www.ract.org.au NLT 10 December 2011.

POINTS OF CONTACT

Mr Dale Smith
Corps Manager RACT
(02) 6055 4544
Email: ract.hoccell@defence.gov.au

Key appointments 2011

HOC – BRIG Andrew Bottrell,
CSC and Bar

DHOC – LTCOL Paul Bruce

CRSM – WO1 Gregory Collins, CSM

Corps Manager – Mr Dale Smith

Keep up to date with RACT matters the following way:



www.ract.org.au



RACT HOC Cell



RACT_transport

**Editor**

Mr Dale Smith

Address for Correspondence

The Editor

Australian Army Transport Journal

Head of Corps Cell RACT

NORTH BANDIANA VIC 3694

Telephone 02 6055 4544

DEADLINE

Material for 2012 edition must reach the editor by 01 September 2012

CONTENTS

CORPS MATTERS	1
TRADE MATTERS	19
GENERAL INTEREST	23
UNIT LINES	32

WELCOME

Welcome to the 2011 issue of the Australian Army Transport Journal. Firstly let me thank all the individuals, units and associations for their articles for this year's journal. I would also like to thank the staff at HQ AST for their editorial input into the journal.

As another hectic year draws to a close, hopefully you will be able to take a few minutes out to sit down with a brew and read through the journal to catch up with what is happening with fellow RACT personnel.

With the RACT website and FaceBook page running, remember that you can submit content to the HOC Cell at any time throughout the year for posting. Collecting content throughout the year will also make it easier to compile your unit article when submissions are called.

The image on the front cover is one of a number of photographs that have been produced for the RACT HOC Cell. They can be requested through the HOC Cell at any time.

If you have any ideas on how the journal can be improved please send me an e-mail or give me a call. We are always looking for ways to improve your journal.

PAR ONERI

HEAD OF CORPS

BRIG ANDREW BOTTRELL, CSC AND BAR, HEAD OF CORPS

Welcome to the 2011 edition of the Royal Australian Corps of Transport Journal. I am confident that the Corps and its many friends are now quite comfortable with the electronic version of the journal, providing them immediate access to what has happened this year around the Corps. In keeping with our efforts to exploit technology, this year we will also publish an on-line flip book version in conjunction with a standard pdf version. In the future we could expect to see other electronic formats available for access on alternative devices.

Like most years, 2011 has been a very busy one for the Corps, whether it is in barracks, on exercise, or deployed on operations. Of note, the Corps has averaged around 100 members deployed on operations at any point throughout the year. The Corps Birthday was celebrated in style around the country, and I was pleased to hear that Corps Dinners were held in every state and Territory, the first for a number of years. Noting that 1 June 2011 also marked the date I assumed the role of Head of Corps, I would like to express my appreciation for the efforts of my predecessor BRIG David Mulhall, who has left a strong legacy, especially in the areas of Corps representation and communication. I would also like to personally thank the outgoing Colonel Commandant Tasmania Region, Colonel Wayne King, who has been a tremendous supporter of the Corps in Tasmania where the engagement of our serving and Association members continues to go from strength to strength. We look forward to Wayne's continued involvement in the Corps for many years to come.



The 2011 Corps Conference was very successful in forging greater ties across our trades. It was heartening to see the trades individually debate their point of difference within Army, and it was also pleasing to see members of the Corps recognise the importance of engaging in the ongoing Force Modernisation Review. This engagement has continued post conference, with the trades being strongly represented by our Senior Trade Mentors and Advisors.

Next year's Corps Conference, to be held in Bandiana during 29-30 March 2012, will aim to build upon some of these themes in order to ensure we remain relevant into future. The format will be reduced to two days, but will be open to all ranks, following feedback from this year's conference. "Circle the Wagons" will still take place on the evening of 28 Mar 12, followed by the regimental dinners on successive evenings. I strongly encourage all of our officers and senior soldiers to make an effort to attend.

While the Corps remains in good health, there are challenges ahead that we need to be prepared to tackle. The introduction of a range of new capability through projects like Land 121 (replacement land vehicles) represent tremendous opportunities for us, but we need to be prepared to step up to the challenge and "take ownership", otherwise we risk becoming irrelevant. I will need your help and interest to achieve this.

While my current appointment as Chief of Staff Army Headquarters restricts my ability to get out as much as I would like, I have managed to escape on a few occasions to see elements of the Corps at work, and I intend to do so more often. I was very pleased to visit the new young officers on their initial Corps training in Bandiana recently. They left me feeling confident in the knowledge that we continue to attract strong, independent leaders, although it is then largely up to the NCOs of the Corps to assist them in learning their craft quickly and maximising their potential.

As I write this, I am about to embark on a visit to catch up with Corps members in Adelaide, and I hope to visit members of the Corps in other major centres before the next Corps Birthday. Both the Corps RSM and I would be keen to hear about any major activities that would warrant us visiting, whether it be a major training, ceremonial or social event.

We should all be very pleased about the recent appointment of Her Royal Highness, the Princess Royal, Princess Anne, as our new Colonel-in-Chief. Planning is well underway for the presentation of a new banner in mid-2013. Noting that this will also mark 40 years for the Corps, I have commissioned a 40th Birthday sub-committee, which will take carriage of the planning for the banner parade and associated activities. For many of us this will be a once in a life time opportunity to be involved in such a significant event in our Corps history.

I hope you enjoy this year's journal and find the new format user friendly and accessible. With Christmas just around the corner, and many of you being posted in the New Year, I wish you and your families a safe and Merry Christmas and a prosperous 2012.

Par Oneri

Head of Corps

CORPS REGIMENTAL SERGEANT MAJOR 2011

WO1 G. COLLINS, CSM



In putting pen to paper for the 2011 RACT Journal, several points come to the fore.

First, as it is the end of 2011 and also my first year as the Corps RSM, I note how quickly this appointment will come to a close. I would like to take this opportunity to thank my predecessor, WO1 Wayne Le Leivre, and wish him well for 2012 in his new appointment as the RSM of 11 Bde.

Second, the new Colonel In Chief, HRH Princess Anne "The Princess Royal" was announced at the RACT Corps Conference this year. In line with that announcement was the ongoing progression of the new Corps Banner "The Princess Royal Banner". If you have logged onto the corps website in the past months you would have seen an example of the proposed banner design, which has been accepted and forwarded to DMO for the initial artwork to be completed, it is replicated below. Note this design is an example only and that some detail will change in the artwork prior to final approval.



Third, in regards to Corps Policy Statement No 42 - The RACT Recognition Scheme, a few changes have been affected. In particular, the reduction in time served for certain recognition purposes and the ability to have farewell dinners funded without attending the Corps Mess at Bandiana. In essence the table below captures the current detail, note that the cost of the dinner less alcohol is funded by Corps Funds;

Ser	Form of Recognition	Years of Service	Rank
1	Certificate of Recognition	15 - 19 Yrs of Svc	All members
2	Dined out at authorised unit farewell function, incl Ser 1 above if not previously issued.	20 - 24 Yrs of Svc	PTE to CPL
3	Dined out at respective Tobruk Dinner / Corps Regional Dinner or authorised unit farewell function, incl Ser 1 above if not previously issued.	20 - 24 Yrs of Svc	SGT & above
4	Presented with a single Miniature Corps Banner; dined out at authorised unit farewell function if not previously dined out, incl Ser 1 above if not previously issued.	25 or more years of Svc	PTE to CPL
5	Presented with a single Miniature Corps Banner; dined out at respective Tobruk Dinner / Corps Regional Dinner or authorised unit farewell function if not previously dined out, incl Ser 1 above if not previously issued.	25 or more years of Svc	SGT & above

Other changes are underway in regards to PTE - CPL Awards of Excellence, which will be concluded for presentation in 2012. A summary of the changes are;

Reduction in the number of awards in order to simply identify the best PTE and CPL within the Corps, both ARA and ARes.

Both the ARA and ARes CPL of the year will be funded to attend the corps conference on the year of announcement.

In closing I wish you all a very happy Christmas and safe travels over the holiday season wherever that may lead you. Enjoy the break and return with your batteries recharged for 2012.

Good Soldering

PAR ONERI

CURRENT RACT PERSONNEL DEPLOYED

OPERATION	NUMBER OF RACT PERSONNELL
OP SLIPPER - AFG	64
OP SLIPPER - MEAO	28
OP ASTUTE	15
OP PALADIN	2
OP AZURE	2
OP ANODE	2
TOTAL	113

Correct as at: 01 Oct 11

Colonels Commandant

Representative Colonel Commandant and
Colonel Commandant Eastern Region

- BRIG Jeff Wilkinson, AM

Colonel Commandant Northern Region

- COL Lesley Woodroffe

Colonel Commandant Western Region

- COL Doug Webb

Colonel Commandant Southern Region

- COL Rex Rowe

Colonel Commandant Central Region

- COL William Denny, AM

2011 RACT REGIONAL REPRESENTATIVES

RACT Regional Corps Representatives are appointed in each military region in accordance with Corps Policy Statement Number 13. In each military region specific ARA and GRes appointments are identified to fulfil this function rather than specific individuals. Current Corps Representatives are:

Region	Rep	Addl Rep	Region	Rep	Addl Rep
Eastern	CAPT Geoffrey Price A/OC 176 AD Sqn RAAF BASE Richmond RICHMOND NSW Tel: (02) 4587 3500	MAJ Trevor Worland OC (3 Tpt Sqn) Tpt Coy 5 CSSB Egypt Rd HOLSWORTHY NSW 2173 Tel: (02) 8782 4012	Central	MAJ John OGrady OC JMCO, Adelaide Building 32 Keswick Barracks Anzac Highway KESWICK SA 5035 Tel: (08) 8305 6509	MAJ Warren Symmonds OC 8 Tpt Sqn, 9 CSSB Warradale Barracks Oaklands Road WARRADALE SA 5046 Tel: (08) 8305 7079 Mob: 0434 603 300 Fax: (08) 8305 7207
Southern Queensland	MAJ Allan Schmidt HQ 1 DIV Enoggera Barracks ENOGGERA QLD 4052 Tel: (07) 3332 7246	CAPT Craig Mann JMCC, Brisbane Enoggera Barracks ENOGGERA QLD 4052 Tel: (07) 3332 4362 Fax: (07) 3332 7242	Western	CAPT Sally Bates 2IC JMCO, Perth Irwin Barracks KARAKATTA WA 6010 Tel: (08) 9269 4766 Fax: (08) 9267 4722	MAJ Cheryl Goulding OC 10 Tpt Sqn, 13 CSSB HELENA VALLEY WA 6056 Tel: (08) 9250 9209 Fax: (08) 9250 9201
Northern Queensland	MAJ Phillip Cox OC 9 Tpt Sqn, 3 CSSB Lavarack Barracks MILPO TOWNSVILLE QLD 4813 Tel: (07) 4411 7473 Fax: (07) 4411 7472	MAJ Grant Shottenkirk OC 35 Water Tpt Sqn, 10 FSB Ross Island MILPO TOWNSVILLE QLD 4813 Tel: (07) 4753 6350 Mob: 0410 429 659	ACT	CAPT Clarke Brown Royal Military College, Duntroon Morshead Drive DUNTROON ACT 2600 Tel: (02) 6265 9939	LTCOL Shaun Muldoon CA RACT, DOCM-A R8-8-054 Russell Offices CANBERRA ACT 2600 Tel: (02) 6265 3481 Fax: (02) 6265 6028
Northern	MAJ Michael Bigaila OC 1 TPT COY 1 CSSB Robertson Barracks PALMERSTON NT 0830 Tel: (08) 8925 9451 Fax: (08) 8925 9141	CAPT Nicholas Aplin OPSO JMCO, Darwin Palmerston Barracks NT 0820 Tel: (08) 8925 6959	Tasmania	CAPT Neil Foster 2IC 44 Tpt Sqn Kokoda Barracks Gunn Street DEVONPORT TAS 7310 Tel: (03) 6423 3491 Fax: (03) 6423 1325	
Victorian	MAJ John Howlett SI Transport Wing, AST Zeitun Lines Tobruk Barracks PUCKAPUNYAL VIC 3662 Tel: (03) 5735 7085 Mob: 0408 369 936 Fax: (03) 5735 6946	MAJ Andrew Priestley OPSO 4 CSSB Maygar Barracks Camp Road BROADMEADOWS VIC 3047 Tel: (03) 9358 1272 Fax: (03) 9358 1368			

2011 AUSTRALIA DAY AWARDS

On behalf of all RACT serving and non serving members, the Head of Corps wishes to congratulate the following RACT person whose hard work and 'Par Oneri' spirit was recognised in the Australia Day Awards:



CONSPICUOUS SERVICE MEDAL (CSM)

LTCOL Dana Alexander

For meritorious achievement as the Staff Officer Grade 2 Personnel and Logistics of the 11th Brigade.

2011 QUEENS BIRTHDAY HONOURS

On behalf of all RACT serving and non serving members, the Head of Corps wishes to congratulate the following RACT personnel whose hard work and 'Par Oneri' spirit were recognised in the Queen's Birthday Honours:



CONSPICUOUS SERVICE CROSS (CSC)

Brigadier David MULHALL, AM

For outstanding achievement as the Chief of Staff Army Headquarters, Office of the Chief of Army, Army Headquarters.



MEDAL (OAM) IN THE MILITARY DIVISION

Warrant Officer Class One Trudy CASEY

For meritorious performance of duty as Regimental Sergeant Major of the 1st Combat Signal Regiment and the inaugural Force Communications Unit.

CAPT PETER MCCARTHY RACT AWARD



The recipient for December 2010 was LT Adam Hepworth (pictured left) receiving the award prize from BRIG Mulhall.

The recipient for June 2011 was LT Shawn Cowan (pictured right) receiving the award prize from COL Nothard.



REPRESENTATIVE COLONEL COMMANDANT

BRIG JEFF WILKINSON AM

With 2011 concluding, the time comes to reflect on the past year. For the Colonels Commandant it has been another busy year. We were fortunate to attend the Corps Conference at the start of the year. I have to say how impressed we were by the calibre of the presentations and the subsequent useful sharing of ideas between participants. It was also an opportunity for the Colonels Commandant to contribute at the Corps Committee meeting.

The appointment of Her Royal Highness

Princess Anne, The Princess Royal as our new Colonel-in-Chief was also announced at the Corps Conference. Having attended Princess Alice's Banner presentation on 4 June 1983 at Puckapunyal, I know what an exciting a time it will be for the Corps when The Princess Royal's Banner is presented. The presentation should occur on 1 June 2013, the 40th Anniversary of the Corps' founding. This is a "must attend" event if at all possible, for all past and present members of the Corps. Planning is well underway for this significant occasion. Through the RACT website and FaceBook page you will be able to provide your thoughts on matters

associated with the celebrations. I urge you to play an active role in the shaping of Corps history by having your say.

The Banner presentation aside, there are a number of major Corps capability changes occurring. As Representative Colonel Commandant, I attended the RACT Senior Leadership Group meeting earlier this year and provided input into these matters on behalf of the Colonels Commandant. Your Colonels Commandant have a wealth of experience developed over many years in the Corps, and it is through forums like the Senior Leadership Group that we are able

to share that experience with the talented group of current RACT senior leaders. The Colonels Commandant have been busy in the regions providing representation at a number of events, sadly including the

funerals of too many retired members. Remember to keep your Colonel Commandant informed any social activities or events occurring in your region as they are always pleased to attend where possible.

I wish you a Safe and Happy Christmas, particularly to those deployed overseas on operations and away from their loved ones.

Par Oneri

ROLL OF HONOUR 2011

STUDENT OF MERIT

Army School of Logistic Operations – Special to Corps

Logistic Officer Basic Course

0016 – LT R. Barwick

Warrant Officer Combat

Service Support

0022 – SGT L. Conolly

0023 – SGT J. Carpenter

Air Movement Training and Development Unit

Basic Air Dispatch Course

0020 – PTE A. Mitchell

Crew Commander Course

0021 – PTE A. Munro

Road Transport Wing

IET Basic Driver Course

0005 – PTE A. Cross

0006 – PTE D. Eckle

0007 – PTE M.J. Bruce

0008 – PTE Walker

Subject 4 CPL

0038 – CPL J.A. Seabourne

0039 – LCPL B.J. Williams

Subject 4 CPL Subject 4 SGT

0019 – CPL P. Vorbach

Advanced Troop

0034 – SPR A. Pringle

Transport Management Course

0036 – PTE D. Warsing

0037 – CPL Jennings

0038 – PTE T. Hewitt

0040 – LCPL C.A. Simpson

Maritime Wing

IET Operator Movement Course

0025 – BDR T.J. Buca

Subject 4 CPL Advanced

Movement Course

0019 – PTE C.J. Vineburg

0020 – PTE K.J. Potter

Subject 4 SGT Supervisor Movement Course

0014 – CPL L. McLaren

0015 – CPL J.L. Madraitabua

IET CARGO SPEC

0021 – PTE J.R. Lindgren

Subject 4 CPL Advanced Cargo Specialist Course

0012 – PTE C. Stockdale

IET MARINE SPEC

0017 – PTE A.S. Clarke

SUBJ 4 CPL ADV MARINE SPEC

0014 – PTE T.J. Rowland

2012 SENIOR RACT APPOINTMENTS

Road
Marine
Air Dispatch
Movements
Cargo
Postal

SENIOR TRADE MENTOR

LTCOL Eric Modderman

LTCOL Michelle Miller

LTCOL Ron Armstrong

LTCOL Adrian Walker

LTCOL Trevor Davies

LTCOL Paul Rosenberger

SUBJECT MATTER ADVISOR

WOI Ray Doolan

WOI Ian Cragan

WOI Adrian South

TBA

WOI Mark Cockburn

WOI Derek Richardson

The following officers will hold command appointments in 2012

ASLO	LTCOL Brick
AST	LTCOL Oei
JLU(N)	LTCOL Rosenberger

9FSB	LTCOL Armstrong
1 CSSB	LTCOL Donohue
8 CSSB	LTCOL McCann

4 CSSB	LTCOL Grimes
1 JMOV GP	COL Tuckerman

The following Warrant Officers will hold RSM appointments in 2012

TIER B

ALTC	WOI Barron
RSM Office VCDF	WOI Foster
RSM DS VIC/TAS	WOI Frampton
RSM 11 BDE	WOI Le Lievre
RSM 17 BDE	WOI Lenicka

TIER A

RSM MUR	WOI Bodsworth
RSM ARTC	WOI Casey
RSM AST	WOI Collins
RSM 11 CSSB	WOI Cocking
RSM HQ 1 DIV	WOI Cracker

RSM 4 CSSB	WOI Johnson
RSM 1 CSSB	WOI Lakey
RSM 9 CSSB	WOI Walford
RSM 5 CSSB	WOI Killen

This information is correct at time of printing

OBITUARY

WO2 KEITH PENTECOST



Keith was born in Toowoomba Queensland on the 27th July 1922. Keith's military career began at the age of 19, after initial training at Fort Lytton he was allocated to Heavy Artillery and posted to Port Moresby, arriving there on 2nd December 1941. He was initially employed as a gun number but eventually became a unit driver

In March 1943 he transferred to the 2 AIF, and after a brief period at Cowan, Keith transferred to the Australian Army Service Corps and was posted to a General Transport Company at Chermide Brisbane. In Mid 1944 Keith was posted to 49th Australian Transport Platoon (DUKW) and undertook training in the Noosa and Tewantin Area, before moving to Redcliffe Showgrounds.

Keith embarked for Morotai in early 1945 for amphibious training prior to going to Labuan in Borneo. On entering Labuan Harbour the ship on which Keith was embarked hit a stray mine, but the ship stayed afloat and unloaded its cargo. After cessation of hostilities, the DUKWs were employed transporting cargo and Prisoners-of-War, both Allied and Japanese. Keith returned to Australia and was discharged in March 1946.

Keith enlisted in the ARA on 16th October 1950 and completed his recruit training with 5th Recruit Training Company, which had just been formed at Enoggera. In Jan 51, Keith was posted to 101 Tpt Pl at Peel Street South Brisbane, and during that time was promoted Corporal and detached for a period to 11th National Service Battalion at Wacol Qld.

Keith was posted to the Royal Visit Car Coy in Aug 53, and travelled

with the visit to all States except WA. He returned to 101 Tpt Pl in May 54 and was employed as a Transport NCO. In Aug 55, Keith went to Malaya with 126 Tpt Pl, which was part of the British 3 Coy RASC; where he was employed as a Section Commander. Returning to Australia in 1956, Keith was posted to 11 NS Bn as a Regimental Duty NCO, and then to 20 NS Bn in Puckapunyal where he was promoted Sergeant, and detached to a Survey Team working in Arnhem Land. Remaining in Puckapunyal, his next posting was to the RAASC Centre's Transport Section, and during that time he was detached as SSM to HQ Squadron 1st Armoured Regiment. Next it was to Woodside SA as a Tpt SGT to 2nd Field Ambulance.

Keith returned to Malaya in March 1961 to serve as a Tpt Supervisor with HQ 28 Commonwealth Infantry Brigade. From there, to Melbourne to join 87 Tpt Pl (Tipper) as the Tpt SGT. Then in July 1964, to HQ 103 Coy RAASC as the CQMS with promotion to Staff Sergeant.

In 1965, Keith was promoted Warrant Officer and posted to 6 Coy RAASC Bendigo Vic as the Company Sergeant Major. Then in 1968 to the Army Apprentices School as a Tpt Supervisor. Keith started moving north in 1971, when he was posted as the CSM of 3 Coy RAASC in Sydney, and then in Jan 72 to 1 Training Centre at Ashgrove Qld as the Senior Instructor Driving and Servicing Wing. He had several other postings in Brisbane including for a short period, CSM of 2 Transport Company. Keith took his discharge on 16th October 1977 aged 55 years.

In his retirement, Keith spent time as the Welfare Officer of the Army Transport Association.

Keith passed away 15th March 2011, his funeral was well attended by members of the Army Transport Association.

MAJ WALLACE JOHN (Wally) WARK

Wally Wark was born in Sydney and joined the AIF in April of 1940. His first posting was to the Royal Military College Duntroon transport establishment where he was also the commandant's driver.

Two years later he was posted to Papua New Guinea as a reinforcement where he was directed to Owers Corner at the beginning of the Kokoda Track. After this he moved to 2/141 Aust GT Coy, then Detachment Aust Army Air Maint Coy, 2/9 AGH Fd Amb and finally HQ.

He returned to Australia in 1944 with HQ 2/40 Sup Dep Coy, which thereafter controlled all supply units in Far North Queensland and provided transport support to the army hospitals. The unit was finally disbanded in Sydney in 1946.

From there Wally was invited to return to RMC and join the ARA,

retaining his AIF rank, and was posted as transport sergeant: he participated in the visit of FM Lord Montgomery as a car driver. He was transferred to Q stream and undertook a number of roles and postings from here.

In 1961 he was promoted WO1 and posted as chief clerk at HQ N Comd Tps RAASC. He was promoted to lieutenant in 1966. The following year he became QM RAASC Centre Puckapunyal on promotion. In 1969 he moved to QM Army Headquarters Canberra as a Major. He finally retired from the army in 1977 after 37 years service, including a remarkable 24 years at RMC. Wally Wark passed away 13 April 2011.

From Equal to the Task Vol 1

BRIG PHILLIP JAMIESON GREVILLE CBE



Phil Greville was born in Queenscliff, the son of Staff Sergeant (later Colonel) S J Greville, OBE of the Australian Signals Corps. After schooling in Victoria, New South Wales and the Australian Capital Territory—a consequence of the posting cycle even then—he graduated from one of the wartime courses at RMC Duntroon in

December 1944 (although through illness he was not commissioned until January 1945). He served in New Guinea at the war's end, with the 2/8th Field Company RAE and with several engineer works units building infrastructure variously for soldiers awaiting repatriation to Australia, Japanese prisoners of war awaiting processing back to Japan, and to support the re-establishment of the 8th Military District with its postwar responsibilities for the defence of the Australian territories of Papua New Guinea.

He returned to Australia in February 1946 and enrolled at the University of Sydney to complete his engineering degree. Like many returned soldiers at the time, he was older than some of the undergraduates alongside him and suffered from repeated bouts of malaria. The courses were overcrowded and the facilities strained as a result, but he completed the program successfully and was posted as SORE2 to the staff of the Chief Engineer of Eastern Command, Colonel R R McNicoll. In late 1951 he was posted to 1RAR in command of the assault pioneer platoon; cross-posting of junior officers from other corps was necessitated by the decision to boost the Australian commitment to the Korean War to two infantry battalions in a regular army that possessed just three.

While engaged in work on a minefield in August 1952, Greville and one of his soldiers were captured by the Chinese. As a captain he was the most senior Australian prisoner of the war, and spent a year in the Chinese camps during which he was interrogated vigorously and subjected to the usual round of attempted indoctrination.

Repatriated in September 1953, he held a variety of increasingly senior engineer postings over the next twenty years. In July 1955 he was appointed engineer instructor at RMC Duntroon with additional responsibility for works, and in this capacity oversaw the first major postwar expansion of facilities including the building of Anzac Block, the Military Instruction Wing and the swimming pool. He attended the Staff College, Camberley in 1959 followed by the Long Transportation course in the United Kingdom; on his return to Australia at the end of 1961 he assumed the post of Director

of Transportation in Army Headquarters, a position he held until the middle of 1965. In this capacity he developed policies and procedures for the maintenance of forces ashore that would be the basis of Army practice in both Borneo and Vietnam. Senior staff jobs followed in Eastern Command, culminating in his appointment as Commander of the 1st Australian Logistic Support Group (IALSG) in Vietnam in which he presided over the wind-down and disposal or return of the large logistics support and maintenance organisation that had gradually been built up in Vung Tau.

Greville's fiercest battles were fought as Director Transport (Army) and Director General, Movements and Transport (Defence) between 1973–74. The creation of a separate transportation corps within the Army—drawn from capabilities formerly possessed by the RAE and the Royal Australian Army Service Corps (which was abolished)—and the decision to create a separate Logistics Command, to be based in Melbourne, posed significant problems because of the ways in which they were implemented. In particular, Greville argued strenuously against the decision to locate logistics and movement planning staff away from Army Headquarters in Canberra, and foresaw significant longer-term problems for the Army's capacity to maintain a force at a distance through the downgrading of maritime and terminal operating capabilities and the passing of responsibility for army small ships to the Royal Australian Navy. Many of his arguments were to be vindicated, in time.

His final appointment was as commander of the 4th Military District with headquarters in Adelaide. He retired from the Army in 1980, and embarked on a second and equally vigorous career as a consultant, author and commentator. He was defence correspondent for the Adelaide Advertiser, wrote regularly for Pacific Defence Reporter and, for a number of years, acted as research officer for Senator Don Jessop (South Australia). In 2002 he published the fourth volume of the RAE corps history, *Paving the Way*, which covered the decades of his own professional involvement between 1945–72 and which offers an immensely detailed and authoritative study of Army engineering issues and their impact on the wider Army in a period of more-or-less constant overseas engagement. Fortright in his views, possessed of a sharp intellect and a dry sense of humour, he was a noted cricketer and footballer (AFL) in his youth and maintained these interests alongside a passion for history and writing in his retirement. He died after a period of ill-health at Southport, Queensland on 10 March 2011.

Article adapted from Dr Jeffrey Grey's article in the Australian Army Journal

LTCOL BARRY FEGAN

Barry was highly respected, and regarded as one as the Corps great officers. He attended Indian Staff College, was Second in Command at the Army School of Transport in the mid-seventies, and Chief

Transport and Movement Officer 1st Military District Brisbane. He served in Vietnam and PNG. He passed away in Sydney on 3 August 2011.

MAJ ADRIAN RYAN



Adrian Ryan saw service in Vietnam as a CPL with 9 RAR during 1968 – 1969.

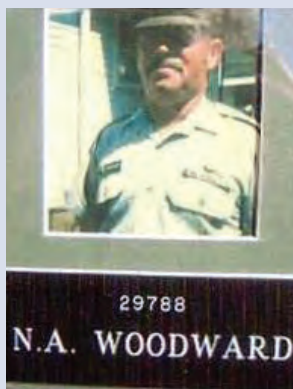
He graduated from OCS Portsea in the class of Jun 70 and was

commissioned into RAASC, RACT.

One of his first postings was as Asst Adj, RAASC Centre Puckapunyal in 1971.

Later on as a major, he was heavily involved in the Army Line Haul Service. Adrian passed away on 6 June, 2011 in Newcastle.

WO2 NEVILLE ALFRED WOODWARD



Nev was born in Griffith, NSW, on 22 July 1936. He enlisted into the Army in March 1958. After initial Corps training at Ingleburn, NSW, he was posted into 2 RAR as a rifleman, where he would remain until 1965.

After a short tour of Vietnam he then transferred to RAASC.

During a posting to HQ, 10 Task Force he served a detachment with the US Army's 1st Division where he was Mentioned In Dispatches (MID) for distinguished service. He was

promoted to Sergeant and upon return to Australia he was posted into 186 AD Coy at Holsworthy, NSW, as the Tpt SGT.

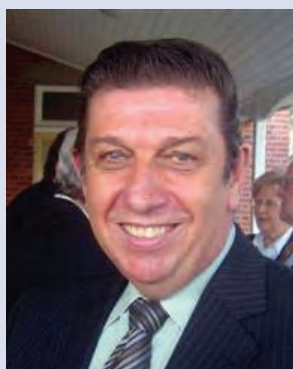
After a number of postings he was posted on promotion to WO2 into 176 AD Sqn as the SSM. Nev enjoyed this posting as he felt this was one of the hardest working units in the Army, but unfortunately it never received the accolades deserved.

At the completion of his tenure at Penrith, he was posted to the Corps Training Wing, at the RAASC Centre, Puckapunyal, and then one year later he was posted back into the Aerial Delivery world when posted into 177 AD Sqn as the Training Warrant Officer.

Neville decided to hang up his greens, and in October 1978 he retired after over 21 years of loyal and dedicated service.

He passed away on 15 July 2011.

MAJ ROSS ADAMS



Ross Anthony ADAMS served in the Australian Army from 10 February 1969 to 9 May 1972 to 12 February 1989. Ross was a graduate of the 2/69 Class of OTU, Scheyville.

Ross saw service in a variety of RACT units including movements, water transport and road transport. He also has several HQ postings.

Ross passed away on 15 September 2011.

AS WE GO TO PRESS

As we were preparing to go to press we were notified of the following ex members who had passed away:

LTCOL Douglas (Neil) Paton passed away on 20 October.

PTE Tony Hazel passed away on 10 November.

Leo Hurley passed away on 22 October.

LTCOL John Gillespie passed away on 14 November.

MAJ George Miller passed away on 7 November.

Further information will be available on the RACT website in the near future.

OFFICER CAREER MANAGEMENT UPDATE - RACT

MAJOR SHAUN MULDOON, CAREER ADVISOR TRANSPORT AND CATERING, DIRECTORATE OF OFFICER CAREER MANAGEMENT – ARMY (DOCM-A)

I provide the following insight after experiencing two years, and two Career Management Cycles (CMC), as Career Advisor for ARA RACT LT, CAPT and MAJ (non-psc or RPE). My contribution to this edition of Par Oneri is simply to provide a status update on the RACT Officer Corps and to reinforce key career management messages.

The DOCM mission has not changed: provide effective officer career management in order to contribute to the delivery of personnel capability of the Army. The Career Advisor Group (CAG) supports this mission by providing tailored career advice to best align service need, career development and personal preference.

RACT UPDATE

In my assessment the Corps has performed very well in 2011. In CMC2012, 195 RACT officers were posted with a success rate of 95% being selected for their 1st, 2nd or 3rd preference. In contrast to CMC2011, the number of representations for RACT in the CMC2012 repechage period was significantly less. RACT performed strongly in competition with the Logistic Corps and more broadly across Army in securing a range of representational positions (overseas and domestic), Sub-Unit Command (SUC) and selection for Command and Staff College (C&SC).

APEP was not a distraction in CMC2012 – the majority of positions were classified APEP A. What were the distractions were the posting selections prioritised IAW the Chief of Army Manning priorities. This created some turbulence, for example the 36 month force generation cycle could potentially limit options to post, depending the phase a Unit/FMN is at and its associated priority. Holistically though, the result from CMC2012 indicates the majority of officers posted in 2012 achieved either a personal or professional milestone.

In my time I have supported the

decommissioning of HMAS MANOORA and KANIMBLA, followed by the soon to be commissioned HMAS CHOULES. I have looked to the future, focusing on supporting the development and growth of Army's future amphibious capability and the delivery of LAND121 training (though on the periphery). While in career management terms I can be fixated on the now, it is critical to have a future plan (five years) for the portfolio. The long lead times involved with generating Army's unique amphibious skill sets has necessitated close engagement and an understanding between the individual and DOCM-A. For RACT and its junior Officer's, this is an exciting time to be in uniform.

Workforce Planning Data.

Tables 1 and 2 are an update from tables I provided in the 2010 edition of Par Oneri. It is interesting to compare the shift in Corps numbers over the past 12 months, albeit relatively minor. This information is drawn from strategic workforce data available, by corps, via the Defence Workforce Modelling, Forecasting and Analysis (Army) webpage on the DRN.

Table 1: RACT (Officer) Rank by Cohort

RANK / TIR	0	1	2	3	4	5	6	7	8	9	10/10+	Total
LT	23	14	22									59
CAPT	23	15	18	17	17	9				1		100
MAJ	18	18	9	12	9	7	9	1	6	3	17	109
LTCOL	2	5	4	3	3	8	8		5	2	5	45
COL+		3	3	2	1	1						10
												323

Note: From the rank of MAJ Officer's transition to a Pathway.

Table 1 highlights ranks by cohort. Of concern for DOCM-A is the LT2010 Cohort when viewed over a 10-15 year planning horizon given historical attrition each cohort generally experiences. There is risk in 2018/19 that this cohort could experience difficulty supporting the liability to fill SUC and C&SC allocations. This will be managed over time (two recent Corps transfers were placed into this cohort by way of example). To help minimise further cohort 'bubbles', DOCM-A has instigated changes in how RACT is represented at RMC-D and how Corps are allocated.

Conversely, some could be concerned over the perceived "loss" (22% "loss") of MAJ in the first 12 months of promotion (2010 data compared against 2011). When viewed against the junior cohort there's actually been a smoothing of numbers between the cohorts. There is no peak in separation; rather Officer's are actively seeking to reduce their seniority

Table 2: RACT (Officer) Asset and Liability

	Asset by Gender		Total Asset	Corps Establishment	Non-Corps Allocated	Total Required	Trained Force Gap
	Male	Female					
LT	46	13	59	43	5	48	11
CAPT	77	23	100	58	31	89	11
MAJ	82	27	109	40	51	91	18
LTCOL	39	6	45	6	17	23	22
COL +	10		10		0	0	10
TOTAL	254	69	323	147	104	251	72

Note: RACT received a corps allocation of six graduates (note only five graduated) from the 2010 RMC-D midyear graduating class. A further 12 graduates have been allocated from the 2010 end of year graduating class in December 2010.

to cater for personal choices (leave or external employment opportunities) while keeping career aspirations on track (SUC and C&SC). The key point to note: data can be misinterpreted without context. The Corps Career Advisor is the individual who generally knows the ground truth.

Table 2 details the Asset (People) vs. liability (Positions) equation for RACT. Based on data (WEF 1 Sep 2011) the Corps is over its establishment by 62 officers (06 ranks not considered). In my opinion, this can be misleading when viewed in isolation. Beyond those rendering non-effective service (transition or extended leave which amounts to a minor percentage), all Officer's are gainfully employed. In contrast there remain some vacant positions in Army due to a lack of asset. This imbalance is being addressed via a variety of initiatives. As a consequence, targets for ARES to ARA; ASWOC; Lateral Recruitment; are focused on Army's critical shortages. Given the Corps relative health and lack of speciality it has received a lower priority in securing Officer's via secondary appointment.

INFLUENCING CAREER MANAGEMENT DECISIONS.

My observation of DOCM-A career management decisions, either via staff decision cycles or participation in Personnel Advisory Committees (PAC), reflect and support the message of putting officers in command of their careers. However, merit ultimately supports and informs the selection decision.

To that end, how do you influence your Career Advisor and DOCM-A? I reinforce (and refine) my observations from my article last year:

1. Know the Career Advisor timeline and move inside the DOCM-A decision cycle. To work outside stipulated timeframes/phases potentially limits your freedom of action.
2. Be informed. Visit the DOCM-A website, attend the annual DOCM-A information tour and participate in an annual career interview (in person or via phone/email).
3. Keep the lines of communication open. Don't ambush— DOCM-A

is there to help and provide options. If you've made a decision then you might be doing so in the absence of another perspective.

4. Look to the future (five year plan) and don't limit your posting options solely by geography or niche roles/jobs.
5. Understand a balance must be found in the trinity of service need, professional development and personal preference.
6. Understand the Corps Career Model, ACOTC requirements and Flexible Career Pathways. Use the new dialogue and opportunities to your advantage.
7. Keep DOCM-A informed of personal aspirations and changes to circumstances or career milestones.
8. Merit (PAR performance) drives posting and selection decisions. Profile (posting history) builds your competitive advantage. At the rank of MAJ you need to have demonstrated broad employability and your future potential (for C&SC and further promotion).
9. If you have reached a personal milestone or career decision point then consult widely prior to a decision. Engage and discuss options with your mentors, Chain of Command and Career Advisor. You might be surprised by suggestions that present alternative options not previously considered.

I trust these observations are of value. The key to a successful relationship between you and your Career Advisor is timely and open communication. Also be open to opportunities that present themselves.

All up I've had a great time at DOCM-A. MAJ Craig Rossiter will take up the role of CA RACT in 2012. He will bring a healthy perspective and energy to the position - I am positive the RACT portfolio will be well represented.

SPECIFIC RECOGNITION

Command and Staff College for 2012.

The following Officers are to be congratulated on their selection for C&SC in 2012:

MAJ James Matchett
(UK C&SC midyear 2012-2013)

MAJ Michael Bigaila
(Malay C&SC)

MAJ Rory Patterson

MAJ Neil Peake

MAJ Paul Rogers

MAJ Dave Beaumont

MAJ Lara Bullpit-Troy

MAJ Andy Harrison-Wyatt
(Service Need: defer till 2013)

Sub Unit Command Appointments for 2012.

The following Officers are to be congratulated on their selection for sub unit command in 2012:

26 TPT SQN - MAJ Brett Huggins

I TPT COY - MAJ Phil Baldoni

I76 AD SQN - MAJ David Toohey

30 TML SQN - MAJ Ed Hardy

JMCO DWN - MAJ Jody Gassdorf

JMCO BNE - MAJ Stu Buechel

JMCO TSV - MAJ Ty Domin

SI RTW - MAJ Scott McMahon

SI MW ALTC - MAJ Ken Crawford
(12month extension)

SI II Class RMC-D
- MAJ Chris Duffy

SOLS – MAJ Andy Harrison-Wyatt
(12month extension)

LSS I SIG REGT
– MAJ David Ormrod

REPRESENTATIONAL POSTINGS

Aide De Camp (ADC) for 2012.

The following Officer is to be congratulated on his selection for ADC in 2011:

CAPT Clarke Brown
ADC to the Governor General of the Commonwealth of Australia, Ms Quentin Bryce AC.

United Nations (UNTSO).

The following Officer is to be congratulated on his selection for UNTSO service in 2012:

CAPT Dean Clark

Instructional posts for 2012.

The following Officers are to be congratulated on their selection for instructional postings in 2012. It should be noted each is posting into their instructional appointment from a high tempo operational appointment:

CAPT Matthew Nelson
Instructor, Army School of Logistic Operations.

CAPT Michael Newsham
Instructor, Army School of Logistic Operations.

CAPT Sally Fraser
Instructor, Royal Military College- Duntroon.

CAPT Sara Robertson
Instructor, Royal Military College- Duntroon.

Military Attache Washington DC

BRIG Barry McManus

FAREWELLS

The following Officers (LT-MAJ (non-psc/ RPE)) have transferred to the ARES or Corps transferred in 2011. Farewell, thank you and good luck for the future:

MAJ Tim Pexton
(APA-ADL)

MAJ Nathan Esposito
(HQ FORCOMD)

MAJ Stu Ware
(AMTDU)

MAJ Neil Hayes
(HQ FORCOMD)

CAPT Rachael Harrison-Wyatt
(5 CSSB)

CAPT Matt Gauci
(JMCO PTH)

CAPT Kerri Hooper
(7 CSSB)

CAPT Christopher Kelly
(HQ JMOV GP)

LT David Uphill
(HQ 5 BDE)

LT Carolyn Read
(3 CSSB)

CAPT Jeremy Quade
(Corps transferred to RAAMC)

WELCOMES

RMC-D graduated 15 Officers to RACT in 2010. In 2011 RMC-D graduated seven Officer's from the mid year graduating class, with a planned number of 12 allocated from the end of year class.

In addition, RACT accepted the following Corps transfers; and ARES to ARA transfer in 2011:

CAPT Humphrey's
(RAAMC – posted to HQ JMOV GP)

LT Clegg
(AAAVN – posted to 176 AD, 9 FSB)

LT Bearman
(RAAC – posted to 10 FSB)

LT McAdam
(RACMP – posted to 3 CSSB)

LT Morgan
(AUSTINT – posted to 7 CSSB)

Transfer from ARES to ARA:

MAJ Ryan Holmes

MAJ Esther Satterley

CAPT Mark Williamson

RACT HOC CELL/CENTRAL FUND UPDATE

This year the HOC Cell have focussed on developing the RACT website and associated social media pages. The website is averaging 500 unique visitors per month. Unfortunately the forums and blogs attached to the My Trade page have not been working as well as hoped. This is being investigated, with GIOG in the process of providing us permission to access them from the DRN. Further updates will be provided through the website. The RACT Facebook page is being used not only by current serving personnel but also by

ex-serving members. This is very encouraging as the Facebook page and website will be a central point to assist the various associations affiliated with the RACT connect with members. RACT also have a Twitter and YouTube presence. Twitter does not seem to have as big a following as Facebook at present. We are in the process of preparing content for the YouTube site which will be loaded by the New Year.

The RACT Central Fund is in a healthy state. This is very important, as the Central Fund will be drawn

on significantly to support activities associated with the new Banner. To that end, I would encourage all RACT personnel who are not subscribers of the Central Fund to sign up. Your contributions will allow funding for unit activities and a number of other items. More information on what the Central Fund is used for can be found in Corps Policy Statement number 5, which can be downloaded from the website. You can also find the application form and a guide on how to subscribe to the Central Fund on the website. We have moved over to MYOB as the accounting package to manage the Central Fund. This will allow us to provide annual

receipts for those members who subscribe. More information regarding this will be available early next year.

The HOC Cell is always keen to receive items of historical significance to the Corps. If you know anyone who wants

to donate items of importance to Corps history (photos or mementos), please get them to contact me at the HOC Cell.

I would like to thank everyone for their support this year and look forward to

meeting more RACT personnel next year.

Dale Smith
Corps Manager
RACT

Email: ract.hoccell@defence.gov.au

SCMA - RACT

BY WO1 PETA DAWE

SCMA'S MISSION: Provide effective soldier career management in order to contribute to the delivery of the personnel dimension of capability to the Army.

INTRODUCTION

Ladies and gentlemen of the RACT, we have had another busy year and as one of the RACT Career Managers it is my pleasure to contribute an article to the Corps Journal outlining the state of the Corps and highlighting issues our soldiers are facing from a career management perspective. This article will cover a number of issues that directly effect soldier's careers.

WHAT IS SCMA?

We are the Soldier Career Management Agency and are located in Queenscliff, which is on the south west tip of Port Phillip Bay in Victoria. In 2013 SCMA will move to Canberra and be co-located with the Directorate of Officer Career Management – Army (DOCM-A) at Brindabella Park. This will be a significant move forward for career management for both SCMA and DOCM-A. Our business processes will become aligned and centralised and over the coming years the other Services will also move into the same building. Between now and January 2013 there will be only small changes. SCMA consists of a number of different sections with different responsibilities. The two main areas that directly effect soldiers are the Career Management Group which the career managers are part of and the Post Management Group which is responsible for enlistments, transfers, MECRB and separations (voluntary and involuntary). Career managers are responsible for all soldier postings and promotion to SGT and above. We are also intimately involved in nominating soldiers on the majority of career promotion courses, with JLC being the main exception to this. Career Managers work closely with RSMs and NIPA in nominating and scheduling soldiers on these courses. Your task is to ensure you are ready and able to attend the course once you are nominated and paneled. If for whatever reason you are unable to attend a course, you need take the necessary steps to have yourself withdrawn. If you don't do this, and you leave it to the last minute, you prevent one of your peers from attending the course in your place.

HEALTH OF THE CORPS

Currently RACT is in a very healthy state, with every ECN being over-establishment at the PTE rank. We are also very healthy in most ranks for all our trades. The only exception is ECN 274-5 and ECN 274-6. For those aspiring to drive our larger vehicles the removal of the Return of Service Obligation (ROSO) now means not having to do extra time. This should encourage more drivers. We have had a small increase on the past two HCI courses and with some good work from the staff at 9 FSB and 1 CSSB we should see the numbers increase.

For Career Management Cycle 2012 we have new positions for ECN 274 SGT and WO2 positions at the Combat Engineer Regiments and Construction Squadrons, also the General Health Battalion and the Close Health Battalion. New positions have been created for ECN 274 CPLs and PTEs at the Infantry Battalions, CSSB and Signals Units. For ECN 099 we have new SGT and WO2 positions at 1 Ground Liaison Group located at Townsville and Richmond. ECN 035, SGT positions that were frozen last year have come back on line in

2012.

See table on pg 15 for current Corps figures:

WHAT DOES THIS MEAN?

As SCMA has highlighted in previous issues of the Corps Journal, there is a Standard Minimum Time in Rank where soldiers enter the Promotion Eligibility Zone. To be promoted the soldier must be found suitable at a Personnel Advisory Committee (PAC) and there must be a vacancy. Given the current environment, the vast majority of soldiers should not expect to be promoted at the earliest opportunity. The main driving factor in this is lack of positions. For example, if there are no SGT vacancies with ECN 099, we cannot promote anyone from CPL to SGT within this ECN. As such, promotions will become even more competitive than previously with ever more soldiers competing for fewer positions. Each year more soldiers enter the PEZ, which means you are competing with more soldiers for promotion, and some of these soldiers may have a stronger reporting history than you. As a result of this there is even greater scrutiny of your performance at PAC.

PERSONNEL ADVISORY COMMITTEE

The role of the PAC is to consider all eligible soldiers for promotion to SGT and above. To be considered at PAC you must meet the minimum time in rank, have the required number of annual PARs, and have a promotion recommendation on your most recent PAR from your Senior Assessing Officer. If you don't meet any of these requirements, you are not considered at PAC. In the PAC your career manager is your representative, where we summarise your key strengths and weaknesses, how well you have performed in your postings, and give a promotion/banding recommendation. An important point to note is that the PAC

	PTE	LCPL	CPL	SGT	WO2	WO1	Total
ECN 035							
Establishment	35	5	33	29	25	12	140
Asset	53	7	28	23	18	12	141
ECN 171							
Establishment	77	14	29	15	7	6	148
Asset	96	14	28	12	9	4	167
ECN 218							
Establishment	51	8	34	25	10	4	132
Asset	83	8	30	21	7	4	153
ECN 274							
Establishment	627	132	271	120	73	10	1234
Asset	829	111	246	123	80	7	1396
ECN 099							
Establishment	54	8	16	15	11	3	108
Asset	71	10	14	15	10	3	123

Correct as at: 1 Oct 11

Note: asset figures for all ranks include soldiers posted to non-corps positions.

is only authorised to consider factual information. This factual information is drawn from PMKEYS, previous career interviews, your EPAR and your PARs.

This year there was another change to the PAC format. Your career manager presents their soldiers to the arbitrator, who places them into either category A or B. Category A are soldiers eligible to go to PAC. Category B are soldiers who are not eligible to go to PAC e.g. providing restricted service, who are J4 or greater; or have more than three promotion courses outstanding. Your career manager then takes all category A soldiers to PAC and presents them to the board. The board consists of two or three SCMA members; either two Officers and one Warrant Officer; or one Officer and two Warrant Officers. The board members can not sit on promotion boards for soldiers in their own Corps. This promotion board provides a greater degree of scrutiny on each soldier and also allows for detailed discussion and assessment on soldiers where required.

EVERY SOLDIER TAKEN TO PAC RECEIVES A BANDING:

PAC OUTCOME	
Band One	Suitable and likely to be promoted.
Band Two	Suitable and may be promoted.
Band Three	Suitable for promotion. Not expected.

With promotion being highly competitive, SCMA is conscious of giving soldiers realistic feedback on the likelihood of promotion. If you are taken to PAC and the board determines it is unlikely you will be competitive for promotion for at least three or four years, it is likely you will receive a Band 3 determination. This does not mean Army does not value your service; rather we are letting you know that in the current environment you are not competitive for promotion. This is based on positions being available to promote into and your performance against your peers. We understand that it can be a shock when a soldier is advised you are not as competitive as you may have thought, but it is critical you are given accurate feedback on your career prospects. This allows you to better plan your

career and consider your options. SCMA has also determined that on entering the PEZ for your respective rank you will have six years to acquire the next rank. If you are not successful you may be taken to PAC and receive a band 3 determination. If you have any questions regarding this matter you should speak directly to your career manager.

PERFORMANCE APPRAISAL REPORTS (PARS)

In this environment it is critical that PARs are accurate and thorough. As we travel and deliver the SCMA presentation to members of the Corps, we highlight the importance of the PAR. The PAC considers in detail a minimum of two (CPL to SGT PAC if only two PARs as a CPL), and usually at least three PARs as part of the PAC process. We are unfortunately aware of instances where soldiers have been disadvantaged as the Assessing Officer has written a very poor PAR that lacked accurate feedback and assessment. Consider this; the PAC does not know you and the only thing they have to assess you on is your PAR. If you have received a PAR that summarises your performance in only one or two paragraphs, you will not compete as well as a peer who has a detailed and thorough word picture describing the tasks performed throughout the year, with examples and describing how well their performance was. If you receive a PAR with insufficient detail in the word picture, DO NOT accept it; instead discuss your concerns with your CSM/WSM/SSM or RSM. Laziness on the part of the Assessing Officer significantly impacts on your career progression! However, remember, none of us are perfect, so don't expect a perfect PAR. You need to critically assess your own performance when you receive your PAR. Assessing officers also should not regurgitate the previous years PAR; this is blatantly obvious to career managers and PAC members and only disadvantages the soldier. We all owe our soldiers more than this.

POSTINGS

SCMA's mission is to provide effective soldier career management in order to contribute to the delivery of the personnel dimension of capability to the Army. While we attempt to ensure that your personal goals and desires are accommodated, our key task is to put the right soldier in the right place at the right time. So that we are aware of what your preferences are,

you should regularly submit an ADI48 ADF Employment Preferences and Restrictions (EPAR). You should also ensure your chain of command is aware of your preferences as they regularly engage with SCMA on your behalf. When you submit an EPAR, you need to be realistic when considering where you wish to be posted. It is a waste of your time to request a posting to a location where there is no position for your rank and ECN! This is why it is critical for supervisors to counsel soldiers on what is a realistic and reasonable career/posting plan. You should utilise Army People Central to assist you in knowing what positions are available in the localities for when you are due to be posted.

WHAT NOT TO DO!

As members of RACT, all soldiers are required to hold a drivers licence. When your civilian drivers licence is cancelled or suspended, this will result in your military drivers licence being cancelled except in exceptional circumstances. When a soldier loses their civilian drivers licence for a period greater than six months, the unit commander is required to make a recommendation to SCMA advising if the soldier should be re-trained, re-allocated or discharged. While every case is assessed on its merits, the large majority of soldiers who have their licence suspended for greater than six months are required to transfer to another corps or to discharge from the Army. If you are in this situation, remember, you put yourself in this position. As members of the Royal Australian Corps of Transport

we have a professional and moral obligation to set the standard when it comes to professionalism on the roads. If you speed, or drink and drive, you're a 'bloody idiot' and it quite possible you will no longer be a member of RACT. Negative career action as a result of unacceptable conduct is not a dual punishment!

CONCLUSION

In summary, the Corps is in a very healthy state, with promotion being highly competitive. In this environment, accurate and detailed PARs are critical. As career managers we review every soldiers PAR when it is submitted to SCMA, and the PARs reflect that the vast majority of the Corps continues to be Par Oner!

PROMOTIONS – 2011

PROMOTION TO LCPL

8532913	Mulley, Jacob William
8496440	McFarlane, Amy Elizabeth
8517451	Hurst, Mark Griffin
8526806	Williams, Martin James
8512930	Murphy, James Thomas
8532715	Bradley, Scott Edwin
8527008	Barsoum, George
8526490	Stott, Rye Matthew
8533075	Bourn, Anthony Edward
8532910	Hall, James Luke Patrick
8532196	Glover, Matthew Thomas
8516407	McIntyre, Jamie Allan Frederick
8526849	Hall, Ricky Benjamin Leni
8543457	Moore, Christopher Adam
8506221	Smith, Kathryn Ann
8263989	Taylor, Luke Patrick
8223087	Hulbert, Mark Matthew
8271212	Voll, Kevin Richard
8506385	Pumpa, Daniel John
8501293	Hibbert, Benjamin Ross
8434908	Gordon, Melissa Jane
8486441	Hodges, Nicole Elizabeth
8490971	Kerr, Glen Phillip
8515394	Perkins, Kathryn Jennifer
8533285	Stephens, Lea'Arnie Maree
8266496	Schilling, Jeffrey Owen
8257237	Baird, Timothy Joseph
8525472	Brown, Adam John
8521976	Larsen, Anthony John

8536168	Chilver, Stuart James
8532738	Ellem, Leesa Mary
8511197	Vidler, Luke
8535577	Ward, John Gary Clark
8537066	Kelly, Jessica Louise
8519983	Lee, Trevor Mark
8509325	Adams, Christopher
8555209	Oku, Rogers Oleng
8545531	Templeton, Daniel Peter
8493867	Cottle, William Edward Linton
8517666	Stromer, Deak Travis
8539420	Walsh, Adam William
8513625	Sinnitt, Gemma
8548656	Cocchetti, David John
8492484	Torney, Stuart James
8498718	Ilbury, David Christopher
8506192	Senner, Scott David Ronald
8540906	Grieve, Bevan James
8533159	Tupper, Colin James
8546592	Hartnett, Michael John
8533267	Schneider, Robin James
8510942	Hooker, Jayson Paul
8215324	Patterson, Patricia Margaret
8494524	Daykin, James Christopher
8272314	Taylor, Jason Francis Thomas
8218606	Signall, Christian James
8528252	Lowe, Ashley
8516113	Burgin, Glenn William
8535123	Beckhaus, Daniel James
8530602	James-Moody, Tahneal Alyce

8499156	Stephensen, Brett Aaron
8523675	White, Rachael Elizabeth
8527325	McNee, Kaylene Michelle
8268859	Hanna, Jason Bruce
8529421	Larkin, John Julian
8506514	Edwards, Brenton Clark
8541796	Warsing, Daniel Richard
8513527	Ardrey, Jacob John
8529501	Price, Rebecca Jane
8490526	Kusters, Timothy John
8489041	Ferguson, Brenton Alexander
8530331	Spottswood, Dylan John
8518451	Rice, Thomas John
8494286	Johnston, Mathew Keith John
8495216	Mulder, Adam John
8548910	Neville, Hayley Jane
8530905	Wilson, Lauren Emily
8500322	Cunningham, Ryan Lawrence
8526851	Hodgson, Shannon David
8529361	Wood, Emma Lee Elizabeth
8234146	Horton, George John
8251060	Robinson, William Keith
8264571	Wade, Matthew David
8496368	Wheeler, Darren
8522579	Wilkinson, Ezekiel Sabastian
8322754	Muller, Vincent George
8517996	O'Neill, Holly Anne Louise
8525384	Paterson, Lachlan Charles
8548653	Denne, Joshua Mark
8538914	McMurtrie, Tamara Margaret

8538007	Jewitt,Stephanie Anne
8517688	Vineburg,Carina Janiece
PROMOTION TO CPL	
8259174	Jones,Gregory Mark
8491614	McIlvaney,Phillip Bernard
8501686	Dunstan,Michael John
8527445	Williams,Matthew
8501735	McTaggart,Guy William
8527391	Hawker,Brychan Adam
8526534	Goodwin,Matthew William
8533281	King,Justin Keith
8221624	Burgess,Shane Alan
8536685	Tribelhorn,Rowan Neville
8237687	Rhind,Bradley John
8526295	Ryan,Cameron Michael
8509645	Mengel,Sam Allan
8526848	Espley,Cameron Steven
8503482	Spinks,Christopher John
8220960	Fernie,Brooke Myrie
8273014	O'Neill,Brian Robert
8496192	Aitken,Neal Ian
8501767	Jumeau,Desire Andre
8502487	Reay,Dane Michael
8505234	Turner,Benjamin Joseph
8505180	Thompson,Natasha Ann
8499250	Anderson,Christopher Mark
8501755	Rigby,Thomas Joseph
8258438	Doubleday,Hayden Mark
8247261	Doubleday,Sarah Lesley
8491250	Morris,Christopher James
8223734	Graham,Joel Micah
8502471	Burgess,Christopher Neil David
8528213	Wheeler,Daniel Bruce
8106589	Ashton,Matthew John
8504935	Fleming,James Stevenson
8256185	Frost,Ryan James
8515001	McGuinness,Helen Clare Sonja
8512738	O'Keeffe,Nathan John
8515091	Sasser,Michael Charles
8217226	Newman,Sonya Lesley
8532730	Jensen,William Frederick
8248083	Finnigan,Liam Shaun
8496993	Kirkham,Sharon Leigh
8536677	Lalic,Marlon Castaneda
8298410	Bishop,Carrie-Anne
8493915	Bragg,Jake Edwin
8248848	Falk,Sean Michael
8516529	Penglis,David George
8490620	Wilkins,Andrew Mark

8439060	Woodgate,Jarrold Christopher
8489150	Dobos,Owen Lee
8259480	Pegg,Kenneth Trevor
8298570	Murphy,Paul Brenton
8218952	Roberts,Iain Richard Graham
8242221	Sapi,Charles
8232877	Safaric,Jason Leigh
8509577	Bayliss,Scott Francis
8499060	Steindl,Lee Robert Anthony
8491387	Geosits,Felicity
8250531	Brown,Vicki Suzanne
8500356	Noske,David-Graeme Christopher
8523781	Eddy,Robert John
8484358	Riordan,Leon Mark
8532918	Sermon,Cassandra Lee
8506971	Lovell,Stacey Louise
8221217	Titmarsh,Jay Russell
8441912	Bell,Kirsty Lee
8508467	Hancock,Timothy Frederick
8523112	Kilgour,Benjamin James
8442126	Hall,Dale Edward
8487709	Kelly,Garth Patrick
8239207	Noyes,Luke Hayden
8232001	Halpin,Mark Thomas
8298417	Ashby,James William Henry
8272007	Anderson,David Rohan
8438973	Stewart,Jacqueline Lee
8490151	Charlton,Bridget Fay
8520277	Regan,Shane Patrick
8520827	Tierney,Rachel Maree
8231848	O'Brien,Sheryl Lee
8501903	Lockwood,Katie-Ann
8505288	Cavill,Michael Patrick
8515101	Buchhorn,Russell Alan

PROMOTION TO SGT

8258912	Chapman,Michael David
8241720	Van De Maele,John Martin
8227035	Coady,Geoffrey William
8222092	Shurety,Andrew Robert
8238517	Coad,Patricia Margaret
8241988	Bensch,Andrew John
8259204	Mills,Penny Sheila Macauley
8220240	Doyle,Kylie Ann
8269653	Dutton,Glen Matthew
8261022	Wells,Benjamin Bainbridge
8257232	Power,Liam Patrick
8264253	Walker,Graham
8264282	Duncan,Daniel Paul
8244374	Fowler,David Beresford

8218317	Coorey,Eric Charles
8263875	Nash,Scott Robert
8244747	Bunt,Daniel Norris
8226193	Lugton,Matthew Charles
8521232	Bayes,Brett Alexander
8223234	Morrison,Johnathon Robert
8226380	Stafford,Kristopher Peter
8231431	Whyte,Stephen Glenn
8267591	Dean,Colin John
8262867	Ferreira,Gary Ribeiro
8253315	Roberts,Adam James
8264212	McMahon,Simon Anthony John
8257653	Mitchell,Ross Anthony
8223202	Linden,Dax Alan
8219658	Pardon,Joseph Allen
8230592	Peirce,Matthew David
8235482	Foster,Craig Matthew
8297138	Burton,Jeffrey Allan

PROMOTION TO WO2

8269955	Jones,Andrew Stephen
8221026	Grantham,Shannon James
8255365	Chalmers,Kevin George
8226706	Marsh,Kathleen Rhonda
8238961	Kroezen,Jarrold Antony John
8217676	Emery,Steven Grant
8226817	Neal,Steven Rodney
8269349	Goss,Andrew James
8256775	Orlicki,Gregg Pierre
8225008	Chaffey,Andrew Damien
8252409	Tronson,Adam Christopher
8218424	Radcliffe,Brett

PROMOTION TO CAPT

8486067	Jayetileke,Antionette Shanthi Manisha
8232700	Baxter,Catherine Theresa
8486621	Marchant,Ingrid Novea
8237447	Porter,Kate
8509634	Hosie,David Alexander
8512822	Moseley,Matthew Blake
8437253	Dempsey,Mathew John
8437837	Lai,Kaho
8506088	Ward,Rodney Michael
8494269	Hayes,Alexander Ernest
8487877	Morris,Luke Alexander
8509664	Taylor,Marcus John
8487731	Murphy,Philip
8262282	Uphill,David Jeffrey
8512821	Muller,Alison Margaret
8256555	Bearzatto,Phillip
8440742	Pearson,Royce Patrick Arthur

8218631	Harding, Bryce William
8488049	Mar Fan, Jeremy Matthew
8487815	Edmunds, Jason Michael
8216015	Brown, Scott Anthony
8486035	Fielding, Crystal

PROMOTION TO MAJ

8254384	Shiers, Peter Robert
8249715	Worland, Trevor Neil
8241793	Christensen, Adam Bernard
8271995	Clews, Toni Veronica

8523031	Shottenkirk, Grant Reid
8246058	Cox, Phillip Craig
8242054	Muller, Kelly Louise
8238068	Cleary, Philippa Rachel
8230019	Hardy, Edward James Ross
8228680	Armstrong, James Stanley Bernard
8512084	Kershaw, Amanda Jayne
8221999	Turner, Daniel John
8270466	Hayes, Neale Andrew
8234981	Barany, Michael

8253722	Benfield, Charmaine Sylvia
8245759	Thurecht, Christian Michael
8228194	Toohy, David Joseph

PROMOTION TO LTCOL

8579488	Poledri, Michel
8268846	Muldoon, Shaun Peter
8517594	Pugh, Giles Jonathan

PROMOTION TO COL

8221327	Alexander, Justin
8242202	Anderson, Lyndon

This information is correct at time of printing

PROMOTIONS – 2012

PROMOTION TO SGT

8234855	Reeves, Dale
8226424	Macey, Shawn
8217542	Hass, Charmaine
8256453	Avery, Andrew
8491230	Marcus, John
8227752	Biggs, Anastassia
8439614	Zagami, Caleb
8219838	Davis, Matthew
8240145	Stahl, Robert
8234245	Corocher, David
8502807	Dalton, Jay
8443997	Ashcroft, Andrew
8245212	Clouting, Simon
8251823	Dembon, Stuart
8254051	McAnelly, Paul
8246660	Lucas, Melissa
8239712	Marchese, David
8484872	Scott, Kody
8218311	Starr, Preston
8231341	Scott, Lean
8249665	Brookes, Rohan
8219474	Haeusler, Leah
8251675	Potaka, Jacob
8499874	Hampson, Joshua
8268746	McMillan, Karen
8249410	Van Den Driesschen, Timothy
8213845	Dudman, Natalie

PROMOTION TO WO2

8221793	Faraway, James
8233045	Edwards, Michael
8230091	Morrith, Peter
8238555	Coss, Shannon
8213809	Fuery, Matthew

8218604	Curby, Brian
8248072	Wynne, David
8234697	Boniface, Kenneth
8271004	Bowen, Cindy
8228645	Grogan, Sean
8241342	Parker, Claire
8544458	Galea, Stephen
8267151	Conolly, Luke
8269952	Jones, Brian
8255287	Pringle, Merryl
8248347	Fox, Darren
8545358	Hesk, Paul

PROMOTION TO WO1

8217604	Hill, Raymond
8242109	Lambe, Martin
8233615	Simmons, Geoffrey
8243112	Winters, Peter
8230913	Walford, Andrew
8212988	Cocking, Justin
8234192	Killen, Andrew

PROMOTION TO TIER B WO1

8224917	Doolan, Raymond
8260510	Barron, Greg
8212692	Le Lievre, Wayne

PROMOTION TO CAPT

8487849	Boyd, Andrew
8507820	Boyd, Jessic
8216241	Carney, Shane
8497338	Longman, Scott
8096149	Mcadam, Andrew
8496622	Morgan, Benjamin
8497580	Morrison, William
8497349	Muntz, Callum
8530929	Nadalin, Umberto

8497334	Nelson, Lyndsay
8531218	Nicol, Jared
8502337	Nielsen, Sarah
8523333	Phan, Huynh
8506001	Price, Jonas
8530984	Schreiber, Alex
8254002	Spence, Alexander
8523325	Stokes, Andrew
8504937	Tyrrell, Andrea
8228013	Vakalahi, Caroline
8440685	Williamson, Sally

PROMOTION TO MAJ

8231855	Baldoni, Phillip
8214619	Eastgate, Mark
8249332	Edwards, Carl
8256134	Field, Susan
8227906	Gassdorf, Jody
8271695	Killen, Prudence

PROMOTION TO LTCOL

8219509	Bassett, Colin
8217688	Rouwhorst, Tamara
8218535	Skinner, Kirsty
8262211	Carman, Wayne

PROMOTION TO COL

8251660	Bruce, Paul
8266688	Constantine, Andrew

PROMOTION TO BRIG

8269079	Nothard, Paul
---------	---------------

*This information is correct at time of printing
Information on GRes promotions was not available
at time of printing*

TRADE UPDATE – ROAD

LTCOL ROSENBERGER, SENIOR TRADE MENTOR - ROAD

THE ROAD TRADE OF THE FUTURE

As identified by the trade members at the last Corps Conference, the future of the trade relies on us professionalising ourselves at both the soldier and Officer ranks to be the transport operators and logistic professionals of choice. What differentiates our trade operators from other trades who can also drive, particularly when operational manning caps drive many decisions about deployed force structures? My intent is to cover two key concepts of where the future of the trade may lie.

Much has already been done at ALTC and in some of the Units to reinforce the professional 'soldier first' skills of the RACT driver. I would encourage all ranks to challenge themselves, their section, troops and squadrons to become a vehicle crew operator that is focussed on delivering mobility solutions to the battlefield commanders. This means not just being the best driver but operating in a tactical environment as a part of a combined arms team. For those who have worked in an RAAC unit, you will understand how an echelon vehicle crew/operator integrates into the combined arms team with highly refined mobility, communication and foundation war fighting skills.

So what can you do? In very simple terms – be brilliant at the basics. By this I mean learn and become well drilled in abbreviated RATEL procedures, take your sections to the WTSS and develop robust shooting programs that build up to advanced shooting techniques as individuals and small teams on a range of weapon systems. Over time, we as a trade need to develop formal range qualifications and practices that involve shooting from moving vehicles in a staged gunnery style akin to RAAC and RAA training methodologies.

But these basic skills are just foundations and will in themselves not make us the logistic professionals of choice. As LAND121 approaches, these platforms should not be viewed as a new truck but a logistic platform. Being a driver (or well trained operator) means the vehicle remains just a new truck. RACT Driver Specialists (or combat drivers) need to be well versed in visibility and stores accountability systems to effect stock control from our platforms. In effect, for those who are old enough to recall, think back to the Distribution Point operations with Combat Supplies Platoons under command of the Transport Squadrons. While I am not proposing we re-establish those structures, what I am suggesting is that the future RACT Driver Specialist seeks to deliver the logistic effect at the tactical level, that is distribution incorporating both supply and distribution. Right now Supply staff with

a drivers licence are probably the preferred candidate to deploy on operations as they are perceived to bring more skills to the fight.

Other aspects of being the logistic professional of choice includes developing our load and lashing training / skills to support ILHS operations and the rigours of loading the fully and partially laden containers onto the new fleet of vehicles. We need to demonstrate that to get the loads to the end users in the right condition, then our trade personnel are the obvious choice.

The requirement to professionalise is not just in the RACT sub-units but also in the RACT staffed unit driver positions. Arguably, these small teams are probably going to more important in selling our trade. Being 'inside the tent' of arms corps units is an easier position to sell and demonstrate the benefit of RACT capabilities. As someone who has served in first, second and third line road transport roles, I am passionate about seeing our trade becoming more professional combat distribution operators. To realise this vision, all RACT Driver Specialists need to contribute to the development of this critical capability as good ideas in LWDC or ALTC, in the minds of a select few, will not take us on the journey we need to be on. Challenge yourselves, your current practices and training regimes and take us to the road transport trade of the future.

WOI SCOTT STRIJLAND, SUBJECT MATTER ADVISOR - ROAD



The ECN 274 driver trade is pivotal in the effective and efficient distribution of Combat Supplies and Services across the full spectrum of the operating environment. This is recognised by the senior leadership of Defence, and evident through the tireless efforts and great work being undertaken by ECN 274 soldiers in support of operations both in Australia and Overseas. The Royal Australian Corps of Transport (RACT) this year has had drivers assisting flood ravaged communities all along the East-coast of Australia and in Tasmania conducting the evacuation of stranded personnel and delivering essential

supplies to isolated families. In addition there have been numerous personnel involved in Mission Rehearsal Exercises as part of pre-deployment training or supporting these activities, such as 8th Combat Service Support Battalion's support to the Timor Leste Task Group III involving drivers operating between Sydney and Canungra.

The experience gained by soldiers on operations and a review of our coalition partner's exploitations in these locations

has highlighted the need to adjust the necessary skills and knowledge required of 'B' vehicle drivers and crew. These skills and knowledge include improving the driver's ability to employ tactical movement of a vehicle in a combined Arms environment within the vehicle's capabilities and limitations, understanding the relevant Tactics, Techniques and Procedures to operate as part of a vehicle crew with Command, Control, Communications and Intelligence (C4I) that will provide the ability to communicate with all vehicles in a packet/convoy and concurrently with higher commands on the move with personnel manning mounted weapons.

Those personnel within the trade that are PMV driver or commander qualified will have been exposed to the increased capability an organisation obtains from inter vehicle and convoy communications. The skills and knowledge gained from these courses will only support the introduction of the new vehicle fleet. It is strongly

recommended that those personnel with the opportunity to attend a PMV driver or commander course should do so. Army is working hard with other agencies to deliver the future family of vehicles and trailers and modules under LAND 121. The Medium Heavy Capability under this Project will provide vehicles with increased protection through a balance between survivability, mobility and payload capacity. These vehicles will be larger and heavier than the vehicles in the current fleet. This increase in capability has been acknowledged within Army and FORCOMD has recently approved the inclusion of Heavy rigid driver training at the Army School of Transport into the ECN 274 driver continuum for most drivers, commencing on 01 Jul 12. As a result of the analysis conducted at the Army Logistic Training Centre and availability of equipment, the intent is for all RACT soldiers to commence training on the Medium Rigid Vehicle (Unimog). During the conduct of the 16 day Medium Rigid Vehicle course and the RACT specific field

training period, students will be assessed on suitability for progression onto the Heavy Rigid Vehicle (Mack). It is planned that approximately 70% of the Medium Rigid Vehicle course will complete the Heavy Rigid training whilst the remaining 30 % will be qualified on the Landrover 110 (4 x 4) and then posted to units based on their individual skills. It is envisaged this approach will reduce the training burden placed on units to qualify drivers on a Heavy rigid vehicle on march-in to units.

In order for the trade to remain relevant in the contemporary operating environment it must continue to evolve and achieve the directed capability of the future. This will require a combination of innovative training options and the application of lean principles by all members of the trade.

TRADE UPDATE – MARINE

WO1 G. STUART, SUBJECT MATTER ADVISOR - MARINE



As 2011 draws to a close it's time to reflect on the changes that have taken place in the Marine Specialist world.

The year started with the uncertainty if the trade would survive due to the change in manning for the LHD landing craft. As in the past, it was proven again that having landing craft is a great asset to the Army. The trade may change shape in the future but it will always be around.

Here at Maritime Wing we have had our first taste of this change when we had to train 3 Leading Seaman to become craft vessel masters on our Marine Specialist

SUBJ 4 CPL course. I can say there was a lot of anger from trade members who believe the Navy is taking our job but in the end I was able to turn people's ideas around to understand they are not taking our job, just a small part that we had outgrown anyway. The vast experience the trade has in ship to shore work was used to train Navy personal to operate landing craft.

The rewrite of SOVO Vol 4 Watercraft is still sitting at Forces Command waiting to be signed off and hopefully you will see them on the streets early next year. Just remember any changes you would like made, needs to be sent to the SMA..Along with SOVO's, there is a competency log book coming out as well. This way we will be able to tell who is current in the trade and who is not. SNCO's will be responsible to make sure this log is being used.

The old work horse the LCM8 has had its navigation suite and radios updated to a single screen unit that allows the vessel masters to plan and navigate a lot easier. Not like the old days when electronics were not heard of in water transport.

On a final note I would just like to say to all the boaties out there that I am retiring and am finally being dried dock. My last working day is 2 DEC 2011. After 33 years in the trade the old shell is rusting through. To all I have worked with I wish you all fair weather and smooth sailing through your Army careers. As the old saying says **Mare Via Nostra**

Stuey

TRADE UPDATE – MOVEMENTS

WO1 CAVANOUGH, SUBJECT MATTER ADVISOR - MOVEMENTS



2011 has seen a number of developmental changes to the conduct of training for the OP MOV trade.

The most significant are the IET OP MOV and the SUB 4 CPL courses. Both of these courses had a CRB conducted in the later part of 2010 to produce two Modules for each course. A pilot course for each of these was to take place during 2011 however has been postponed until 2012.

The SUB 4 CPL course Mod 1 and Mod 2 will be the first two courses run in Feb 2012, followed by the IET OP MOV. The IET OP MOV course and SUB 4 CPL

course as it currently stands will still be live as the Module courses are designed to cater for the Army Reserve.

A lot of trial and error has been put into place for e-learning across Maritime Wing. Hopefully in the New Year most of the wing will be using the e-learning tools for pre course as well as for most assessments. There are a number of assessments that will still need to be run in the current form.

This year also has seen Movement Doctrine reviewed, in particular LWP-G-4-3-7 Unit Movements Officer on Operations and LWP-CSS- 4-3-8 Operator movement Handbook. Both publication are close to compilation and should be out early 2012.

With these two documents being reviewed, ADFWC/SLB are also reviewing a number of movement related publications. Hopefully this will put all movement publications into sync.

January 2012, will see the SMA positions (Movements, Terminal and Marine) moved from AST-MW, Ross Island to HQ AST Bandiana.

TRADE UPDATE – CARGO

WO1 PETER RUSSELL, SUBJECT MATTER ADVISOR - CARGO



It has been a very busy year for the Cargo Specialist Trade and the D Vehicle Training space over the past 12 months. Since ALTC took over the D Vehicle Training from CATC in May 2010 it has occupied the majority of my time.

Standing Orders for Vehicle Operators 2011, Volume 3, C & D Vehicles Earthmoving and Material Handling Equipment Operations is now signed off as of 05 Aug 11 and is available via the Intranet. It has been a long time coming but the rewrite has updated a number of areas that required it i.e. licencing, training etc.

The way we are issuing the PH444-1 and PH444-2 has changed. The old paper licence has gone and has been replaced by a photo ID plastic licence. This has been a great change and now the licence will be a five year licence. At the end of the five years the holder of the licence will have to show the Qualified Assessor (QA) evidence of currency prior to being reissued a new licence.

Army Equipment Operator Log Books have been introduced over the past 12 months. These Log Books will play a big part in individuals being reissued licences when the licence expires as this will form a major part of their evidence in regards to currency.

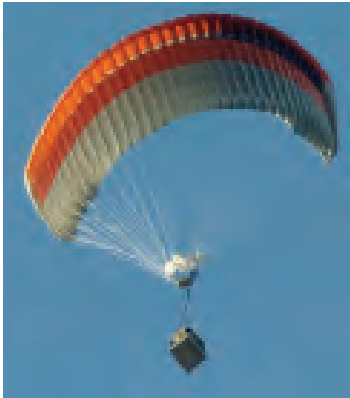
Every C & D Vehicle operator should hold an Army Equipment Operators Log and fill it in after completing MHE tasks etc.

All D Vehicle Training Management Packages (TMPs) have been rewritten from the TMPs themselves right through to Assessment tools and Part 5s to enable Units to conduct D Vehicle Training to a higher standard. It has been an ongoing job but has definitely made the Exported D Vehicle Training space a much easier one to function in.

There are now also SOPs within ALTC that outline the guidance for all concerned in regards to Exported Training.

TRADE UPDATE – AIR DISPATCH

MAJ M.VIRTUE, ACTING SENIOR TRADE MENTOR - AIR DISPATCH



2011 proved to be a pivotal year for the Air Dispatch trade. There were significant advances in the training continuum of the Air Dispatch trade with Army Training Flight, AMTDU successfully lobbying ALTC and FORCOMD to increase the depth and breadth of scope within the Air Dispatch training packages. Basic AD training has been increased from 20 to 30 days, removed the training requirements of the caribou aircraft and implementing training for C17, EPJS, EPJD and NVG Loading/Unloading of aircraft. These changes have seen a new, well rounded

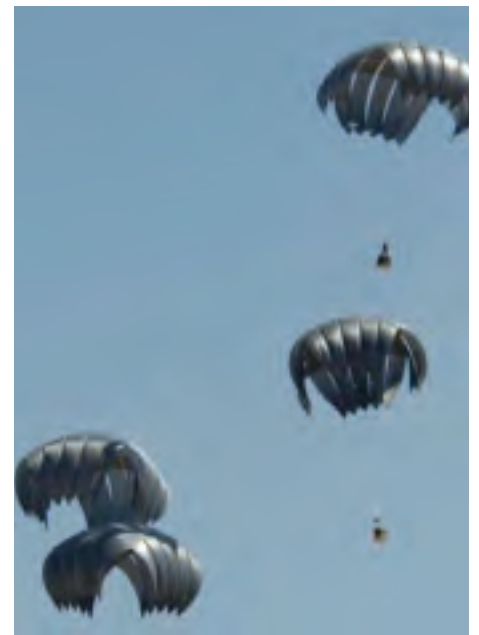
AD graduate from the BAD course, ready for the challenges of the AD trade.

There has also been significant momentum placed behind a number of Aerial Delivery Equipment procurement options for the AD Trade, namely Joint Precision Air Drop System (JPADS) and Low Cost Aerial Delivery System (LCADS). Air Force is currently progressing the introduction into service of eight JPADS (2K Firefly systems) to provide a precision air drop capability to the C17. How this system interfaces with the AD trade is yet to be finalised however this should be the start of significant advances in AD technology within the ADF. Army is currently looking towards procuring the LCADS under a minor project for operations over in the MEAO. Utilisation of this system will significantly decrease the cost of AD and will increase the opportunity for AD to be used as an economically viable means of resupply.

A significant shift in Air Force thinking has occurred of recent with AD crews currently being reassessed by Air Force trainers to certify the ability of AD's to load and unload RAAF aircraft. Once this assessment is complete, and the AD Crew proves its ability to load/

unload aircraft, the Air Movements Book 3631.000 will be amended to authorise AD Crews to load and unload RAAF aircraft with loadmaster supervision.

Clearly 2011 has been a formative year for AD and these changes in capability bode well for the utilisation of the AD trade in future years.



TRADE UPDATE – POSTAL

LTCOL ROSENBERGER, SENIOR TRADE MENTOR - POSTAL

ADF OPERATIONAL POSTAL CAPABILITY

The postal function is a critical capability for the ADF that quickly cripples the morale of a deployed force if not well implemented. A small team of RACT personnel based in Milpo Townsville provide the vital link to family and friends for deployed personnel, as well as providing the training for RAAF and RAN postal capabilities. The function is an RACT responsibility and open to all RACT personnel. Prospective Postal Operators are required to complete the 4 week Postal Operator course which has been quite challenging for some to complete.

The vast volumes of mail moved to and from operations is staggering. There is roughly 25 tonnes of mail each month which costs Defence over \$6m each year – yes it is not free! Each one of the BM boxes cost about \$40 to freight. Mail deliveries to the various operational theatres average about two weeks but we recommend allowing three weeks for delivery. While complaints are seemingly regular, the facts show that we receive one formal complaint per 2.6 tonnes of mail – a real tribute to the attention to detail of all staff managing the mail system.

The postal function has been troubled by a number of long-term issues from demanding gross training requirements with conflicting Service priorities, to the quality of nominated

personnel to attend the postal training, and a general poor understanding of the function by many key decision makers. A Postal Summit was hosted by JLC Ops on 30 Aug this year to assist in developing a resolution for a number of long standing issues and a clear action plan was developed. Importantly, all stakeholders agreed on key postal responsibilities by deployed locations and what needs to be done to ensure the deployed Force Elements are well supported by this RACT controlled function.

In the last few months, further technological enhancements have been planned and are nearing the final stages of approval for implementation across the Armed Forces Post Office (AFPO) network. These

developments will see international mail visibility systems being used by AFPO staff and also electronic lodgement of mail consignments further enhancing visibility and improved bill payments.

The final significant development in the postal function is a re-invigoration in the management regime with AUSPOST and Defence. This management regime will hopefully see a recruitment to the two vacant ARes positions linked to AUSPOST employment, who provide the interface between Defence and AUSPOST and critical in mail issue resolution. In identifying suitable Postal Operators, all RACT Commanders and Supervisors need to ensure that potential candidates have an aptitude for simple accounting, stores control and adaptability to differing technologies. The final trait potential candidates should possess is excellent interpersonal skills to assist in managing expectations, customer complaints and stropky senior officers! If a nominee does not meet these requirements, then they should not be identified for one of the very few (and critical) training opportunities and subsequent

posting to Milpo Townsville. If any RACT Commanders or Supervisors seek further information, then please contact either Milpo Townsville directly or the STM for Postal, LTCOL Paul Rosenberger on paul.rosenberger@defence.gov.au.

3RD MILITARY DISTRICT RAASC/RACT ASSOCIATION

BRIEF HISTORY/ACTIVITIES OF THE ASSOCIATION

The Committee and members have worked hard over the past few years to promote and attempt to increase our membership. The Association was established in 1963, for the combining of social events, from 45 Supply Company RAASC and 33 Transport Company (GT) with Danny Hill being one of the original Committee.

The hard work of the Secretary has seen the re-introduction of the Pilgrimage to the Shrine parade which is held close to the first Sunday in June. In the past few years this has coincided with celebrating the Corps Birthday. The history of the Pilgrimage dates back to the mid sixties when the Corps was very strong both in the Regular Army and CMF/Reserves and was able to show the flag and celebrate the RAASC Corps birthday. The troops would form-up at Sturt Street Depot then march to the Shrine fore-court for the Parade and Service. As ages are creeping up, we now assemble in the lower fore-court and march to the Corps Memorial Trees (RAASC, RACT, RAE (Tn). We are joined by the Banner and Banner Party as well as members from HOC, AST, 4CSSB and RAASC Vietnam Vets Association. I must say that over the last few years the weather has been excellent. Work is in progress for next year's parade and the celebration of the Corps 40th Birthday.



There are a number of other activities that the Association members are involved with which include the Reserve Forces Day Parade held at the Shrine of Remembrance on the first Sunday in July. This year the Committee Chairperson was John Davidson who handed over to BRIG Neale Bavington RACT (rtrd) with John Casey, John Pearce, senior committee members, Parade Commander Bruce Powell and RSM Danny Hill with the Association rep Bob Tyler. Other members of the Association provided support with driving and an official photographer and of-course the attendance of members at the activity. This support is a year round activity as there is a great deal of planning and of-course meetings, to maintain a very high standard that has been set over the past few years. To round off the activities, the Association, since its inception, has been involved with Beaumaris RSL on Anzac Sunday where we parade for the march and service which leads into Anzac Day. We

meet at the Southern Cross Hotel for the annual get-together and story-telling. We have Welfare Trustees who are available to help our members when submissions are made to the Association.

The AGM is held on the first Sunday of November. We now invite our wives/partners to a luncheon on that day. The AGM is held prior to the luncheon (3/4 – 1hr) whilst the ladies enjoy a complimentary champagne.

The Association encourages members of RACT Units within Victoria to join and we keep in contact with other Associations that are active in Victoria. The Association's website can be found through the Associations link on the RACT website at www.ract.org.au.

ARMY TRANSPORT ASSOCIATION INCORPORATED ACTIVITIES 2010/11

The Army Transport Association Incorporated is strong and well in the northern climes of the country, enjoying a membership numbering around 220 active members at any one time and regularly visited at smokos by far flung members from all states in Australia and even a smattering from overseas.

The Association consists of a collection of service and ex service members of all ranks, ranging from one or two with pre Korean war experience through to some members still currently serving, all commonly united by an interest in Army Transport, and coming from diversified backgrounds in RAASC, RACT and RAE Water Transport. The ATA is predominantly a social group, gathering together at a general 'Smoko' on the first Friday of every second (even) month at JMCO at Ennoggera, except for the two regular 'sit down meal' events held at an outside venue, these being The Corps Birthday and an annual Christmas party each June and December respectively.

The past 12 months has seen a variety of activities, within the ATA, and besides filling its own full calendar of events, finding time to offer support to other associations as well. An event such as this occurred in October, when Members of the Association attended the annual anniversary of the dedication of the Vietnam Veterans Memorial situated within Kokoda Barracks at Canungra. This year saw the dedication at the Memorial of a plaque to yet another RAASC unit, 8 Pet Platoon, joining those placed the previous year commemorating the service of 1, 2 and 87 Transport Platoons.

December saw the Association holding its annual Christmas party at the Morningside Services club. Surfin' Santa usually drops in on this event on his way between surfing venues and always seems to drop off a number of presents and a copious amount of good cheer.

February, and the ATA gathering was once again back at its normal host venue, this being the canteen of the JMCO at Ennoggera, then in March a visit to 26 Squadron was



Past and present members of 8 Pet Platoon at the dedication of their memorial plaque at Canungra Vietnam Veterans Memorial service 2010.

organised to give the olds and bold a first hand insight into what is going on in today's modern army, as well as giving some of the serving soldiers an insight into what lies ahead of them. This was a very interesting and informative day.



A couple of ATA members receive enlightenment about some of the more current equipment in service today.



87 Transport Platoon members ride in an ATA member's rejuvenated Land Rover Gun Buggy of the Vietnam era on Anzac Day in Brisbane 2011.

This event was closely followed by the Anzac Day march where, in Brisbane, most RAASC RACT members march in bloc under the Association banner and incorporate one or two of the smaller units under their own banners within its ranks.

The Association organises an "after March function" at "The Club" at the conclusion of the march and this is usually a resounding success, supplying a comfortable venue for a family oriented get together with a sit down meal included in comfortable and private surroundings with very reasonable bar prices.



Members enjoying the Corps Birthday function celebrations.

The first weekend in May (a long weekend in Queensland) a week long social caravan outing to the Sunshine Coast area was planned and executed by members of the Association and a great time was had by all by all reports.

1st June this year of course saw the RACT celebrating its 38th birthday and the ATA marked this significant date with its annual Corp Birthday function held at Morningside Services club. This 'sit down' event follows a casual rather laid back format and regularly attracts an attendance well in excess of 100 members, some travelling from Victoria and Northern NSW, and boosted by a good representation of current serving members from 26 Sqn and JMCO. It is great to see the mixing of the generations. Some things never change!

This year, following the Address from the Col Commandant and the reading of the Head of Corps Message to the Corps, and other formalities, 'Old and Bold' Sgt Jock Tarres was called forward to receive a citation from HOC, to commemorate his diligent support and service to the Association since its inception. Jock is one of a stalwart band still remaining who were instrumental in the formation of the Association many years ago and who have been responsible for its ongoing strong growth.

Plans are already underway for supporting this year's Canungra Vietnam Veterans Memorial service in October and organisational meetings are already being held for this years Christmas function, and thankfully a steady stream of new member applications are forthcoming to fill voids left by departing mates of old, so the future of the Association is looking rather healthy at the moment.

Life is simply one continuous round of meetings, social outings and priceless camaraderie, and isn't that what life is supposed to be about during retirement? The Association's website can be found through the Associations link on the RACT website at www.ract.org.au.

THE RACT ASSOCIATION OF TASMANIA

LTCOL D. M. Wyatt, OAM, RFD, (Retd)

The RACT Association of Tasmania was formed in 2003 with the motto "Linking the Present with the Past and always Equal to the Task". The current membership numbers 72, comprising both past and present members of the Corps.

RACT DRIVER AWARD

The Association presents an award to an RACT member on an annual basis. The winner of the award for 2011 was LCPL Kate Perkins of 172 Tpt Tp.

RACT ANNIVERSARY DINNER

The RACT Association also organises the RACT Anniversary dinner for all past and present members of the Corps (all ranks). The dinner is alternated each year between Hobart and Devonport.

'THE TASSIE FURPHIE'

The RACT Association of Tasmania Newsletter 'The Tassie Furphie', was first published in May 2011. As well as being distributed via Email to Association members, it can be viewed on the Association's website. It is proposed to publish the Tassie Furphie twice yearly.

WEBSITE DETAILS

The RACT Association of Tasmania has developed its own website which can be

found through the Associations link on the RACT website at www.ract.org.au.



A montage of past and present members of the RACT at the Anniversary dinner at the Devonport RSL Club on 4 June 2011

GETTING TO KNOW YOUR SENIOR RACT PERSONNEL

WARRANT OFFICER CLASS ONE RAY DOOLAN

WO1 Ray Doolan was born in 1966 and spent his formative years in Temora N.S.W. Here he was educated at the local Temora Primary and High Schools respectively. In 1984, on the completion of year 12, WO1 Doolan joined the Australian Army and on completion of Recruit Training was allocated to RASIGS as a driver. In 1985, on completion of a Basic Driver course, he was posted to 104 SIG SQN in Sydney and subsequently 134 SIG SQN. In March 1989 he was posted to the 1 SIG REGT and promoted to Corporal. In October 1992 he was posted to 3 ASC MINURSO (Western Sahara) as the Transport Supervisor. WO1 Doolan had many and varied postings within RASIGS until

the force structure review in 1994 saw him re-allocated to RACT. WO1 Doolan's last RASIGS posting was to 7 SIG (EW) and would last until 1996.

WO1 Doolan's first RACT posting was to 1 AVN REGT in July 1996. He was posted to 1 CSSB in 1998 and was employed in several internal postings as the vehicle fleet manager for HLTH COY to PL SGT of MDM PL and finally finishing up as the OPS

SGT for TPT COY. During this time WO1 Doolan also raised, trained and deployed 18 TPT TP to East Timor as a sub unit of 10 FSB.

In 2001 WO1 Doolan was posted to 105 FD BTY as the BTYTPT SPVR. After a short time with 105, he was posted as a Defence Force recruiter at DFRO - B. In 2003 following this stint with ADFRU-B WO1 Doolan was posted, on promotion to WO2, to 2/14 LHR as the Regimental Transport Supervisor.

2005 saw WO1 Doolan posted to the ASLO as an instructor with the WO LOG course and the LOBC. After two years he was posted to STTP as the first training development Warrant Officer for Land 121. After a short 12 months he was posted the SCMA as a Career Manager. In 2009 he was promoted to Warrant Officer Class One and posted to HQ 3 BDE as the S431. 2010 saw WO1 Doolan posted as the OPSWO at 7 CSSB.

From January 2012 WO1 Doolan will take up the appointment as the Chief Driving Instructor- Defence.



WARRANT OFFICER CLASS ONE MARK COCKBURN

WO1 Mark Cockburn was born in Sydney in 1970. He lived and attended school in Nowra on the south coast of NSW, completing the Higher School Certificate in 1988. WO1 Cockburn enlisted in the Australian Regular Army on 15 March 1989, and on completion of recruit training at Kapooka was allocated to RACT as a Terminal Operator. He then completed the basic driver's course in Puckapunyal and was posted to 30 Terminal Squadron at Mosman. On arrival he went on Exercise Kangaroo 89 for two months and then returned for the basic freight handler's course which he successfully completed in Nov 1989.

In WO1 Cockburn's 23 years as a Termite he has been posted to 30 TML SQN as a digger, section commander and troop sergeant. He has spent 7 years at sea in two postings (CPL Deck NCO, and WO2 Manager Cargo Operations) on HMAS TOBRUK. Warrant Officer Class One Cockburn has completed two postings as an instructor at Maritime Wing as a SGT and WO2. He was promoted to WO1 and posted to the position of OPSWO at 10 FSB in January 2009. As of 16 January 2012 Warrant Officer Class One Cockburn takes up the appointment of Subject Matter Advisor for the Cargo Specialist Trade.

WO1 Cockburn has served on operations in Bougainville (twice), East Timor (three times), Solomon Islands, Iraq and Afghanistan. He has also participated in many exercises and have travelled to countries including; New Zealand, New Caledonia, Guam, India, Indonesia, Singapore and The Philippines.

Two of WO1 Cockburn's career highlights are having the opportunity to deploy back to East Timor to see how the country had changed over Ten years. And the other highlight was deploying to Antarctica in support of Australian National Antarctic Research Expeditions



over Christmas and New Year period of 91/92. During the trip he re-supplied the scientific research bases at Casey and Macquarie Island.

WO1 Cockburn is married to Charmaine and has two children Rachel and Ryan. He is a keen golfer and enjoys watching all the footy codes. Otherwise a lot of his off time is spent being Dad's taxi for the children's activities.

PRIZE WINNERS

Best Essay / Article – CAPT Mark Eastgate

'Structural Change Required Within The Royal Australian Corps Of Transport To Effectively Introduce Into Service The Project Overlander Fleet Of Vehicles'

BADGE DRAW

1st place – badge number 140, MAJ Huggins (prize - \$1080)

2nd place – badge number 955, PTE Kendall (prize - \$648)

3rd place – badge number 179, CAPT Bearzatto (prize - \$432)

LAND 121 TACTICS, TECHNIQUES AND PROCEDURES (TTPs)

CAPT JODY GASSDORF

The Australian (AS) Army and Royal Australian Air Force (RAAF) future war fighting Field Vehicles and Trailers (FT&V) capability will be delivered through the C4I networked and blast and ballistic protected platforms to be acquired under Land 121 Phase 4 Protected Mobility Vehicle - Light and the protected component of Phase 3 Medium-Heavy Capability (MHC). To provide the Army and RAAF with the capability to conduct tactical training and to enable development of the collective training skills demanded of the new capability, Land 121 will acquire unprotected vehicles to deliver the raise, train and sustain effect.

This project will deliver several mission systems that are new for the Australian Army and will present challenges to us in terms of Concept of Employment, training

2011. The new capability will significantly change vehicle tactics that the ADF has had in place since Vietnam. Hence the TTP's for LAND 121 will impact upon how the ADF trains, sustains and fights. The United States (US), Canadian (CA) and United Kingdom (UK) armies are well versed in these areas and have been operating with these systems on operations. A subject matter expert (SME) team was tasked by AHQ to visit key training, testing and doctrine-writing establishments to gather information from these allies to help implement these new capabilities in the most effective manner.

The intent of the visit was to develop contacts and obtain the necessary information to lead working groups to develop TTP's for protected B vehicle operations that can be introduced into the driver continuum in no earlier than 2012/13. This includes, but is not limited to, the use of ILHS and how training is conducted on protected vehicles and convoy defence procedures.

production of TTPs. Many of the allies received new vehicle fleets whilst on active operations which required in-theatre training. Development of doctrine and TTPs in the complex multi-national environment was done 'on the fly' incorporating lessons as they were learnt. In contrast, the ADF will be able to train with its fleet prior to deployment utilising robust doctrine and TTPs that incorporate our allies' hard learnt lessons.

LAND121 TTP development simulation activities were held 02-03 Aug and 05 Oct 2011 at Army Simulation Wing (ASW) Puckapunyal. The aim of the testing was to trial the draft LAND121 TTP's in an environment utilising protected vehicles of a similar size and limitations to those in tender, utilising appropriate command variants for the section commander and 2IC. This allowed comparison of communication between vehicles and within the vehicle. For specific scenarios secondary BMS-E or UAV tasks were assigned to the vehicle commander concurrent with commanding the vehicle. The activity was shaped to identify the gap in skills and knowledge for operating the future vehicle fleet by basic drivers and experienced section commanders within RACT. DSTO and senior RACT and RAAC observers from across Army were present for the activities, as well as operators from RTW, 26 Tpt Sqn and 7 CSSB.

The scenarios developed for the testing are available for units to set up simulation training at a unit level. This can be requested through HQ ASW.

The TTP's will be published in draft form and be considered developing doctrine. A website linking the TTP's and the product from this year's research will be available for comment through a website developed by the team at iArmy in early 2012. Commanders at all levels within RACT are requested to make sure operators are provided the opportunity to comment and keep these TTP's live as a basis for SOP development within units.



continuum, TTPs and doctrine. The areas that represent paradigm shifts are in the protected vehicle space with cabin crewing, C4I integration as well as the purchase of Integrated Load Handling Systems. (ILHS).

The Army School of Transport (AST) has been working to ensure the vehicle fleet are published in draft form by the end of

The doctrine and data collected by the team was analysed against the current suite of TTPs taught at Road Transport Wing and Royal Australian Armoured Corps doctrine. Several key training liabilities were identified for further testing.

Compared to our allies, Australia is an enviable position with respect to the

RACT IN ANTARCTICA

LTCOL DAVE BULLER

Consistent with the long-standing relationship between RACT and the Australian National Antarctic Research Expedition (ANARE), a member of the Corps was seconded to work with the Australian Antarctic Division (AAD) and has been doing so since September 2010. LTCOL Dave Buller was selected as the 2011 station leader for Casey Station, deploying to Antarctica in December 2010. "My corps background in amphibious operations and logistics would have contributed to my selection," LTCOL Buller said.

Over the last 12 months Casey Station has provided support to the Australian Antarctic Program, working alongside other international treaty members and contributing nations to ensure that Antarctic Treaty obligations were adhered to and administered effectively. In doing so, Casey facilitated a number of environmental, glaciology, human impacts, ecosystems and climate change projects as well as facility-based programs designed to upgrade, replace or maintain station infrastructure. LTCOL Buller's job was to ensure the smooth day-to-day running of the station and to make sure that community, science and non-science project needs were managed appropriately.

"Whilst the planning, coordination and management of air, sea and land-based station resources are essential to any successful season, there were other facets to the job that made it both challenging and enjoyable," LTCOL Buller said. "Human factors are the most important consideration when running a station. To have a truly productive and enjoyable season, the station's isolated community needs to maintain a productive and cohesive team spirit – particularly during times of hardship, stress and prolonged isolation."

"The safety of expeditioners is also paramount, taking into consideration the extreme and unforgiving working environment that is 'Antarctica'. The station's operating area includes a combination of peninsulas, island groups and glaciers that are subject to below -30°C



Casey Station

ambient temperatures, up to 200km/h winds, blizzards, whiteouts and a number of additional travel and survival dangers such as crevasses, ice cliffs and sea ice. As such, we had a strong 'look after your mates' ethos around station as we were self-reliant when it came to responding to emergencies – especially during the winter season where no external logistic or support mechanisms were possible."

All work aside, LTCOL Buller's time down south has presented some unforgettable memories. "A day rarely passed where you were not reminded that Antarctica is a truly surreal and isolated place. The benefit of living at Casey for 12 months is that you see the full cycle of summer and winter seasons. Wildlife is prolific in summer and in most instances, our expeditioners were amazed at how inquisitive and brazen the wildlife was around humans. Because Casey Station is on the coastline, we saw abundant numbers of seals, penguins and other birdlife. We witnessed the changes that each season brings – including the ocean being covered by sea ice during the winter months through to seals pupping and penguins nesting chicks over summer. We also experienced the full wrath of Antarctic weather – particularly the katabatic winds and blizzards. Finally, the Southern Lights presented a magnificent spectacle. During the winter months of prolonged darkness, there was nothing better than watching an aurora dancing in the sky whilst walking to work in the morning."

LTCOL Buller is currently in the process of wrapping up his tenure down south, as he and his wintering team will be extracted after the icebreaker Aurora Australis visits the station during Casey's major resupply in December. "I'm certainly looking forward to hugging my wife and kids upon return to Australia," LTCOL Buller said. "It has been difficult not being with family for a year. Unlike other operational deployments, a

mid-tour ROCL is not possible here and it's pretty hard on young children when they haven't seen their Dad for so long."

Casey Station is approximately 3,450km south-west of Hobart or 3,840km south of Perth. Casey also operates the only Civil Aviation Services Australia (CASA) regulated ice aerodrome in Antarctica, facilitating A319 airbus flights in and out of the continent. More information on Casey is available via the AAD website: <http://www.antarctica.gov.au/living-and-working/stations/casey>



Cargo Ops at Casey Wharf



Penguins on Iceberg



Aurora over Casey Station

**BEST PHOTO
WINNER
2011**



Photographer: PTE R. Williams

**2nd
Prize**



Photographer: CAPT M. Moseley

**3rd
Prize**



Photographer: LT J. Price



9TH TRANSPORT SQUADRON

LT MILES RAYNER, TP COMD, 9TPT SQN



In 2011, the 9th Transport Squadron remains the busiest sub-unit within the Battalion. The tempo for the entire year has continued almost without pause, and the achievements so far reflect the hard work of all members of the Squadron. To date, we have deployed on Operation Yasi Assist as part of the CSST, conducting Defence Aid to the Civil Community (DACC) to assist the people of Cardwell. We have supported the MTF-3 MRE in a transport heavy CSST, and supported 1 RAR on preparing to assume the RBG on Exercise Talisman Sabre (EX TS 11) in the Shoal Water Bay Training Area (SWBTA) and the 3rd Brigade Combined Arms Training Activity (CATA) more recently.



CSST members helping with the clean-up

Operation Yasi Assist – The CSST had a real shake out at the start of the year due to Far North Queensland being hit by TC Yasi. Unfortunately Cardwell, a small town about two hours north of Townsville, wore the brunt of the category 5 cyclone and after the epic winds and sea surge the CSST was deployed to conduct the clean up the very next day.

In support of the MTF-3 MRE the CSST was tasked with organising a transport heavy team. The Exercise was a busy one for the 9 Truck drivers but they conducted themselves with the typical professional posture we have seen for so long. During the

MRE the drivers conducted large personnel moves and supplied bulk fuel and water to Blue, White, Green and Red Forces in the numerous “boxes” in High Range. During what little downtime the drivers had on the MRE they also conducted further driver training to ready themselves for upcoming exercises, as well as QDE's in an urban environment located at Line Creek Junction in HRTA.

Exercise Talisman Sabre was conducted in the SWBTA, and as a result the CSST had to deploy its large footprint down to Rockhampton. In this case it would be a two day drive for the convoy having an over night stop at the Sarina Showgrounds. Many of the drivers in the Squadron had never undertaken such a long drive to get to an exercise and found the driving experience valuable as a professional driver. The advanced party left three days prior to the main body in order to pick up the 1 RAR personnel who were dropped off by C-130 and took them to their location in the training area. As part of the Ready Battle Group (RBG), it is the CSST's role to support the exercise as well as be certified to deploy with the RBG at short notice.

EX TS 11 was a NEO/Stability Operation Exercise where the majority of the CSST was attached to the Echelon and even a number of soldiers from the CSST were re-roled into a dismounted infantry platoon,



Unimogs in action

where they were required to provide local defence to the Echelon while situated close to the civilian population centres.



3rd Brigade CATA – As expected the 3rd Brigade CATA hit hard and fast. It was only a short deployment but action packed the entire time. With the AMO and TALO falling through, again it was the transport element of the CSST which proved its capability for the RBG. The CSST conducted a step up from Mounting Base Macrossan into the “box” to ensure they could conduct close support and regular resupply. During the activity drivers also conducted numerous tasks under blackout conditions using NVG and on the typical TFTA roads it was interesting to say the least.

Deployments – Many members have deployed to the MEAO and Timor Leste, this year resulting in CPL's filling SGT positions and LCPL's filling Sect Comd



Out and about lending a helping hand

positions. These members have shown what great knowledge, leadership and hard working ethics we have grown to expect from our NCO's.

Driver Courses – When not deploying to the field, the Sqn found time to conduct numerous driving courses for the Bde, Bn and the Sqn. The courses covered throughout the year were Mack, Mog, Rover 6x6, 8T, 20T, Bulk Water and various white

fleet courses.

With two months remaining in the year and no major exercise's left, I am positive the Sqn will meet the challenge and close off what has been a busy year. There will be further deployments next year on operations and always being at short notice to support the RBG we must ensure we continue to remain focused, train hard and prepare.

I TRANSPORT COMPANY

CAPT B. HARDING 2IC I TPT COY

I Transport Company has had a pretty busy year in 2011. We have had a lot of the Company deployed including the OC, CSM and 2IC for much of the year. We haven't let this slow us down, with many junior ranks stepping up and doing a fantastic job in a senior role. The Company had the privilege of hosting the Northern Region Corps birthday dinner, which was a great success and had representatives from all units in the Brigade. The three troops have had their work cut out for them this year and here is a little of what they have to say.

ALPHA TROOP 2011 - SGT J. MORRISON

Alpha Troop, I Transport Company, I



Combat Service Support Battalion kicked off the year welcoming many fresh faces

onto the team. To ensure combat readiness was maintained, the troop worked hard

to make certain that as many members as possible were AIRN compliant by the end of February 11. DPI checks were conducted on field kit and DPI folders were created which included official passport applications, personal data forms, and security classifications to name a few. During the period May to July A Tp had the privilege of hosting 2LT Walter on exchange from England as part of EX Long Look. This was a great experience not just for 2LT Walter but also the Tp as a whole. It provided the Tp with a different training focus from that they would normally experience and gave an insight into the way different organisations within Army work. 2LT Walter provided good guidance to the Tp as a Commander and will be missed.

During the year we have been involved in two field training exercises. EX CATA and EX Talisman Sabre. Both were held in the Shoal Water Bay Training area and soldiers from all Tp's within TPT COY formed a CSST for each exercise. This was a good opportunity for the different Tp's to work along side each other and provide members with a broader range of skills and knowledge. The feedback from each EX by higher Command was very positive and has instilled a greater eagerness to continue to perform at a high standard.



But it isn't all work and no play. A Troop organised an out-of-work troop function involving a bloodthirsty game of paintball, followed by dinner in town. We are also in the process of preparing a team to compete in Relay For Life.

Congratulations to two members from A

Tp, PTE Leigh Sullivan and PTE Stephanie Otto, who both recently received the Brigade Commanders Commendation for Outstanding Services to the Community, whom in separate situations, displayed quick thinking and bravery to assist a member of the public in life threatening circumstances.

BRAVO TROOP 2011 **- LCPL C. SIGNAL**

Bravo Troop has maintained a high tempo over the last eight months; with Bravo Troop members involved with tasks, courses and deployments.

Members from Bravo Troop have recently returned from Afghanistan on Operation SLIPPER. The primary role for transport members deployed to Afghanistan is to assist in resupplying patrol bases throughout the high threat area.

Members have also been deployed on Operation RESOLUTE as Transit Security Element assisting the Royal Australian Navy.

Bravo troop started the year off by conducting a HC3 course which was unfortunately interrupted by cyclone Carlos which effected the whole of the Darwin area.

Sabre. The exercises ran from mid July with most members not returning back to Robertson Barracks till early August. While on exercise members were conducting high tempo tasking and Infantry Minor Tactics. Bravo troop will continue to support 1 Bde units that are deployed on Exercise Predators Strike at Mount Bundy Training Area.

With the end of year coming fast and most units within the Brigade slowing down for the Christmas period, Bravo Troop will maintain its high tempo conducting various drivers courses for members within and outside of 1 CSSB and providing that much needed second line support to 1 Bde.

CHARLIE TROOP 2011 **- PTE A. PAVEY**

First of all, I'd like to say that without Charlie Troop 1 Bde stops moving. C TP have moved approximately 4375.2 ton over about 300 500 km so far this year.

What a year! It started at a cracking pace, with rain, cyclones and flooding. That didn't stop Cargo Sect, as they loaded and kept on 'truckin'. The 1 Armd Regt boys wanted tanks moved, so Heavy Equipment Transporter (HET) Section was put on notice but stood down because the highway was cut by flooding.

TS11 kicked off for C TP in May and (you guessed it) it was tasked to move pretty much the whole of 1 BDE to SWBTA. A and B vehicles and a heap of freight was lifted. After the exercise, C TP brought it all back again. The HET's encountered major T-Case issues along the way but the S lines proved they were still more reliable after all these years of loyal service.

In closing, just remember to THINK HEAVY AND KEEP ON TRUCKIN.

1 Transport Company's almost at the end of the year and getting ready to take a well earned break after a busy but ultimately quiet year. Now we looking towards 2012 where we will be 'peddle to the metal' supporting 1 Bde's pre-deployment training needs for the next rotation to Afghanistan. From everyone at 1 Transport Company, safe travels in all of your endeavours.

PAR ONERI.

LT Ashley Naughton had the honour of taking over the reigns of Bravo Troop, posted straight from Logistic Officers Basic Course.

The majority of Bravo troop members were deployed to Shoal Water Bay Training Area on Exercise CATA and Exercise Talisman

CHIEF DRIVING INSTRUCTOR CELL

WO1 SCOTT STRIJLAND

The utilisation of road transport assets is a key element of any activity conducted by the Australian Army in the development of operational capability. Whether the vehicle is employed in a tactical environment or in an administrative role, it is imperative the vehicle is operated by a competently qualified operator regardless of trade or corps. The Chief Driving Instructor (CDI) Cell is responsible for ensuring the necessary standards of all drivers in Defence are maintained through the delivery of realistic and relevant training. The maintenance of driving standards, through the Driver Testing Officer network, is vital in developing a competent and well trained workforce. The maintenance of standards is also linked to preserving the many exemptions afforded to the Australian Defence Force from National Road Regulations in order to operate vehicles on public roads.

Army is a Registered Training Organisation and is bound by the requirements detailed in the National Vocational Education and Training Regulator Act 2011. The requirements to comply with this Act are no different to any other commercial company delivering training on National Units of Competency. In line with these requirements, the CDI Cell is continuing work to improve the control, management and conduct of exported B vehicle driver training. As part of a multi-phased approach to improving exported B vehicle driver training, the CDI Cell has been heavily involved in the development of the Army Logistic Training Centre (ALTC) Standard Operating Procedure (SOP) 518 - Exported Training. The introduction of the



SOP was to ensure all elements involved in the conduct of Exported Logistic Training in units on behalf of the Training Advisor – Commandant ALTC clearly understood their responsibilities.

The SOP is the key document in the administrative management and control of exported B vehicle driver training. To support Driver Testing Officers with the delivery of driver training the CDI Cell, with assistance from Road Transport Wing, has developed standardised assessment tools for all exported B vehicle driver training and is currently updating all Part Five Training Management Package (TMP) material. The assessment tools are now being emailed to the respective course manager on approval of exported B vehicle driver training. The Part Five TMP material will be available on the CDI Cell website as it is developed. The necessary material for all exported B vehicle courses will be completed by December 2012.

The other key element is the continued updating of the Driver Testing Officer re-qualification course conducted by the CDI-Army. The skills, knowledge and attitude imparted on this course are fundamental to enhancing the ability of the Driver Testing Officer network to comply with current legislative requirements and deliver realistic and relevant training.

I have been privileged to serve with a small but very capable and professional team of individuals during my tenure as the CDI-Defence. To all of you, I thank-you for your dedication and efforts. WO2 Avery will remain next year as the CDI-Army. SGT Damien Lord is posted in to replace SGT Parker who very deservedly is being posted on promotion to Warrant Officer Class Two. After three years in the position, it is with mixed emotions that I leave the position of CDI-Defence, knowing there is still much more to be achieved. However, I have no doubt my replacement WO1 Ray Doolan will be equal to the task.

**THE CDI WEBSITE IS CURRENTLY UNDER REVIEW
THE UPDATED WEBSITE IS LIKELY TO BE
RELEASED IN THE NEW YEAR**

I TRANSPORT COMPANY MEMBERS ON DEPLOYMENT

PTE TARA-ANN BROAD

My name is PTE Tara-Ann Broad and I am a member of Mentoring Task Force Two (MTF-2) Transport Platoon. Below is how all the Royal Australian Corps of Transport (RACT) members operated during their eight month deployment to Afghanistan.

There were 25 RACT members assigned to MTF-2. They comprised of soldiers from the 5th Battalion (Mechanized) Royal Australian Regiment (5 RAR), 1st Combat Service Support Battalion (1 CSSB), 8th/12th Medium Regiment (8/12 MDM REGT) and the 2nd Cavalry Regiment (2 CAV). Primarily most of these groups were part of Logistic Support Company's (LSC) Transport Platoon. Their main role was to re-supply the Patrol Bases and support the in-fill and ex-fill of the Force Engineer Construction Team (FECT). A small group of RACT members filled other roles throughout MTF-2, which included mentoring the Afghan National Army (ANA), Operational Movement, OPS Cell functions and providing transport support to the Combat Teams.

The re-supply of Patrol Bases was one of the most important jobs to be done within MTF-2. These re-supply operations were commonly known as OP SHOJO. FECT runs are similar to OP SHOJO but are purely for the transportation of construction stores and plant equipment when a new patrol base was being constructed or a patrol base was being up-graded. Preparations for an OP SHOJO or FECT runs are often very complicated and we all had to be extremely flexible. Last minute changes were often made and the loads could be added or taken away at very short notice. While we were outside the wire (OTW) we were under the command of our escorts who were the protection for the convoy whilst on the move from one patrol base to another transporting the essential supplies needed to keep a patrol base running efficiently. An OP SHOJO or FECT run can consist from one of our vehicles right up to our whole fleet as well as some American vehicles. The



most exciting aspect of OP SHOJO is the actual drive to the patrol bases, covering the different classes of roads predominantly in the desert (Dasht) which consisted of difficult terrains which most of the drivers have not encountered before. The Dasht was probably the most challenging, because we could not tackle the obstacles we faced the way we wished to as we had to follow the tracks which have been cleared of Improvised Explosive Devices (IEDs). We found that the Dasht could be very hilly or flat and dusty or rivers both full and dry. Most of the loads that we had to carry would raise a few eyebrows in Australia with their size and complexity. The loads could consist of bulk fuel, bulk water, construction stores (for FECT runs), construction equipment (also for FECT runs), shipping containers filled with general stores needed at the patrol bases ie, bottled drinking water, gas bottles, communication supplies, mail, personal equipment, etc. These loads often made the terrain more challenging for us and on occasions we had a shipping container on the truck connect with the one on the trailer. The loads make the vehicles far heavier and they often become dry bogged on steep inclines. We would cross some river banks that had over a 1m drop and on top of all these obstacles we had to remain alert to our surrounding for suspicious activities and/or IEDs.

The transport platoon of MTF-2 has accomplished a great deal in the scorching heat and freezing cold on their eight month deployment to Afghanistan. Carrying out over 35 OP SHOJOs (six cycles), over 30 FECT runs and transported over 300 people around the area. Over our deployment we had transported the following:

OVER 1,020,000L BOTTLES OF DRINKING WATER	OVER 25,000L BULK WATER (NOT DRINKABLE)	MORE THAN 650,000L OF DIESEL
MORE THAN 225 TONNES OF AMMO AND EXPLOSIVES	MORE THAN 200 TONNES OF CONSTRUCTION STORES	OVER 68 VEHICLE OR TRAILER LOADS OF CONSTRUCTION EQUIPMENT
OVER 6 TONNES OF MEDICAL STORES	AND MORE THAN 50 TONNES OF SPARE OR REPAIR PARTS	

ANA MENTORING TEAM**- SGT A. MURPHY**

Myself and WO2 R. Behrndt were given the task of mentoring the 5th Kandak Transport Company as part of MTF-2. We believed this was going to be a tedious and extremely difficult task in terms of obvious results, due to the inexperienced nature of the ANA. Being a mentor is not just about providing assistance to the ANA in finding ANA solutions to ANA issues. It is also about instilling a well-balanced belief in the ANA about themselves. This involves assisting them in being more willing to try new methods, to have faith in their ability to succeed, and to understand that failure is a natural part of life, not a thing of shame and loss of face.

To achieve both these aspects of mentoring it is essential to build relationships of trust with the ANA soldiers, which on its own has been one of our biggest challenges. This task was not easy by any stretch of

the imagination. Issues that we had to overcome included; cultural differences, language differences, and the simple ingrained belief in the way things have always been done.

On arriving in Tarin Kowt, we discovered that a day generally consisted of starting the vehicle by any means possible. For instance, push starting a vehicle was done by another vehicle, at speeds up to 40kmh. First parade consisted of starting the vehicle and hosing it down with water.

We now see the ANA conducting a walk around the vehicle looking for faults, oil and water being checked and the vehicle then started. This gain took six months to implement as a sustained practice, albeit with supervision.

Driver training has progressed from reversing the vehicles around a chicane for days at a time, with the inclusion of vehicle component identification followed by weeks of driving around a 200 metre circuit. We now see a reasonably well structured course, with ANA implemented 'driver under instruction' signage being used without prompting. Concurrent activity was not heard of but is now being accepted as a feasible method of training.

My time as a mentor has been both rewarding and frustrating, but with results that speak for themselves. The ANA are starting to understand the importance of their role as drivers and what that role means as maintainers of vehicles. They also understand how important it is to conduct themselves in a professional manner and what that brings to the future successes of their Defence Force.

JOINT MOVEMENT CONTROL OFFICE BRISBANE

Welcome to 2011, BAM, Mother Nature gave Australia, and a few other places, her worst. Between floods, earthquakes and tsunamis JMCO BNE hit the ground running with movement support to a variety of operation assists, on top of the day to day support to operations overseas. Fortunately the floods only affected two members of the JMCO with no damage to homes, however many around us suffered some terrible losses. All in all a devastating way to start the year, but it proved that the JMCO, and indeed the community as a whole, stood ready to act when it was needed the most.

The planning and execution of the DIAMOND series of exercises and the combined exercises of Talisman Sabre, Hamel and RIMPAC were next with JMCO BNE being kept on its toes from March until August. This involved conduct of route reconnaissance, movement planning, overseas travel and manning of staging areas at Miles, Goondiwindi, Gin Gin,



LT Jarrod Baldwin on EX DD

Bundaberg, WBTA and Rockhampton. In our endeavours we were joined by PTE R. Sinclair, JMCO Perth, and SSGT L. Goddard, EX Long Look. Both members contributed to the team and SSGT Goddard provided

insight to the way the Brits do business, a great experience for all involved.

Throughout this busy period movement support to on-going Operations utilising RAAF C17's and the A340 Defence air charter continued and JMCO BNE felt the absence of 14 of its members, including the



Swearing in of PTE J. Farrell to the ARA



Farewell of Ms Joy Murdock

OC, to OP SLIPPER. Of special note were CPL S. Brown and PTE J. Farrell who received CJTF 633 commendations for their efforts.

Having so many away everyone had to step up, and did, with a smile on our face and a skip in our step. But as busy as the year was, we still found time for some fun in a variety of forms; birthdays, battle PT and friendly competitions between the JMCO and the JMCC in the form of minor team games and cook offs. The 'Crossed Ladles' currently rest with the JMCC, but not for long. The year continues busy throughout Christmas and New Year with support to the deployment of FCU-6, CTU-3 and MTF-4.

Lastly hails and farewells, we bid a fond farewell to CPL S. Brown and Ms J. Murdock and wish them all the best for their future endeavours and a hearty welcome to PTE's T. Donoghue, C. Mowen and S. Wallace.

15 TRANSPORT SQUADRON — BENDIGO'S OWN!

15 Transport Squadron has had a very busy time throughout 2011. Prior to the arrival of the new regular Army personnel, the Squadron conducted 10 days of Defence Aid to the Civil Community assisting with Victorian flood relief. The tasking began on the 14th of January with the evacuation of nine people in Newbridge and finished on the 24th January with the return of five Unimog trucks from Swan Hill. During that period, the Squadron evacuated approximately 100 people, delivered almost 250 000 sandbags and assisted in the sandbagging of approximately 60 homes throughout North and Western Victoria. During the Victorian flood emergency, the Squadron also sent four Mack dump trucks to Queensland to assist in flood relief for our Northern friends.

Since the floods, the pace of tasking has remained high, and has included a Young (or not so young) Leadership weekend at Kapooka, utilising the high ropes confidence course. White knuckles aside, a very good time was had by all involved, with all who attempted the high ropes confidence course getting through unscathed.

Easter was once again a very busy time for the Squadron, especially as the annual Bendigo Easter festival coincided with ANZAC Day. The Squadron involved itself in the Easter activities; helping with the setting up and pack up of each day's events



Victorian Floods January 2011. Moving sandbags and stores to Kerang Power Station.

as well as entering a number of vehicles in the Torchlight parade. On ANZAC Day the OC MAJ Edwards was given the honour of being the key note speaker at the main ceremony and was also presented with a Chinese scroll as the guest of honour at a Chinese commemoration parade and dance.



Exercise Ambush Alley 2011

15 Transport Squadron also successfully conducted an Infantry Minor Tactics training weekend in March, participated in Ex SOUTHERN WARRIOR with the other Southern 9 FSB sub units and conducted Ex AMBUSH ALLEY. Ex AMBUSH ALLEY is the Squadron's mounted Minor tactics weekend and was very successful, even after the typical Puckapunyal winter weather closed in.

15 Transport Squadron welcomed a new OC into the family in January, with Major Carl Edwards taking over the reigns from Major Leanne Le Lievre. WO2 Gregg Orlicki also marched into the Squadron to take over the role of Operations Warrant Officer from WO2 Norm Kerr. In Horsham, WO2 Jeff Boyd took over the reigns from WO2 Bob Lockwood. Other new faces that have joined the Squadron include Corporal



The Squadron on ANZAC Day

Andrew Harris, Corporal Anthony Swales and Private Jamie Robins.

IN CONCLUSION

15 Transport Squadron hit the ground running at the start of the year and has not stopped since. All members of the Squadron both ARA and ARes are looking forward to a well earned break at the end of the year. Finally the Squadron would like to farewell the outgoing SQMS WO2 Renee Jeffries and the 128 TP COMD WO2 Jeff Boyd. Best of luck at your next postings and thank you both for your hard work and dedication throughout the year.

RACT CELL DEVELOPMENT GROUP, ALTC



It has been another busy year for the RACT Cell at Development Group (Dev Gp). The year commenced with minimal disruption from the posting cycle, with a new Assistant Employment Category Manager, CAPT Mark Eastgate, marching in to the cell from ASLO to replace MAJ Carl Edwards who left us to take up command of 15 Tpt Sqn. The rest of the team remained incumbent from 2010 so the cell was able to launch straight into 2011 where 2010 left off.

ROLE

The RACT Cell within Development Group is responsible to the Employment Category Sponsor (ECS); COMDT ALTC for Employment Category Management and Training Development for all RACT Employment Categories.

CURRENT RACT CELL MANNING

Employment Category Manager

- MAJ Brett Reeves

Assist Employment Category Manager

- CAPT Mark Eastgate

Training Systems Adviser

CAPT Brett MacKenzie

Corps Employment Adviser

WO1 Anthony Coughlan

TDWO Marine and Cargo Specialist

WO1 Ian Cragan

TDWO Operator Movements

WO2 Dennis Ramsay

TDWO Air Dispatch

WO2 Darren Moffitt

TDWO Road Transport

WO2 James Stewart

TDWO Air Dispatch (ARes)

WO1 Keith Gear

RACT EMPLOYMENT CATEGORY MANAGEMENT

All RACT Trade reviews are now complete. The priorities for the RACT Cell for 2011 have been to monitor and refine the new Employment Specifications which went live on 18 Mar 10 in order to provide the required capability to Army. The RACT Cell has been implementing changes as a result of the DFRT Determination No. 10/09 to all ECN's with new Skill Grades and Pay Grade structures. The implementation has generally gone well, with the cell now addressing individual cases for determination and updating

Employment Specifications according to changes to Training Management Packages (TMPs) or strategic guidance from AHQ and FORCOMD.

EMPLOYMENT SPECIFICATIONS

Employment Specifications are the authoritative documents for all RACT commanders and managers when managing the career progression of RACT soldiers. The Directorate of Workforce Management – Army (DWFM-A) maintains the most up-to-date and authorised versions of each document live on the DRN. These documents can be accessed at <http://intranet.defence.gov.au/armyweb/sites/DWMA/comweb.asp?page=75176&Title=RACT>.

RACT TRAINING DEVELOPING

The TDWO for each of the trades have been busy keeping the training for the corps current and up-to-date. This is an ongoing and complex process with multiple stakeholders. The key areas addressed by each trade are outlined below:

ROAD TRANSPORT

- Dev Gp works very closely with AST and RTW to implement continued improvement in training and is attempting to bring improvements to the delivery of road transport training including the following:

- An up-armoured SUV TMP has been completed and implemented.

- A TMP for C3 Familiarisation has been introduced.

- A review of the TM course was conducted, as well as a review of the Sub 4 CPL course

- A review of all exported training TMPs will be completed by the end of the year.

MARINE AND CARGO SPECIALIST;

Cargo - This year there was a number of TMP's completed within the Cargo Specialist Trade these being for the (C20) Telehandler and the (LF) Forklift that are currently within the system. All of these have been completed in conjunction with the staff from CSTS at Maritime Wing. The TMP's that are currently being worked on are the Dogging and Crane TMP's.

Marine - The marine section have been conducting reviews on their courses and sending in various amendments for these courses. An evaluation of the Supervisor Marine Course is currently being conducted as well as a review of the Marine Terminal Officers Course.

OPERATOR MOVEMENT AND POSTAL;

Development continues in the modularisation of OP MOV courses at Maritime Wing. Currently the OPMOV Basic course and the Sub 4 CPL course have been modularised. TMPs have been developed and it is anticipated that pilot courses will be introduced in the near future.

Work continues on competency mapping and analysis of units of competency (UOC) changeover from TLI07 competencies to TLI10 competencies for OPMOV and Postal courses.

AIR DISPATCH;

The last 12 months has seen significant changes proposed to the ECN 099 Trade Training Continuum and some ancillary courses relevant to the 099 trade. From May until September 2010, an external evaluation was conducted by Development Group on all ECN 099 trade courses. The results of this comprehensive evaluation shaped the re-development of four trade courses, which occurred from October 2010 until July 2011.

The most significant changes proposed for the trade course TMPs include the removal of training and assessment relating to the DHC-4 Caribou aircraft as a consequence of its decommissioning in 2009, and the addition of training and assessment for new capability relating to aerial delivery procedures with the introduction of the C17 Globemaster aircraft. Three of the trade courses are conducted concurrently to make the most cost efficient use of resources, particularly air assets. To support this approach to training, synchronisation of the timings for all practical activities and assessments across the three courses also occurred during TMP re-development.

As of August 2011, all four trade courses have been endorsed at a Curriculum Review Board (CRB) but due to duration increases for each course, a Training Modification Submission is required for consideration by FORCOMD before the courses can be implemented. Subject to FORCOMD approval, the intent is to conduct the first pilot courses in the latter part of 2011 or early 2012.

PAR ONERI

16 TRANSPORT SQN

MAJ PETER SHIERS

16 TPT SQN operates out of Dundas in Sydney and Adamstown in Newcastle within 8 CSSB, 8th Brigade. The Brigade AO extends from Dundas in Sydney to the Queensland border, and west to Tamworth/Armidale. The Squadron provides transport support and capabilities to seven units within the 8th Brigade.

The current manning of the Sqn is three officers, five SNCO's, 12 JNCO and 60 "diggers". The Sqn has Alpha Troop based at Adamstown in Newcastle, with the Sqn HQ and Bravo Troop at Dundas in Sydney. The Sqn holds a range of CL vehicles, Unimogs and Landrovers. Our Mack trucks capability was reallocated to other high readiness units across Army early in 2011.

The Squadron has been operating at high tempo with both force and operational generation responsibility to TLTG-3. Sqn



LCPL Ramage delivering occupation orders to his section

staff coordinated a detailed plan for the TLTG-3 deployable force, involving complex movements of personnel and equipment between Dundas, Adamstown, Singleton, Canungra and Townsville with many other minor nodes in between. A very challenging task, proving that our people were "equal to the task."

The year commenced with SGT "Nudge" Sarkis, LCPL Luke Vidler, PTE John Holt, PTE Daniel Fox and PTE Andrew Boutillier finalising their preparations to deploy as part of TLTG-3 to East Timor. The 8 CSSB CO held a farewell BBQ in Feb to bring together all families and friends of those deploying to East Timor. This provided a relaxed environment for everyone to meet and understand the extended support network available to deployed soldiers. In addition to deploying soldiers, the unit farewelled a veteran RACT soldier, SGT Robert Todd, after 38+ years of loyal and dedicated service to the Corps and Army. The Sqn has also had many of its high performing soldiers attend their Junior Leader Course and are now qualified for promotion. LCPL's Samut, Soltan and Vidler have been promoted and PTE's Brown, Lawther, Simpson, Szlezak, Raz and Noake are positioning themselves as future leaders within the Sqn.

The Sqn has conducted driver courses and provided assistant driving instructors to UNSWR to qualify soldiers on Landrovers, Unimogs and IIMV's. The Sqn also has nominated two personnel to qualify on fuel TPA operation, in order to provide improved high volume kerbside refuelling capability to our customers.

Sqn training activities focus on our mission essential tasks responsibilities of providing transport logistic support in field environments. Our soldiers have conducted road convoy drives as well as cross country driving. They have practised the delivery of orders, basic infantry minor tactics, operating a command post and vehicle checkpoints, as well as defence harbour routines. The Sqn has provided transport elements to Bn training for 8 CSST, in order to build a cohesive team to support the Bde CATA in Oct.



Recovery Operations

The unit has a strong level of commitment to the 8th Brigade HRR and RRF capability, with 12 personnel in the HRR and five in the RRF.

The Sqn participated in three ceremonial commitments in Apr as our soldiers provided catafalque parties to Wood Glen Retirement Village and two local RSL's. Many of our unit vehicles and 15 soldiers were also used to parade veteran soldiers in the Anzac Day parade through Sydney's wet streets.

On 16 Jul 11 the Sqn held a dinner to celebrate the unit and Corps 38th birthday. The night was well attended by our members, the CO and RSM of 8 CSSB and a representative from 3 Transport Association. Many past members of the Sqn also attended to share their experiences and unit history.

The Sqn has provided other day to day operations with transport support to AHQ Land 121, School of Infantry, Special Forces Training Centre, and HMAS Kanimbla SAD. Overall the Sqn has had a very busy and productive year, providing interesting and challenging opportunities to its' soldiers and officers.

PAR ONERI



Corps 38th Birthday

30 TERMINAL SQUADRON

LT SANDI WILLIAMS

Over the last 12 months, 30 Terminal Squadron has undergone some sweeping changes with the rollout of JP 126 – Joint Theatre Distribution, including the delivery of eight highly manoeuvrable V2 Kalmar Rough Terrain Container Handlers and

nine JCBs. In addition, the Squadron will soon take ownership of four 80-tonne Grove cranes, including one that will be up-armoured for training purposes. The new equipment provided through JP 126 increases the ability of the Squadron to support

the 'containerised and modularised' Army and improves the efficiency of terminal operations.

All this new equipment poses a challenge to the Squadron to ensure that sufficient operators are available for ongoing training,

tasking and maintenance requirements. As a result, the Squadron held a Courses Camp in early 2011 to qualify personnel on a variety of equipment types, several of which are pre-requisites for further training. Some of the courses were conducted at the Macrossan Training Area, near Charters Towers, while others were conducted locally at Lavarack Barracks. It was a very busy start to the year but established a strong foundation for the Squadron.

Following the highly successful Courses Camp, the Squadron conducted Exercise ISOPTERA (Isoptera is the insect order to which 'termites' belong). The exercise was split into two week-long parts, which were conducted at Macrossan prior to and after Easter. Exercise ISOPTERA allowed the Squadron to conduct trade and all corps soldier training within a tactical scenario. Again, it proved worthwhile for all participants.

Following Exercise ISOPTERA, the Squadron conducted a highly successful Range Week, which included day and night serials on

both the F88 and F89. A 9mm pistol course was also conducted, which qualified a large number of firers.

All of this lead-up training ensured that the Squadron was very well postured for Exercise TALISMAN SABRE 2011. To support the exercise, a composite 'Force Support Squadron' was established with elements from 26 Transport Squadron placed under the tactical control of Headquarters 30 Terminal Squadron. This structure proved to be very robust. For instance, the in-load of the Brigade Maintenance Area and 2nd Health Support Battalion at Shoalwater Bay was completed as a tactical move within a day. Transit areas were established at Defence Support Group – Rockhampton (Camp Rocky) and the Shoalwater Bay Training Area. Support was also provided to the Ammunition Point.

One of the highlights of Exercise TALISMAN SABRE was the Open Day at the Rockhampton Showgrounds. The Squadron placed a Kalmar on display, which proved very popular, especially with the kids.

It was very gratifying – and surprising – to see a longer line for the Kalmar than the M1 Abrams nearby!

During the exercise, the Squadron earned a reputation for its 'can do' attitude and its ability to adapt to changing circumstances. Exercise TALISMAN SABRE was a very long commitment for 30 Terminal Squadron, with elements in location from 23rd May through to 23rd August. However, it was a great opportunity to practise skills in a setting that cannot be fully replicated outside a major exercise or overseas operation.

2011 has been a challenging yet rewarding year for the Squadron. With the Government's recent purchase of RFA LARGES BAY and the construction of new Landing Helicopter Docks under JP 2048, the Cargo Specialist trade will continue to grow and adapt. No doubt, between JP 2048 and JP 126, it will continue to be an exciting time for the Cargo Specialist trade and for 30 Terminal Squadron in particular.

PAR ONERI!!

JOINT MOVEMENT CONTROL OFFICE TOWNSVILLE

SGT DAVID HORNE

A Movers life is never dull; our work at JMCO is not all about deploying on operations, but it does happen. 2011 has proven to be a very busy year for the members of JMCO TSV. The year has again seen us providing movement support and advice to units within our Area of Responsibility.

Returning from Christmas leave saw members hit the ground running, providing assistance to the Queensland flood effected areas. Initially our main effort was assisting elements of 5 Avn Regt and 10 FSB deploy south, as part of OP FLOOD ASSIST. It was then a case of 'here one day gone the next' for our Platoon Commander, LT Andrea Tyrrell, when she deployed on a short notice Defence Supplementation Support (DSS) task to Egypt. The tempo didn't stop there as we braced ourselves for not one, but two, cyclones. The first one was a bit

of a non-event; however Cyclone Yasi more than made up for that.

After returning to work and discovering a sizeable tree had missed destroying our building by mere centimetres, it was all available hands on deck. Two detachments were deployed to support the clean-up effort, one to Cardwell and the other to Rollingstone. In addition to this, the Platoon Warrant Officer, WO2 Steve O'Donnell was attached to HQ 3 Bde, to assist with the planning for OP YASI ASSIST. The remaining members of the unit (all five of us) were soon augmented by the arrival of the JMCC from Brisbane and the return a few days later of our Operations Sergeant, SGT Cristy Lennon, who had been in Malaysia assisting with the Rifle Company Butterworth Rotation.

As support to OP YASI ASSIST continued, Easter saw the return of the Officer

Commanding, MAJ Josh Prucha, our other Platoon Commander, LT Alex Spence and our Plans Warrant Officer, WO2 Andrew Beckham, all of whom had been deployed to various locations around the MEAO, in support of OP SLIPPER. Having the entire unit in the same location only lasted a short while, with one of our Platoon Sergeants, SGT Murray Stewart-Green deploying to East Timor to join the CMCC, as part of OP ASTUTE. Fresh from her recent trip to the Mediterranean and following a quick handover/takeover, our Platoon Commander, LT Andrea Tyrrell and two of the Diggers, PTE Tiffany Ley and PTE Hayley Sullivan, then set off on a six month deployment to the Middle East. For those of us not lucky enough to be deployed, work hardly slowed as we prepared for and assisted with the deployment of a number of large Force Elements. This included CTU-2, FSU-5, MTF-3, TLAG-15, RWG-6, FCU-5, TLAG-16 and a number of RCB rotations,

not to mention providing support to EX Diamond Series, EX Kapyong Warrior, EX Talisman Sabre and EX Olgeta Warrior.

During EX Talisman Sabre, we deployed to a number of staging areas across Queensland, including Mt Isa, Barcaldine, Sarina and Longreach; providing a good introduction to our new ADF Gap Year soldiers. Our involvement in EX OLGETA WARRIOR included sending an MC Detachment, comprising of CPL Todd Ellis and CPL Rebecca Hass to Port Moresby, PNG to assist with the reception and clearance

of elements of 3 CER, 1 HSB, 3 RAR and a Company Group from the 2nd Royal Papuan Infantry Regiment. Further support was provided at Townsville port for cargo and vehicles being moved to Port Moresby via civil sea charter.

As 2011 draws to a close, we find ourselves continuing to provide support to Townsville based units, with 11 Bde deploying on OP ANODE as Rotation 26, towards the end of November. Hopefully we will find the time for some members to go on a promotion/trade related course... or maybe leave.

I know we are all looking forward to the end of year function and even the cyclone prep that is required prior to Christmas stand down. Sadly this year will see a major changeover of staff and while we may miss those departing, we look forward to welcoming all of the new members to our unit.

During 2011, with a bit of hard work and some long hours, JMCO TSV has proven themselves to be 'Equal to the Task'.

176 AD SQN

176 Air Dispatch Sqn began the year with several high tempo activities, with 9 FSB taking command of FSU-4. As a result there was a large representation from the Air Dispatch (AD) trade. Domestically, 3RAR was preparing for the stand-down of its parachute combat role in October; nevertheless, the Battalion was still eager to conduct parachute operations, requiring plenty of Air Dispatch and Parachute Rigger Spt. SOCOMD would pick up this capability gap as a result and increase its airborne training and certification. In addition, the RAAF frequently required AD and Rigger support for a variety of qualification and currency training. Exercises Titan Harpoon and Talisman Sabre 11 provided a good training platform for contingency planning while there were several exercises overseas with coalition partners that allowed the AD and Rigger trades to foster coalition relations and further develop the Sqn's deployability and combat readiness.

The year commenced with exercises in Western Australia with SASR, support to C-17 air drop trials with 36 Sqn and ongoing air drop support to 37 Sqn. During this early part of the year the Sqn also conducted two separate IMT exercises at Holsworthy and Marangaroo training areas, focusing on both conventional fighting and urban close quarters battle in platoon level formations. In May members of the Sqn deployed in support of 3RAR during Exercise Kapyong

Warrior in Townsville. The crews rigged weapons and ammunition for dispatch and one crew inserted with the 3RAR Parachute Company Group.

In June the Sqn ramped up with support to 2 Cdo Regt's Commando Company Group (CCG). During Exercises Titan Harpoon 1 and 2, the Sqn conducted short notice recalls to practice its ability to react to the CCGs contingency training. In both of these activities the CCG would conduct a parachute-load-follow (PLF) insertion into water with both Zodiac and Rigid Hull Inflatable Boats. The Sqn worked exceptionally hard through the nights rigging boat bundles and platform boats with accompanying loads to meet the timeline required.

The Titan Harpoon series acted as a prelude to Exercise Talisman Sabre where the Sqn supported both 2 Cdo Regt and the US Army 353rd Special Operations Group. Again, boats were rigged at the Sqn for parachute insertion into Shoalwater Bay. The insertion consisted of both USAF and RAAF airframes deploying Australian and American special operations members. The Sqn also conducted the drop zone (DZ) clearance at Shoalwater Bay with over 150 parachutes and other ADE to be recovered using LCM8s from 35 Water Tpt Sqn. During this period members of the Sqn also conducted combined parachute training with their American counterparts at Richmond. Many Sqn members conducted descents out of the USAF airframes and were thus granted the US Army Paratrooper Badge.



Equipment awaits at RAAF Richmond for loading onto C130 aircraft for 2 Cdo Regt's insertion into Shoalwater Bay.

Throughout the year, the Sqn provided many of its personnel in support of a range of ADF courses including; support to AMTDU training courses in Air Dispatch and External lift



Air Dispatchers and Parachute Riggers conduct combined Static Line descents with the US Army 1st Bn, 1st Special Forces Group (Airborne).

operations; support to PTS Parachute Jump Master Courses, and ongoing support to the Special Forces Training Centre's Commando water modules and assault swimmers courses (SASR).

The Sqn has also been involved in several exercises overseas with partner countries. In March members deployed on Ex Air Warrior to Nevada, and in July, Exercise Red Flag in Alaska. Here, they were tasked with supervising American loads for airdrop out of RAAF C130s. In August, two members were deployed as part of the Pacific Air Rally conducted in Sri Lanka. They dispatched loads from RAAF C130 aircraft as part of ongoing training, mentoring and liaising with the Sri Lankan and other regional armed forces.

The Sqn deployed a large element to the MEAO; in late November 2010 19 members force concentrated as part of FSU-4 to TK, KAF and AMAB. Their main role was to operate the Air Head/Terminal in each location and to manage the tracking of cargo within and between each location. They performed exceptionally well and throughout the deployment handled in vicinity of four million pounds of cargo and operated from a variety of AS, Coalition and contracted aircraft. In addition to managing Air Head/Terminal in each location, various personnel from 176 AD Sqn were also deployed in



RACT Air Dispatch External lift operations and other terminal tasks continue at TK various HQs, OPS Cells, Camp Maintenance Teams and Q-Stores.

The Air Dispatchers have had a very large part in the operational logistic support to Multi National Base Tarin Kowt (MNB-TK) for many years. During FSU-4 – Force Support Team TK Air Dispatchers, Movements, Cargo Specialists and Drivers conducting a variety of tasks including:

- * Cargo management / Freight distribution;
- * Flight line clearance;
- * Personnel movement by road and air;
- * Postal services
- * Internal transport / Mass casualty plan;
- * Patrol base resupply by road and air;
- * Airdrop and external lift support; and

The mixed diversity of the RACT member within the AO was essential for the operational support to not only Australian Force Elements (AS FE) but the International Security Assistance Force (ISAF) as a whole. Provided key mission critical support to war fighters in order to train and mentor the Afghan Kandaks.

Overall it has been a very busy and fulfilling year for the Sqn. Domestically, the Air Dispatch and Rigger trades have increased their support to SOCOMD and the RAAF in order to fully develop airborne capabilities, while our training with partner nations continues to enhance and develop our capabilities and defence relationships. Despite the traditional parachute capability being removed from 3RAR, 176 AD SQN is still firmly embedded within the ADF's aerial delivery and airborne capability for the foreseeable future.



RACT Air dispatchers conduct External lift resupply to a patrol base from TK

26TH TRANSPORT SQUADRON

LT SHANE CARNEY, ADMIN OFFICER

INTRO

2011 has been a busy year for 26 Transport Squadron. The year started quickly with the Queensland Floods affecting many members within the Sqn

personally and requiring a recall in order to stand up a Defence Aid to the Civilian Community (DACC)

element in order to support the infamous Mud Armies of Brisbane. The high tempo for the Sqn did not decrease from January with our support to major exercises Warhorse, Diamond Strike, Talisman Sabre and Hamel, in addition to the plethora of other support that we have provide to numerous units across Australia. The high tempo for 26 Tpt Sqn will continue into the foreseeable future with 26 Tpt Sqn assisting 3 Bde with the relocation of 3 RAR to Lavarack Barracks, Ex Hamel 2012 and AACAP 18 (Major) to be conducted in early 2012.

DACC / OP QUEENSLAND FLOOD ASSIST

2011 began with the activation of 26 Tpt Sqn's DACC elements in support of the floods that effected Queensland during the 2010 – 11 Stand down period. Initially 26 Tpt Sqn elements were involved with the evacuation of communities that were effected by the floods. Once the flood water had sufficiently receded 26 Tpt Sqn ran a 24 hr resupply of the Gatton reservoir utilising the bulk water capability afforded by the Sqn's TTWs to constantly transport potable water from RAAF Amberley into Gatton.

With the formation of JTF 637, elements of 26 Tpt Sqn were force assigned to provide integral support to the JTF effort. 26 Tpt Sqn provided vehicles, bulk fuel assets, bulk water assets and manpower to aid with the clean up and removal of debris from Ipswich and surrounding area. The dedication and empathy demonstrated by members of the Sqn toward our local community was only equalled by people from across the region who arrived to provide a helping hand to those affected and the resilience of those devastated by the floods.

EXERCISE TALISMAN SABRE 11 (EXTS 11)

Ex TS 11 saw a significant portion of the Sqn involved within the Legais and Tropicana AO's. While the exercise only ran for a few short weeks, 26 Tpt Sqn's support began well in advance of D Day. The Sqn was crucial in the deployment phase with the movement of stores, equipment and ammunition to DSG-Rockhampton (DSG-R) and Shoalwater Bay Training Area (SWBTA) to allow 1 Bde and 7 Bde to duke it out for battlefield supremacy. 26 Tpt Sqn had personnel and vehicles deployed in support the Force Support Group (FSG) providing third line heavy lift, bulk water and bulk fuel in addition to a second line element that operated in direct support of the 2nd Bn, 23 Bde US Army. There were also some defectors that were assisting the Legais Freedom Fighters in their stand at the Williamson Airfield and within the Legais Enclave. Once the war was complete the 26 Tpt Sqn mission endured with the redeployment of the JTF660 units to their home locations within Legais, Tropicana (Brisbane), Monmir (Darwin) and Australia.

OPERATOR SPECIALIST VEHICLE

A continual reduction in the ranks of the Operator Specialist Vehicle ECN 274-5 Driver Trade, has been a burden on 26 Tpt Sqn and 1 CSSB for many years. Throughout 2011 26 Tpt Sqn, specifically 85 Troop, has been actively recruiting. The restructure of 26 Tpt Sqn and the incorporation of a Heavy Rigid Section in to 85 Tp has allowed CAPT Schoch to begin breeding Operator Specialist Vehicle Drivers, with 23 drivers from within 26 Transport Squadron, being trained and developed for future incorporation into the OSV Ranks.

TRAILERS AND TRUCKS

Since the introduction of the restrictions placed on the foot cargo trailer, 26 Tpt Sqn has been reeling with a capability gap from 85 Tp that was difficult to fill. Due to extensive testing at DMO Monegetta the restrictions have been lifted enabling the trailer to transport vehicles and cargo as has been done in the past. The Sqn has been leading the way in the push for a new Prime Mover capability for Army, as an interim measure, until Land 121 Heavy is introduced in 2019. With the increased manning and the possibility of a new fleet of vehicles in early 12, 85 Troop is looking forward to a busy year supporting Army in 2012.

CAMELS

Penny and Vernon have continued in fine tradition to provide support to many community events in the local area. Penny and Vernon have had two trips to central Australia in 2012 for Camel Handler training, and happily, 'Vernon' and 'Penny' have returned to the Sqn

and are continuing training in order to support the Sqn in their role as mascots and ambassadors of 26 Tpt Sqn to the local community.

3 RAR

The year continues to be very busy for 26 Tpt Sqn, with the focus now on the transport of 3 RAR from Holsworthy to its new home at Lavarack Barracks. The planning for the conduct of the move is well underway with the large task bringing a close to the 2011 Calendar for 26 Tpt Sqn. This move will be a Sqn level transport move involving all available platforms and drivers and is expected to take 3 – 4 weeks to complete.

PRE DEPLOYMENT TRAINING FLEET

The incorporation of the Pre Deployment Training Fleet into 1 Div has opened up new some new opportunities for 26 Tpt Sqn. The pre deployment training fleet will be based out of Enoggera Barracks and movement of the vehicles will be provided by 26 Tpt Sqn in order to assist with the conduct of Mission Rehearsal Exercises and pre deployment training across Australia.

AACAP 18

As well as the transportation of 3 RAR, planning for AACAP 18 has commenced. AACAP 18 will be conducted in northern Western Australia next year and the in load of stores and personnel is expected to commence in Apr/May 12.

CONCLUSION.

The OC 26 Tpt Sqn, MAJ James Matchett, is leaving the Sqn in Oct 11 taking a position at Command and Staff College in the United Kingdom. MAJ Matchett will be farewelled by the Sqn on the 07 Oct 11 at the Sqn Dining In, where the in-coming OC, MAJ Brett Huggins, will be welcomed. All members of the Sqn wish MAJ Matchett well as he continues his career and are looking forward to several years under the command of MAJ Huggins.



A MOVER'S VIEW OF EXERCISE TALISMAN SABRE II

CPL PAUL STUBBS (RAAF) AND PTE RENEE RITCHIE

The Joint Movements Coordination Centre (JMCC) is the deployable sub-unit of 1st Joint Movements Group (1 JMOV Gp), with its HQ and 1 Movement Control Platoon (MC PL) located in Brisbane and 2 MC PL split between Darwin and Adelaide. JMCC's primary function is to provide a deployable movement capability either within Australia or offshore.

JMCC provide units with movements support to FE within an Area of Operations (AO). OPMOV personnel (including our beloved RAAF members) from the JMCC will be present at both the POE and POD to provide movements advice and expertise plus monitor, report, execute and document all supported activities. For JMCC an exercise or operation falls into three distinct operational phases, including deployment, conduct of operations and the redeployment.

Throughout the first half of 2011, JMCC prepared for Ex Talisman Sabre 2011 (TS11), which included training, practical exercises both within the barracks environment and out in the field. Other tasks included the checking and rechecking of stores required for the exercise as well as personnel equipment. By June, we were ready to go and what a busy eight weeks the JMCC would have.

The deployment commenced with JMCC hitting the deck in mid June, firstly at DSG Rockhampton (DSG-ROK) to establish the HQ. Soon to follow were the elements from both MC platoons to their respective AOs. After two days of further preparation, 1 PL set up their platoon in the field. For the next two months we would call Shoalwater Bay Training Area (SWBTA) and to be more exact, Camp Growl, home. The platoon had officially become JMCO SWBTA.

To keep things interesting JMCO SWBTA liked to move around a bit just so they could have hands on all the modes of movement within the training area. This included

road self deploy (RSD), road freight at the transshipment area (TA) located in Camp Growl and sea movement at Sabina Point for the Combined Joint Live Fire Exercise (CJLFX). Maritime assets included LARCs, LCM8s and LCHs. And finally, C17 and C130 aircraft coming and going at Williamson Airfield also required periodic movements support. We did it all. 1 PL members even came together with our JMCC colleagues working out of DSG -ROK to deal with RSD at "The Caves" which is a staging area midway between ROK and SWBTA. We may have been spread thinly at times, but we always managed to get the job done.

Unfortunately movers, particularly those at the junior rank level can become easy targets for less than happy Unit Commanders, Convoy Commanders and Packet Commanders. While we did experience rare dilemmas with our supported units, on a whole we were seen as people just trying to do our job. Most units showed their appreciation for our efforts with a simple "thank you".

For the movers of JMCC, where would we be without the Terminal Operators at the TA, the 35 Water Tpt Sqn Amphibious Beach Team (ABT) at Sabina Point and lastly the RAAF Air Movements Section, Air Load Team (ALT) at Williamson Airfield. Their support to us was greatly appreciated and helped make our job so much easier.

For JMCO SWBTA, the movement of RSD vehicles and RD FRT, throughout the bay was to be our biggest challenge. With RSD, it's easy to expect that units will follow the movement tables and be on time, every time. This of course was always going to require close liaison with redeploying units. But no matter what difficulty would occur the team would always overcome it, both through professionalism, flexibility and good old fashioned trade knowledge.

RD FRT was to also take up a large amount of JMCO SWBTA time. Whether it was pre or post exercise, army and civilian heavy vehicles were in plentiful supply on TS11.

Armoured vehicles, ISO containers, plant equipment and unit stores were just some of the items to be moved in and out of SWBTA.

Even if it was only for the fresh rations and the hot showers at Williamson Airfield, the RAAF ALT were a great crew to be around. They gave us anything we needed to make us fit in and carry out our roles. At the airfield, we were able to do more than just report movement in and out of the bay. Giving dangerous goods briefs, airside safety briefs, arrival and departure briefs, walking passengers to and from the aircraft, and even assisting in the breaking down of offloaded pallets to the building of outgoing pallets; these were just some of the other duties we enjoyed performing at the Williamson Airfield airhead.

The large amount of sea movement that occurred on TS11 gave JMCO SWBTA members an invaluable opportunity to broaden our skills. The monitoring and reporting of vehicles plus passengers on and off the vessels for the first time, was, for the guys and girls of JMCO SWBTA a great experience. Amongst the many passengers moved between Sabina Point and Townshend Island were a unit of US Marines. Most of the sea movement was late at night, through to the early hours of the morning due to the incoming tides which dictated the timings of vessels coming onto the beach.

Yes, the days more often than not required an early start, and equally as often a late finish, usually into the mid evening. It wasn't all work though. Each member was given the opportunity to head into ROK for the afternoon for some much appreciated "down time". In early July, JMCO SWBTA was even fortunate enough to experience live television out field. (Who could miss the mighty Maroon's winning their sixth straight State of Origin series!)

All in all, it was a great experience to have our hands on almost all the modes of movement within the one exercise. Right

the way through the month of August, JMCO transitioned back to being I PL and the members started to exit the bay as movement support began to decrease. By the 23rd of August, our last remaining personnel were back in Brisbane, and for

most, our return meant being able to take some well earned leave.

For I PL, TSII is over and by all reports our role within the exercise has been a wonderful success. One thing is for

sure, when I PL is called up to perform their duties once again, whether it be an operation or exercise, we are going to be even better at "doing what we do", thanks to our experiences on TSII.

SO PAR ONERI!

LAND 121 TRAINING TEAM



The 27 January 2011 marked a significant date in history for both the Australian Defence Force and those within the road transport trade, with the launch of the 'Land 121 Introduction into Service (IIS) Training Team for the Mercedes-Benz G Wagon at RAAF Amberley.

Over the next 3 years the training team will continue to train personnel to adequately operate the Mercedes Benz G Wagons, while eventually phasing-out the Landover 110 (4x4) and (6x6) variants.

There are currently two Training Teams lead by SGT Darren Robertson and SGT Merryll Pringle. Each team comprises of four Corporals selected from both the Army and RAAF.

The previous five months have been challenging and physically demanding, yet exciting for the training team, as preparations were made to establish a fully functional and operational training institution, capable of generating soldiers to operate the Defence

Forces future road transport capabilities.

The team is currently functioning within an archaic building, eagerly awaiting the construction of their new state-of-the-art training facilities, scheduled for completion in the first half of 2012.

ESTABLISHING AN IDENTITY!

Without an established training facility, and generally unknown throughout the Defence Force, The L121 Training Team began to announce its own identity. In March an agreement was finalised for the design of the units PT shirts and their chosen colours. After negotiations, a unanimous vote was decided on, with the team opting for the colours, 'black and white'.

The training team has also been busy enforcing and promoting a positive image amongst the community. With the team on a weekly basis travelling all over Brisbane, the G-Wagons have received an incredible amount of publicity, spurring a certain curiosity within the public eye.

On the 21 May, CPL Ashcroft, CPL Kingston and SGT Pringle, participated in an exhibition held at the Ipswich Show grounds. The displayed aimed at informing the community of the technical aspects and capabilities of the vehicles, while continuing to promote a positive presence within the public.

TRAINING BEGINS

April 2011 saw the commencement of the introduction into service training for the LAND 121 vehicles. The G-Wagon Operator Conversion Course runs over a period of five days, and aims to training students in skills such as, tyre change and repair, basic vehicle components, and of course, off road driving. The course has been extremely well received by the vast majority of students, and as expected the Difficult

Terrain driving is typically nominated as the best period of the training.

What drivers are noticing most is that the vehicle handles very differently from the Land Rover. The G Wagon is much more powerful, has an easy to use 5 Speed selectable automatic transmission and electronic diff locks. It is a very different vehicle to drive – the adage "if in doubt, power out" does not apply here. The best approach to driving over difficult terrain is to let the vehicle do its thing – just use all that power and torque.

Throughout the coming months both teams will continue to manage back-to-back courses, successfully training over 900 by the end of December 2011.

The successful training of G Wagon operators is a vital part of the introduction of the new vehicle. Not only does it ensure that operators are appropriately qualified before deploying the vehicle on exercise, but it is a vital enabler for the roll out of the production vehicles. Units should aim to have three drivers trained for every vehicle to be delivered prior to roll out commencing. In addition every DTO across the ADF must attend a G Wagon Course prior to December 2014.

Delivery of the new vehicles has commenced and the roll out to units will commence in late 2011. In the mean time the team will continue to train to prepare units for the new vehicle.

The team has had a great 2011, and is looking forward to even more students coming through in 2012 as the roll out gets into full swing.

ARMY SCHOOL OF TRANSPORT – MARITIME WING 2011

The Army School of Transport's Maritime Wing is located at Ross Island, Townsville. It is responsible for training delivery in Marine Specialist, Operator Movements, Cargo Specialist, Postal and Marine Engineer trades, running 47 courses each training year. These courses are split between four training sections, three of which deliver RACT training. 2011 has been a period of high development for the Wing. All training sections have focused on updating and developing courses to promote an adult learning environment, including modularisation, simulation and emulation, developing an operational focus and utilising tablet and IT to develop training delivery processes.

MARINE SPECIALIST TRAINING SECTION (MSTS)

Within the MSTS, the focus has been on ensuring TMP amendments are developed to improve on the tactical procedures already taught. The focus initially is on elements of single watercraft defence, such as conventional watercraft defensive procedures, configuring an LCM8 watercraft for defensive operations, range cards, day and night defensive routines, sentry duties, air/sea warning procedures/actions, defensive withdrawal and fire lanes. Both trainees and AST-MW staff continue to develop operational skill sets that will enhance Marine capability.

The culminating exercise for each course previously focussed on assessing students in an administrative coastal scenario. Future courses will be broken into two parts; during the first phase of the exercise students will be assessed in an administrative scenario where maritime military skills and knowledge will be assessed. The second phase will require students to move into a scenario with an operational focus to gauge their ability and understanding when operating in an environment of threat.

AST-MW are awaiting the arrival of VBS2 and Marine Simulation systems. These will be

implemented into the course programme, enhancing the training experience whilst reducing resource usage. This will also include the electronic deployment of watercraft with electronic charting and military sensor integrated Battle Management Systems.

This operational focus, including the utilisation of simulation systems within the Marine Specialists training space will develop an operational capability that is currently missing from Marine Specialist training.

OPERATOR MOVEMENTS TRAINING SECTION (OMTS)

OMTS is in the process of revising Movements Training Packages to ensure there is no duplication of training. This is occurring for all Movements Training packages and encompasses the following courses:

- a. IET Operator Movement Course, including the modularised packages;
- b. S4CPL Advanced Movement Course, including the modularised packages;
- c. S4SGT Supervisor Movement Course;
- d. S4WO Manager Movement Course; and
- e. Movement Officer Course.

On completion of the updates, the intent is to implement training reform across all course packages to have as near to a paperless course as possible. The goal is to have the majority of instruction and assessments set up as electronically based, self paced learning packages allowing more one-on-one instructor/trainee time. This will let trainees move forward within the course package at their own pace however; there will be instructor initiated 'stop gates' where the requirement exists for a paper activity/assessment.

As part of this review, OMTS are also investigating the incorporation of realistic

operational scenarios into the IET and S4CPL field phases. These operationally focussed scenarios are in addition to the trade specific assessments and are being designed to enhance the course and develop trainees by introducing scenarios that may be encountered by an OPMOV whilst deployed.

CARGO SPECIALIST TRAINING SECTION (CSTS)

Over the past 12 months the CSTS has developed an operational focus to training delivery. The IET course was the starting point for these reforms. During the final week, trainees consolidate all that they have learned throughout the course. Using scenarios, trainees practice all aspects of unloading and loading utilising the AST-MW landship. Cargo is unloaded, utilising the Ship's Favco crane, onto clearance transport to be moved to a Transit Area. This is all within the confines of Ross Island Barracks (RIB). Trainees are also required to load and unload cargo from LCM8s on the Hard at RIB.

Trainees are now subjected to 'scenarios' where they are required to adopt decision making processes to situations involving battle casualties, enemy attacks and location security.

An operational focus for the Subject 4 CPL course is currently being developed and it is intended that the trainees will be able to lead a section during field phases of each course. This training will be delivered in a field location, where trainees will learn to prioritise and manage a variety of tasks that are given to them in an operational setting. At the same time, they are required to conduct reconnaissance and to start compiling reports.

The wing has invested a substantial amount of time into ensuring that the training provided is up to date and as realistic as possible. Delivering an operational focus in training allows soldiers to prepare for deployments and ensure they are conversant with current trade skills. AST-MW will continue to develop and improve

training delivery with Instructors utilising IT, such as tablets and E Books to enhance the training space. This allows trainees greater access to doctrine and associated trade

knowledge. This approach, coupled with an operational focus will ensure that the CSS soldiers trained by AST-MW are well prepared with trade and All Corps Soldier

skills for employment both here in Australia and on Operations.

2011 – THE YEAR THAT WAS AT ROAD TRANSPORT WING

TRAINING

B Vehicle Shooting package

For the past 16 months the Army School of Transport's Road Transport Wing (AST-RTW) has developed a more flexible training package for the Initial Employment Training (IET) course. AST-RTW instructs about 350 IET soldiers a year.

The IET course is now broken into three blocks which include a Block 1A (C2), Block 1B (MR2) and a Block 2 (Tac Veh Ops). The drills taught during the Block 2 (Tac Veh Ops) phase of the course have been modified by drawing lessons from US, Canadian and British doctrine addressing convoy ambushes, IED strikes and other operational scenarios.

A lot of work has gone into developing the B Vehicle shooting package of the Block 2 (Tac Veh Ops) phase of the course. The course now aims to make the drivers more capable on the battlefield as opposed to the perception that they are drivers only. The B Vehicle shooting package includes a WTSS shoot where trainees shoot from LFI through to LF6. The trainees then move on to a Group and Zero shoot to allow them



to Zero their personal weapons before progressing onto the vehicle component of the shooting phase. The next component of the shooting package is a Static Vehicle

shoot, which teaches trainees how to shoot from the cupola of a static vehicle in preparation for the culminating stage of the package which involves trainees shooting from the cupola of a moving B vehicle. The final stage of the shooting package sees trainees firing from the cupola of a moving B vehicle on a purpose built one kilometre range, attempting to knock down seven Fig 11 dart mech targets.

The reason the B Vehicle shooting package was developed is so RACT soldiers of the future will become more capable on the battlefield, so the combat arms can conduct their main role while we provide our own convoy protection.

HCI

The HCI course which is run by Advance Tp at RTW has been through an upgrade with the course length extended from



27 to 30 days. During the conduct of this course trainees are instructed on the 41ft trailer as well as the MC4 Hallmark trailer combination minus the Dolly.

Promotion Courses

During 2011 there have been significant changes made to the Subject 4 CPL course run by NCO Tp at RTW. These changes include the introduction of an EHAPT and FOB environment built into the course to simulate the working environment and tempo of operations. The FOB phase of the course has been enhanced by the trainees wearing Combat Body Armour and utilising upgraded communications in the form of Soldier Personal Radios. There have been changes made to the Transport Managers course also run by NCO Tp with the introduction of the MILIS training system utilised to record all servicing for the course.

THE WING

From Tobruk to Wadi Zeitun

AST - RTW has for many years been the centrepiece of the RACT, and a home for all members of the Corps. This year marked a change in the Wing's barracks name change. RTW is to remain a part of Tobruk Barracks, however has its own lines - Zeitun Lines. RTW was privileged to have the then HOC, BRIG Mulhall, officially open the lines for the wing. The history behind Zeitun Lines stems from the 9th Division and its involvement in the Tobruk Campaign. After the initial contacts at Tobruk had been contained, MAJGEN Morshead decided to raise an Infantry Battalion from the ranks of 9 Div AASC.

On the 27 Apr 1941, A Company and a carrier section relieved 2/43 Bn in the 24th



Brigade sector (to the east of the line). They occupied an area of approximately 4,000 metres covering the entirety of the Wadi Zeitun, which stretched from the coast to the head of the Wadi on Bardia road. A Company and the carrier section were charged with protecting the area equivalent in size to that normally given to a Battalion.

They managed to defend their section of the line from 27 Apr 41, until the Australian troop withdrawals in September. This was the longest stint on the forward line by any unit in the garrison; and was recognised by MAJGEN Morshead in his scheduling the order of return to Egypt.



Map shows where 9 Div AASC was deployed once rerolled

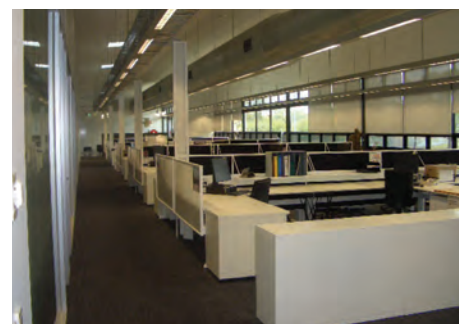
This name change is just one change in the ever changing landscape of the RACT. RTW and at times AST has been located at Puckapunyal, and Tobruk Barracks since the Corps inception. In the beginning RTW has had to share the yard with 26 Tpt Sqn, until they moved to Amberley in 2007. This allowed RTW to stretch out and move into its promised area (the old 26 HQ). Since then there have been leaps and bounds forward in the advancement of the RACT IET drivers courses and the driver construct within the Corps.

Further to the Barracks name change and flowing on from the implementation of modularised training at RTW there has also been an update to the facilities. RTW now has a new Headquarters building, which houses all HQ staff, OPS and all troop staff/instructors. The instructional facilities have also seen a face lift. The old demountables have been removed and the old 26 Tpt Sqn shed now refurbished as an instructional hub for the wing. The instructional facility now holds a lecture theatre, 24 seat

classrooms, a computer room and an open air classroom capable of accepting all B vehicle types.



HQ entry sign



Staff/Instructors office

Driving Simulator

In September 2011 RTW received a new driving simulator. This gives the trainees of RTW an excellent opportunity to conduct driver simulation through a range of purpose delivered suites that simulate realistic battlefield conditions and situations. This in turn allows the trainees at RTW to practice their skills sets taught in class room lessons before putting them into a practical application in Block 2 (Tac Veh Ops.)

As can be seen it has been a very busy year for RTW. We have made significant changes to the way driver training is conducted in Army, and will continue our hard work in this area. We were privileged to have HOC RACT open our new lines earlier this year. With a new workplace and conducting new training, this year has seen RTW definitely placed at the forefront of training for the Corps.



Driving simulator

THE LONG MOVE SOUTH – DARWIN TO ADELAIDE WITH 7 RAR, TPT PL

LCPL G. HORTON

As word spread that 7 RAR was picking up sticks and relocating from Robertson Barracks in Darwin to RAAF Base Edinburgh in far flung Adelaide, there was a certain buzz going through the members of Tpt PI. Thoughts of how we would get there, what tasks may arise for the move, how were the facilities at the new location, and what new equipment would await us there. All things important to a group of keen RACT soldiers setting off on a new adventure to places unknown.

As the Christmas period fast approached, there seemed like a mountain of work to do to pack up the transport office in Darwin and meet all the requirements of outside agencies to have all the stores and vehicles ready for the move. This process seemed to work well with a few teething problems but no major dramas. When all the dust settled from the pack up and all tasks were completed, all members from Tpt PI said their good byes to each other and Robertson Barracks and headed off to spend time with family and friends over the Christmas period.

After a break and a recharge of the batteries, most members of 7 RAR, Tpt PI returned to work in early February 2011 to begin a new chapter in the history of 7 RAR, Tpt PI by starting work in the purpose build facilities in Horseshoe lines, RAAF Base Edinburgh. Most of the platoon were excited and were looking forward to having a tour of the base on their first day at work.

Shining new paint work and clear glass windows greeted the PI as they were introduced to the new work spaces that they would occupy for the duration of their postings to Adelaide. New work areas with a computer room were welcome additions as were the new locker and showering areas. This made a good change from the antiquated facilities used at Robertson Barracks in the final days of the platoon's stay at their temporary "Transport Office" located in 1 Armd Regt. No more waiting for that opportunity to check an e-mail or update a leave application.

As the tour continued the platoon was shown the outside area where the Tpt PI would store their tools of their trade, their vehicles. Unfortunately there were not enough vehicles to fill all the spaces, however this is slowly changing. All members of the PI were amazed and grateful for the new "Bays" to store their vehicles and many commented that they finally had areas to lay out and store each vehicles CES which in turn would make it easier to deploy out field at short notice and with less chasing of much needed equipment. A luxury not available in Darwin.

Continuing on, the PI was introduced to the large hanger that would serve as the place to service and store equipment used to ensure that each vehicle assigned to the PL was kept in "deployable condition". This includes a servicing pit, state of the art oil and fluid dispensers, tyre changing area, large storage cage for parts and loses items and a much needed brew area for down time.

It was noted that there was ample room to move and have room for more than one vehicle to be serviced on at one time.

Other areas that were noted were the RAEME compound, which Tpt PI are now very much acquainted with, used to conduct major services on a range of vehicles. Just behind this location is a growing crock park for vehicles in desperate need of attention. This has sometimes put a burden on the Tpt PI in preparation for conducting bush activities since arriving in Adelaide. Overall the current location of Tpt PI, 7RAR, at Horseshoe lines have been well received by all members of the platoon and they are a more welcome sight than what we were previously used to in Darwin. Many more good years of service are still to come and we are all looking forward to working in a state of the art facility for those years.

As the year ends, we will sadly miss our PL SGT, SGT Fox who will be moving onto bigger and better things in 4 CSSB and looking forward to his replacement in 2012. SGT Fox was a very proactive part of the team who would always go out of his way to assist us in Driver training and pass on his wealth of knowledge and experience.

Overall, 7 RAR and in particular Adelaide has plenty to offer single members and families, so should you feel up to the challenge and would like to work within a transport yard with more room than you may have experienced before, please advise your CM and I look forward to seeing you down here soon.

35 WATER TRANSPORT SQUADRON

Throughout May 2011, the Marine Specialists of 35 Water Transport exercised the core trade skills that enable the ADF to conduct successful amphibious operations.

Two concurrent exercises were conducted in the vicinity of Rainbow Beach, Queensland: Surfing Penguin utilising the LARC V amphibious vehicle, and Green Anchor utilising the LCM8 and zodiac small boats. The Squadron headquarters deployed as the overall coordinator for the two exercises.

Both Green Anchor and Surfing Penguin were developed to exercise the unique and critical distribution support that 35 Water Transport provides and which enables the ADF to conduct amphibious operations. Both exercises used a building block approach to assess the skill level of the current Marine Specialists, highlight areas



that needed refresher training, and then build on the existing skill sets in order to refine the marine specialist skills that 35 Water Transport provides to the Army and ADF.

Exercise Surfing Penguin, as the name implies, was originally conducted to develop skills required for the Army Watercraft LARC V support to resupply in Antarctica, in particular the requirement for LARCs to operate in heavy sea conditions. This capability has been continued and used to instruct Marine Specialists to operate across a surf beach in various sea conditions – a crucial enabler in amphibious operations. The LARCV is the ADF's only amphibious transport vehicle and fills a critical capability niche within the ADF amphibious plan. Capable in operating in Sea State 5 conditions (2.4- 5 meter wave height) and transporting up to 4 tonnes of cargo or 15 fully loaded and equipped soldiers, the LARC V is able to also quickly transition once ashore and transport cargo up to 50kms inland, as demonstrated during relief operations in Somalia in 2005.



"A total of 42 Marine Specialists participated in Exercise Surfing Penguin, a number of whom had just graduated from their basic marine specialist course so it's a great chance for them to see how the LARC V is utilised in amphibious operations and develop an important skill set," said WO2 Trevor Stanford, SSM for 35 WTS.

"For the Marine Specialists, it's been graduated training to build the skill sets and confidence to operate across a surf beach that began with theory lessons, demonstrations, and then practical exercise. The operators of the craft have learned to operate in the surf, judge the sets of waves entering the beach to time their exit from the surf, and the correct angles to approach the beach," said CPL Steve Winley, a LARC Supervisor and instructor for the exercise. When surf conditions were not suitable for working in the surf, LARCV crews reviewed their skills sets and conducted their drills and actions on such as towing stranded vessels, employment of sea anchors, and man over board drills. In addition, the LARCV, under the direction of their Marine Supervisors, conducted riverine reconnaissance in the Tin Can Bay area.

In order for this exercise to occur, 35 Water Transport was supported by numerous agencies within Army, including ALTC Maritime Wing, Reserve Members, 2 HSB for medical support and the Army Dive Wing. The Army Dive Wing was instrumental in bringing in divers from all over Army to provide safety support while conducting surf training. "Divers came from a number of different units within Army – Engineer Regiments, IRR, and the Army Dive Wing itself. It's no exaggeration to say that without any of these supporting elements; Recovery Operators, Medics and the divers, the exercise would not have gone ahead," said WO2 Bruce Mills, OIC of Exercise Surfing Penguin.

Simultaneous to Surfing Penguin, Exercise Green Anchor was conducted to refresh and to build on the marine skill sets of the 35 Water Transport LCM8 crews in preparation for their use as an inter-theatre and intra-theatre transport asset. Four LCM8s departed Townsville for a five day cog [sail] to Rainbow Beach, QLD. The length of this cog was something that a good portion of the crews had not had extensive experience with before. As opposed to the 10 hour cog to Mourilyan Harbour earlier

in the year when the squadron supported OPYasi Assist, this cog was a total of five nights and included overnight cogs in various sea conditions. "This is the longest cog I've done and it's a really good experience for the crew and myself, said LCPL Mark Halpin, vessel master for AB1060. He added, "the distance of the cog is excellent practice for both navigation and crew management, particularly fatigue management." Holding the rank of LCPL or CPL and operating offshore in an independent role, these vessel masters are responsible for ensuring the navigation, safety and leadership for the other four members of their crew.

On arrival at Rainbow Beach, the LCM8s of 70/71 troop operated throughout the area refreshing their drills and actions on, including towing, man overboard and fire aboard before proceeding to testing the tactical concepts developed in the 35 Water Transport SOP finalized last year. The LCM8s rehearsed tactical anchorage and movement, riverine reconnaissance with zodiacs, and NVG familiarization. In addition were skills sets of critical importance to amphibious operations to include beaching and retracting operations, notional 'stern door marriage' for future interaction with RAN LPAs, and techniques for the recovery of a vessel that has been broached, or pushed sideways onto the beach by waves and currents. Drills were also conducted with the two .50 caliber heavy machinegun mounted on each LCM8. Prior to departure from the Rainbow Beach area, the LCM8 crew conducted a manoeuvre in which the LCM8s would judge the tidal situation in order to affect a crossing of a sand bar and the entrance to the Great Sandy Straight and Fraser Island, a skill which required the vessel masters to judge tidal and sea conditions and set a proper course to enable as smooth a transit as possible. On the return to Townsville, a section of LCM8s also conducted a river reconnaissance of the Fitzroy River to Rockhampton in preparation for possible use during Exercise Talisman Sabre in July. In all, the crews of 70/71 troop lived aboard their vessels for more than 30 days and demonstrated the staying power of the LCM8s in a deployed location.

"These skill sets are being prepared for the Squadron's participation on Ex Talisman Sabre, but also to rehearse the crews for amphibious operations," said MAJ Grant Shottenkirk, OC 35 WTS. "The LCM8s and LARCs give vital flexibility to the amphibious commander by giving them options of manoeuvring forces around the battlespace fluidly, in both directions between sea and land environments and over beaches. 35 Water Transport Squadron contains the ADF's only small independent watercraft and true amphibious cargo. With over 17,000 Islands in the Australian Area of Operations and 85000km of navigable waterways, it's a crucial component to Australia's overseas response options."



7 CSSB

7 CSSB transport has been extremely busy this year, beginning with the first 4 months of the year devoted to Brigade-directed driver training. The courses were designed to train up other members of the 7th Brigade in C2, MRI, HRI, HR2, HR4 and LR3 in order to reduce Brigade training liabilities. This was immediately following a heavy commitment to Operation QUEENSLAND FLOOD ASSIST, so the start of the year saw all members busy.

Our first exercise, Ex COY READY was a company deployment to Wide Bay Training Area (WBTA). The deployment highlighted many points for improvement pre major exercise period and were pivotal for 7 CSSB success's later in the year.

Our next challenge was a CSST detachment for Ex Diamond Strike at Shoalwater Bay Training Area (SWBTA). With all members present, 5 Platoon stepped up to conduct the heavy lift for the CSST. With time on our side to conduct some platoon

level planning, everyone thoroughly enjoyed having the freedom to put the vehicles and training through their paces. The platoon were treated to First Aid, Ratel, Casevac and Actions On training culminating in a QDE which incorporated all of the lessons they had been taught. The rest of the Battalion occupied a week later and Ex Diamond Strike then officially began. Situated in the UTOF near Raspberry Creek, Urban Ops and certifying the Battalion at Training Level 4B was the emphasis for the rest of the exercise.

Ex Diamond Dollar commenced in June and we were back on the road to SWBTA. With the original BMA water-logged, 7 CSSB were forced to move to a position that was more tenable. Fortunately, this position proved to be quite convenient as the Battalion was able to rehearse occupation orders and drills to good effect pre-Ex Talisman Sabre.

Ex Talisman Sabre proved to be an excellent exercise for transport as we were heavily

relied upon to provide numerous DPs and continue our support to the other sub-units within the Battalion with close support to the echelons. This exercise provided the soldiers an opportunity to display they understood the commander's intent and completed all tasks very professionally under trying conditions. This also saw the inclusion of BMS in Battalion operations – a highly flexible system enabling the quick dissemination of orders, commander's intent and transparent resources for Brigade HQ staff.

With all the exercises complete, the focus has again been on internal driver's courses and MTF 4 MRE. This saw our specialist operators at WBTA for each CT rotation. The courses conducted will see us finish the year with most of our members fully qualified on HR2 and HR4, keeping our soldiers competitive for any possible deployments. As 7 CSSB will be restructuring next year with a predominantly transport heavy company, 8 CSSC, tasks and training will predominately be transport-related increasing our already high enthusiasm and esprit-de-corps within RACT.

NOTES

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....



www.ract.org.au

MINISTER | NAVY | ARMY | AIR FORCE | DEPARTMENT



RACT

Equal to the Task



[Home](#) [My Trade](#) [Associations](#) [Journals](#) [Docs](#) [History](#) [Gallery](#) [Links](#) [Contacts](#) [Events](#)

Welcome to the official website for the Royal Australian Corps of Transport.

This website provides information for current and past members of the Corps. It is also a very good resource for people after information about the the RACT.

LATEST CORPS
NEWS

Brigadier Andrew Bottrell, CSC and Bar

*Head of Corps
Royal Australian Corps of Transport*



© RACT | Disclaimer | Website by Fresh Creative