

AUSTRALIAN ARMY TRANSPORT JOURNAL



PAR ONERI

The Official Journal of the Royal Australian Corps of Transport

Princess Royal Banner Presentation Edition



Issue 45, 2013



RACT

Equal to the Task

Royal Australian Corps of Transport **Corps Conference** **2014**

2 - 4 April 2014

Puckapunyal Military Area
Further information will be made available
on the RACT Website in the New Year.

HQ Army School of Transport staff outside of the "new" Head Quarters Building



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DEADLINE

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reach the Editor by
01 September 2014

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HEAD OF CORPS 2013

Brigadier Paul Nothard, AM, CSC

2013 has been a momentous year for those of us in the Royal Australian Corps of Transport. Of significant note was the presentation of the Princess Royal Banner on 1st June 2013 at Amberley in Queensland. The Banner was presented to the Corps on parade by the Governor of Queensland in front of a large gathering of past and present members of the Corps family. The parade also afforded us the opportunity to retire the Princess Alice Banner, which was laid up in a ceremony at All Saints Chapel at Enoggera on the following day. The Princess Alice Banner is now proudly on display in the Army Museum at Bandiana. The new Princess Royal Banner will reside in Puckapunyal in 2014, when the Army School of Transport returns to its spiritual home.

The parade coincided with the Corps' 40th Birthday, which was celebrated at a dinner on the Saturday evening that was attended by over 400 members of all ranks, both serving and retired. It was a fantastic night, where we were able to reflect, with great pride, on the success of the Corps over four decades. The entire weekend was a great success and I would like to thank everyone involved, whether they were on parade or working in support. It was amazing to see so many members of the Corps, from all ranks, working together to make the weekend a success.

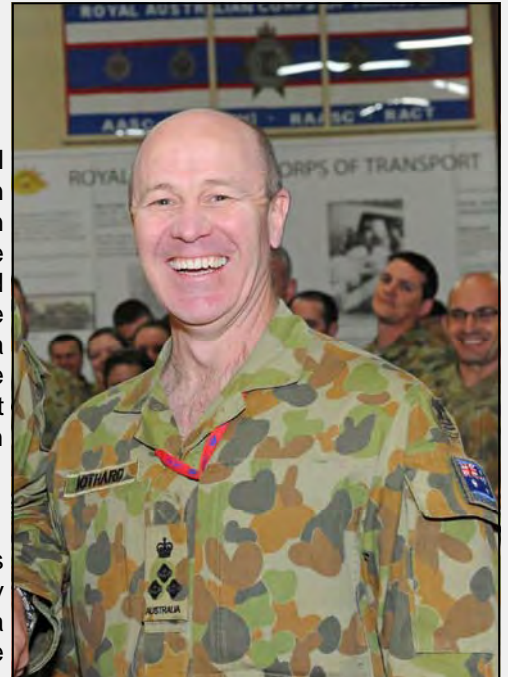
Corps personnel have remained busy supporting exercises and deployments both within Australia and overseas. As the Australian Army starts to draw down overseas, we still have approximately 100 RACT personnel playing a significant role on operations. We trust they all remain *Par Oneri* during their deployment and return home safely.

The future for our Corps is looking very bright with the Corps readying to accept responsibility for Army's protected mobility capability, which will be manned by our Driver Specialists. We will also see new replacement fleets of vehicles arrive, which will progressively replace our current fleet. Cargo Specialist numbers will increase with the introduction of the new LHDs into the RAN and our Air Dispatchers will work more closely with the Cargo Specialists, with the formation of an Air Terminal Squadron under Plan BEERSHEBA. I also have no doubt that our movers, boaties and posties will continue to be as vital as ever to Army's overall capability.

Many of you will be aware that Corps Conferences are now held only once every two years. The next RACT Corps Conference will be held in Puckapunyal from 2-4 April 2014. I hope to see a good turn out as we review the Corps' role in Army's future under Plan BEERSHEBA. Keep your eye on the Corps website for details.

It has been an honour to be Head of Corps during one of the most significant years in our Corps' history. I would like to thank everyone for their efforts this year and look forward to another exciting year. I wish you and your families a very safe and merry Christmas and all the best for 2014.

Par Oneri



CORPS REGIMENTAL SERGEANT MAJOR 2013

WO1 Gregory Johnson

Since my handover as the Corps RSM from one Greg to the other, it has been the busiest and most exciting year of my career. The Corps' 40th birthday, presentation of the Princess Royal Banner and Laying up of the Princess Alice Banner were the obvious highlights. However, the momentum for RACT is growing with Plan BEERSHEBA and the changes to our Corps are both challenging and overdue. The value of the RACT soldier and officer of the future will be critical to all units across Army.

I am in a privileged position as the Corps RSM to be able to travel and have face-to-face time with members of the Corps. There are still a lot of unknowns for our youngest soldiers about our future. There is no doubt that some things are unknown; for example, what our Corps and trades will look like into the future, how will we qualify our personnel on all this new equipment and when will this all take effect. Well it's happening right now. The "G" wagon is now parked up in units, the PMV well and truly belongs to RACT and our future soldiers will be better trained and more qualified than ever before. I would ask all Commanders and Supervisors at all levels to understand the changes and future direction. Keep our members "in the loop" and quell any doubt or fears with facts. If you don't know what's happening, then ask. The Corps future is exciting, challenging and prosperous.

In 2014, the Army School of Transport Headquarters returns to the Corps' spiritual home in Puckapunyal with the HQ flag planted in Jan 2014. There are trades within our Corps who do not consider Puckapunyal as the Corps home; however, please do not forget that every new soldier and officer will complete their initial training or driver training at Puckapunyal. I encourage new and old to drop in and visit us when we are established. The Princess Royal Banner will be lodged in the Tobruk Barracks Officers Mess (TBOM) and the new portrait in the Tobruk Barracks Sergeants Mess (TBSM). Both messes will be re-established as the Corps Messes and this is also exciting now that we are back home and our identity gets stronger.

I would also like to take this opportunity to thank my predecessor, WO1 Greg Collins, for his contribution to the Corps and as the Corps RSM. I have known Greg Collins since 1991 and I have rarely met a person with such integrity, loyalty and pride. The Corps will be all the more poor when his time in the Army comes to an end. I consider him a great friend and on behalf of the Corps, I wish him great health, happiness and prosperity in his future and chapter of his life.

I would also like to take this opportunity to farewell the current Deputy Head of Corps and Commanding Officer of AST, LTCOL Leonard Oei. LTCOL Oei's tenure draws to an end and on behalf of the Corps, I wish to acknowledge the excellent contribution he has made to the Corps and to AST through his initiatives, courage and unwavering resolve. I would like to welcome the new DHOC and CO, LTCOL Kirsty Skinner. LTCOL Skinner takes on the appointment starting in 2014 at a very exciting and ground breaking time for the Corps. I look forward to working closely with LTCOL Skinner in AST's delivery of professional RACT soldier's and officers.

In closing I would like to thank everyone who has been a part of my first year in the job as the Corps RSM and AST RSM. To all Corps members who are leaving our Corps or Army, thank you and may your next venture be as rewarding. To all the members going on posting, please look after yourself and arrive safely. To the entire Corps, Merry Christmas, safe holidays and I look forward to seeing as many of you as possible in 2014.

'PAR ONERI'



REPRESENTATIVE COLONEL COMMANDANT

Brigadier Jeff Wilkinson, AM

Year 2013 was seminal and historic for the Royal Australian Corps of Transport.

The Governor of Queensland, Her Excellency MS Penelope Wensley AC, presented The Princess Royal Banner to the Corps on Saturday 1 June 2013 at Amberley. Coinciding with the Corps' 40th Anniversary, over 500 spectators at the Princess Royal Banner Parade were treated to exceptional march-past's and precision drill. The parade commander Lieutenant Colonel Leonard Oei, Regimental Sergeant Major Warrant Officer Class One Greg Johnson, and parade participants with their supporting staff are to be congratulated.



The all ranks Princess Royal Dinner, celebrating the presentation of the Princess Royal Banner and the 40th Anniversary, was held in the Ballroom Le Grand at the Sofitel Brisbane Central. Some 400 RACT Family members with partners enjoyed a most memorable event.

The Princess Alice Banner was laid up during a ceremony at All Saints Chapel Enoggera on Sunday 2 June 2013. Because of the limited chapel seating capacity, priority attendance was afforded to those serving members with a significant prior association with The Princess Alice Banner. The simple, yet dignified service triggered the recall of the proud traditions and important past Corps events of which The Princess Alice Banner was a central part.

The weekend festivities were splendidly planned and coordinated by the RACT Colonel Commandant Queensland, Colonel Lesley Woodroffe and her project team, the Corps Manager Mr Dale Smith, and the bevy of serving and former serving members, all superbly lead by our Head of Corps, Brigadier Paul Nothard AM, CSC. On behalf of the RACT Family, I thank and congratulate them on an outstanding job.

On 4 December 2013, the RACT Family welcomed and presented lanyards to eight Royal Military College graduates. They will live the Army core values of Courage, Initiative, Respect, and Teamwork. In addition, as they join the Corps which is *Equal to the Task*, they will find serving and former serving RACT members who Care, Mentor, and embrace an ethos of Reciprocity.

I wish you and your families, particularly to those serving overseas, a Safe and Happy Christmas, and good soldering for what appears to be an exciting and potentially rewarding 2014.

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CURRENT RACT PERSONNEL DEPLOYED

OPERATION	NUMBER OF RACT PERSONNEL
OP SLIPPER	98
OP LANDSCAPE	15
OP MAZURKA	2
TOTAL	115

Correct as at 21 October 2013

REFLECTIONS

Brigadier Paul Nothard, AM, CSC
Head of Corps
40th Anniversary Celebrations

It is now several months after the event, but as we continue to finalise the last aspects of the 40th Anniversary, I often think back with great pride on the Parade and the 40th Anniversary weekend activities.

As I reflect on this moment in the Corps' history, I must start by acknowledging the efforts of the previous Head of Corps, BRIG Andrew Bottrell and the previous Corps RSM, WO1 Greg Collins, who did a significant amount of work throughout 2012 to lay the foundation for our Anniversary and the presentation of our new Princess Royal Banner. When BRIG Bottrell handed over the HOC appointment to me in October 2012, I had a pretty fair idea of the enormity of the task ahead; however, I continued to be surprised at just how large the task was as we headed toward the weekend. Fortunately, we had a fantastic team of dedicated and talented truckies to ensure things went well. The largest workload fell on LTCOL Leonard Oei (our Deputy HOC), WO1 Greg Johnson (our Corps RSM) and Mr Dale Smith (our Corps Manager), but they were ably supported by the Anniversary sub-committee made up of COL Lesley Woodroffe (COL COMDT QLD), MAJ Ben Cottrell and WO1 Ken Golden who put in an amazing amount of time and effort in the planning and coordination of the whole weekend. While many others were involved, these six deserve the greatest recognition and no-one should underestimate the amount of work they did to pull the weekend together. Special mention also goes out to WO1 Tony Irwin for his efforts in capturing the weekend in video. The DVD package that he produced with video of the parade, photos and interviews with all ranks is outstanding and will enhance our ability to retain this moment in our Corps history. I would also like to personally thank our Representative Colonel Commandant, BRIG Jeff Wilkinson for his support and guidance in the lead up and execution of the weekend. Jeff ensured that we provided the appropriate recognition to those members of the Corps that forged our proud history and helped to get the word out among the various RACT, RAASC and RAE (Tn) Associations, whose attendance helped make the weekend even more memorable and special and reinforced the importance of the RACT family. I have been very lucky to have a mentor like Jeff to not only support me through our 40th Anniversary, but also more generally as the Head of Corps.



I thought that the suite of activities that made up the weekend was exceptionally good. The Cocktail Party at the Victoria Barracks Officers' Mess for previous Heads of Corps, Representative Colonel Commandants, Corps RSMs and a select number of key past and present RACT members was a great start to the weekend. The Parade was simply outstanding and despite very limited time for rehearsals, the standard of drill, dress and bearing of all parade participants was extremely high - I couldn't have been prouder. The all-ranks Gala Ball was a fantastic night and our decision to reduce the "formalities" to the bare minimum and get them out of the way as early as possible was a very good call. As a result, the evening was relaxed and allowed everyone to mingle and interact in a comfortably informal setting. The weekend was topped off perfectly by a professional, yet intimate, laying up ceremony for the Princess Alice Banner in the All Saints Chapel on Gallipoli Barracks on Sunday morning. A similar mix of activities would be appropriate for our 50th.

While the weekend was a brilliant success, the lead up to the weekend was not as smooth as I would have liked (although our guests would have been none-the-wiser). We decided to delay the official announcement and formal communications until the web-site for booking and paying for the various activities was up and running. While we believed that would be finalised in late Jan 13, it inevitably took much longer and we lost some valuable time in getting the official message out. Having said that, the informal communications plan and subsequent support from Corps Members in getting the message out was quite effective and that was reinforced by the fabulous attendance at all of the events by current and past members of the Corps family. The other aspect that I would have liked to have had squared away earlier was the merchandising. It would have been great to have finalised the commemorative port to market and sell over the weekend and to have finalised the parade certificates and the parade coins so that we could have presented them to the participants on the day. In hindsight, we should have identified additional sub-committee members to take on these peripheral tasks, rather than load up the already busy key stakeholders mentioned above. So my key tips to those that are responsible for the planning and execution of our 50th Anniversary: plan early; get the official communications out at least six months in advance (and continue in the months leading up to the event both formally and informally); and allocate responsibilities more broadly.

We also had a couple of unexpected changes that required a significant amount of work to find alternative solutions. Firstly, the "parade ground" at Enoggera Barracks was made unavailable due to construction works just a few months out, so we had to find another location for the parade. Fortunately, 9 FSB made the 26 Tpt Sqn vehicle park available to us, which worked out brilliantly in the end - many thanks to all those in 9 FSB and HQ 17 Bde for their support. Secondly, the Governor General didn't advise of her unavailability until March. Up until this point, we had been lead to believe that she would be attending. Again, we were very fortunate that the Governor of Queensland, Her Excellency Ms Penelope Wensley, AC made herself available and did a fabulous job. Her speech on the day was very thoughtful and she was extremely generous with her time after the parade to speak to as many parade participants and families as possible. She was a pleasure to host and added significantly to the parade as the representative of the Princess Royal.

I know there are many other individuals and organisations that I haven't mentioned specifically, but that does not diminish their input, efforts and importance in making the weekend a great success. I am extremely honoured to have been the Head of Corps during this momentous occasion in our Corps history and, like all members who contributed to the weekend - whether on parade or providing support in the background - will reflect on this moment with great pride for the rest of my life. A sincere and heart-felt thanks to all those that contributed to this great occasion.

REFLECTIONS

Lieutenant Colonel Leonard Oei Parade Commander's Key Reflections 40th Anniversary Celebrations

40th anniversary sub-committee. Having the Commanding Officer/ Chief Instructor (CO/CI) and RSM of the Army School of Transport (Army's only 'RACT unit') as the Deputy Head of Corps (DHOC) and Corps RSM makes a lot of sense. But even with the considerable efforts of the Corps Manager Mr Dale Smith, the success of the June celebrations would not have been possible without the planning and coordination efforts before, during and after, from the 40th Anniversary Sub-Committee. My sincere thanks for the collective dedication of Colonel Lesley Woodroffe, Major Ben Cottrell and Warrant Officer Class One Ken Golden, who at time of writing are still closing out important aspects of the Corps' 40th Anniversary. My thanks also to Warrant Officer Class One Tony Irwin who's efforts in 'AV capturing' the celebrations and oral history work may sadly only truly be recognised and valued in the distant future.

Troops to task. Tasking 'in the Square' needed to be separated from the not so glamorous but equally important tasking 'outside and around the Square'. It was clear that the Corps RSM needed to focus on the ceremonial 'in the Square matters' and others are needed dedicated to parade support (e.g. photographers, seating, work parties, dais, AV equipment, printed material, parade participant administration etc. I commend the considerable efforts of HQ AST and HOC Cell staff who planned and coordinated the various 'garrison' administrative and logistic tasks. I recall dedicated RACT soldiers such as Warrant Officer Class Two Roger Nixon who spent more time on the Square and around it without actually being 'on parade' preparing the parade ground, establishing the vehicles back drop and many other miscellaneous tasks that freed up the RSM to focus on his ceremonial duties. Without the dedicated support staff, the actual parade would not have been possible.



Garrison support. Having a 'host unit' was instrumental to the provision of smooth administration and logistics to a Parade which involved over 250 members from across the country. I thank the 9th Force Support Battalion for their efforts and the use of their facilities for the Princess Royal Banner Parade week and the 7th Combat Service Support Battalion for their support for the Princess Alice Banner Laying Up Ceremony. My thanks also to RAAF Base Amberley for their SADFO and Garrison support to the Parade.

Parade commentators. I was very appreciative of WO1s Trudy Casey and Nicki Rothwell. Their role as MC / parade commentators provided me with very effective and comforting 'cues'. A well structured and delivered parade commentary not only added situational awareness to viewers but also synchronised my parade commands through a very effective 'description of what happens next followed my words of command' format. I found my evening 'dry rehearsals' with WO1s Casey and Rothwell synchronising words of command, parade commentary and visual cues to be most valuable. WO1 Casey's own RSM and ceremonial experience was particularly useful as a parade commentator.

The troops. I was extremely proud of the efforts of the troops. I thought a key contributor to the great result was not endless drilling, but mature leadership and attitude by the CRSM, WOs and SNCOs. I worked hard with the RSM to impress on the troops early that this was OUR day - it was an honour to be on parade and be part of OUR history. It was about ownership and enhancing performance through fostering the intrinsic motivation of all involved. I recall the RSM's plan from many months before to make the rehearsals and parade fun and a great experience. I believe he succeeded.

The honour. It is an honour in itself to be the Commanding Officer and Chief Instructor of our Corps School and hold the appointment of Deputy Head of Corps. It was fantastic and most rewarding challenge and experience to be also appointed as the Parade Commander on such significant occasions in our Corps' history – the Dedication, Consecration and Presentation of the new Princess Royal Banner; and the Laying Up of the Corps first Banner – the Princess Alice Banner.

My final thanks to Warrant Officer Class One Greg Johnson, Corps RSM for his outstanding efforts and commitment to a most successful and memorable Parade Week. His professionalism, mentoring and friendship were most valuable to me.

REFLECTIONS

Warrant Officer Class One Gregory Johnson
Corps Regimental Sergeant Major
40th Anniversary Celebrations

Appointment as CRSM. From the moment I was appointed the CRSM RACT, my mind immediately turned to the Corps' 40th birthday and Banner Presentation. I was excited, nervous and at times overwhelmed by the responsibility I had been given; however, I wanted this whole event to be extraordinary. To plan such an event like this requires dedication and commitment from a lot of people and this assistance was provided by the 40th Anniversary Sub-Committee which included COL Lesley Woodroffe, MAJ Ben Cottrell and WO1 Ken Golden. The Corps should be extremely proud that these members dedicated so much of their time and effort to the event and I am very appreciative for their support. I reflect on our Corps Manager, Mr Dale Smith, losing sleep and running around frantically before, during and still today finalising the myriad of post parade tasks. I am extremely grateful for his assistance and sense of humour. I would like to make special mention of my predecessor, WO1 Greg Collins, for his help, support, guidance and friendship. The gratitude expressed to me by members of the Corps post parade should equally be shared with you, thanks mate.



The Lead Up. The Corps quickly needed a venue due to Enoggera being no longer available because of major works. 9 FSB in Amberley opened its doors to the Corps in March 2013 and agreed to allow us to hold the parade there. On arrival at Amberley on 26 May 13, members of 9 FSB were extremely helpful and generous in their support. Non RACT personnel went out of their way to ensure we had all our needs met including the Q - store and CATR PI who were instrumental in the parade's success. RACT soldiers and officers from all around Australia began to arrive from Mon 27 May 13 and momentum grew quickly. After initial admin issues, we finally had our parade personnel "kind of" organised and rehearsals began. I had less than 22 hours to educate all 166 parade participants on the parade format. To add greater complexity, this was to be two separate parades rolled into one. The Parade involved the consecration and presentation of the Princess Royal Banner as well as the Trooping of the Princess Alice Banner. From Monday through to the morning of the parade on Saturday remains a blur. I can recall humid cloudy days followed by torrential rain. I yelled and screamed and at other times spoke quietly to appeal to all parade participants the importance of this parade. I felt pride with everyone's dedication and work ethic through a tough few days and everyone responded accordingly.

The Parade 1 Jun 13. After a very quick rehearsal in the morning, the nerves began to increase and the anticipation was palpable. From the moment I stepped onto the parade ground and gave the command "On Parade", I knew then it was out of my hands and I had to trust everyone was ready. From the very first drill movement from the parade participants, I was confident they were switched on because the movement was crisp and full of drive which is an RSMs dream. The parade wasn't perfect, no parade ever is; however, it was pretty close considering how much time we had to rehearse. The Parade Commander was clear, concise and accurate in all his commands and drill movements which certainly added to the high standard of the parade. The massed bands were simply outstanding and my sincere appreciation and gratitude goes to MAJ Jeff Cocks and WO1 Simon Renfrey. As I marched off the parade ground taking in the reaction of the spectators, it dawned on me that the parade was a success. Almost two hours on a hot and humid parade ground and no Officer, Soldier or parade member wavered, bloody fantastic!

The honour. I am privileged to be the RSM of AST as well as CRSM at such a historical moment in our Corps history. However, the true impact of what we have achieved as a Corps is still yet to be realised. I imagine when my time in the Army is complete and I have an opportunity to reflect, our accomplishment will be cherished greatly. But one thing is true, I am extremely proud of everyone who had anything to do with that magnificent moment in our Corps history.

On a single page it's impossible to acknowledge everyone who deserves it; however, I would like to highlight a few. To WO2 Roger Nixon from 9 FSB, I cannot thank you enough for your selfless support and assistance. To WO1 Trudy Casey, thanks for watching my back and tightening the loose ends. To WO1 Marty Lenicka, thanks for taking some of the heat and providing top cover. To WO1 Ross McGregor, thanks for solving the puzzle and coming out at short notice. To WO1 Ken Golden, thanks for your support and making everything a lot easier. To my boss LTCOL Leonard Oei, thank you for making this a truly memorable moment in my career. I don't believe I could reflect on this moment so fondly if it wasn't for your unwavering support and faith.

RACT 40th Celebrations

By Colonel Leslie Woodroffe



The highlight of 2013 for the Royal Australian Corps of Transport was undoubtedly the 40th anniversary celebrations, including the presentation of The Princess Royal Banner, conducted over the first weekend of June.

Those involved in the planning of these celebrations - a small committee based in Brisbane and the command element of the Army School of Transport as well as the Head of Corps - were both elated and relieved as the most successful series of events drew to a close on Sunday 2 June.

Planning for these events started almost two years before the anniversary. This included the correspondence with HRH Princess Anne, The Princess Royal, over the design of the banner and then of course the making of the banner itself. This

was done with plenty of time to spare to ensure that it was completed by the anniversary and also to provide the flexibility for a representative group to take it to the United Kingdom for it to be presented by The Princess Royal, given that she was unable to attend the parade. Unfortunately in these times of tight budgets this trip was not possible.

The original plan to centre the events at Gallipoli Barracks in Brisbane was thrown into disarray when it was advised, only seven months before the celebrations (and after significant arrangements had been put in place) that the planned venue for the parade, the Duncan Oval would at that stage be partially excavated to make way for more buildings. Being committed to South East Queensland by this time Amberley was thought (and turned out) to be an excellent alternative, particularly as it is home to 26 Transport Squadron.

For some, there were four events over the weekend.

It started with a small cocktail party on the Friday night which was a "by invitation" event and was also a wonderful opportunity for past and present RSMs, Heads of Corps and other key RACT VIP to share stories ahead of the weekend's activities. This was the only occasion that was deemed appropriate to display both banners so those who attended took the opportunity to be photographed in front of them.

Of course the main event for the weekend was the parade itself and in spite of its distance from the city of Brisbane, Amberley turned out to be a more suitable venue than Gallipoli Barracks would have been (particularly in its current state of perpetual road and building works).

Rehearsals started on the Wednesday prior to the parade. The transport compound of 26 Tpt Sqn which was to serve as the parade ground for the day was a hive of activity as concurrent with the rehearsals was the setting up of seating, a platform for the recording of the event and a vehicle and equipment display. Of course in the background, but of utmost importance was all the administrative and logistic support for the members on parade and supporting staff. By Friday afternoon the parade participants were tired and sore but, as was evidenced by the next day's performance, well rehearsed and the necessary adjustments to the parade format well in place.

On the big day itself the rain that many drove through on the way to Amberley earlier in the morning dissipated and as it turned out we could not have wished for a better day both for the 166 parade participants from all around the country and the five hundred or so spectators. There was a tear in many an eye as the parade progressed and what a joy to have the opportunity to hear 'our' Pipes and Drums on parade one last time who, in conjunction with the Australian Army Band-Brisbane, did the parade proud. Of course not all the drill was perfect but it was certainly close given the minimal rehearsal time and everyone who was on the parade ground is to be congratulated for a job well done with special mention of course of the parade commander, LTCOL Len Oei, the Banner Ensign LT Jade McMaster and of course the CRSM, WO1 Greg Johnson for pulling it all together. Her Excellency The Governor of Queensland, Ms Penelope Wensley was a fitting representative for the Princess Royal who was unable to be at the parade in person to present her banner. Her Excellency clearly enjoyed the whole experience.

RACT 40th Celebrations Cont.....

By Colonel Leslie Woodroffe

Thanks to the positive response from 26 Tpt Sqn personnel an impressive display of vehicles and equipment, representing all the RACT trades provided an interesting passageway between the parade ground and the Bob Andrae Centre where post refreshments were served. This display was augmented by historical vehicles provided by members of Queensland Military Jeep Club, encouraged by Glen Hutley of the Army Transport Association. The final result added to the significance and ambience of the day. Although some in their haste to get to the refreshments did not linger, others relished the opportunity to explore what was on offer and made the effort that had been put into the display worthwhile.

After the parade, parade participants and spectators alike were provided with substantial refreshments at the Bob Andrae Centre. This was an ideal opportunity for people to mingle and there were many who discovered former Corps colleagues whom they had not seen for many years. A cake that was big enough to feed that entire crowd featuring the Corps centrepiece, obverse and reverse of Princess Royal Banner and Corps Flag, was cut by the Head of Corps, her Excellency, The Governor and the youngest soldier on parade.

The conscious decision had been made, when organising the dinner, held on the night of the parade at the Sofitel Central, to have all the formalities early in the evening so that the time could be spent catching up with old friends and having a good time. With well over 400 in attendance, this was perhaps the largest all ranks social gathering of Corps members of its kind, in the history of the Corps and it was exciting to be a part of it. It was particularly pleasing that some soldiers, who had come to Brisbane to be on the parade but had not intended to come to the dinner, regretted that decision and their late attendance was able to be negotiated. The Army Band Brisbane once again (literally) came to the party with an ensemble that provided wonderful music throughout the evening and the Pipes and Drums, after weaving their way through the tables, treated everyone to a final performance. It had been a long day but no one seemed to be in a hurry to let it end.

Finally, on the Sunday, the laying up ceremony for the Princess Alice Banner at the All Saints Chapel at Enoggera was witnessed by many who had been present at or on the parade where it had been presented. This was a short but appropriate ceremony and for many of those present it represented a closing of one chapter of their time with the Corps.

There was a call for sponsorship for some of the aspects of the celebrations that could not be covered by public funds and to ease the pressure on the Corps Funds (important at this occasion was). We were delighted to have a positive response from a few companies who have a strong affiliation with the Corps. The wonderful cake that fed 500 was almost completely funded by Haulmark Manufacturing Coy Pty Ltd; a significant contribution to the painting which is now finished and will be officially unveiled at the 2013 Corps Conference, was made by Adagold Aviation Pty Ltd and the cocktail party for VIPs was almost completely funded by Qube.

All in all it was wonderful to share this weekend with so many of the Corps family. I trust that those who witnessed any part of it will remember it with a smile and to help them do that there is more to come

All events were recorded on 'film' as were some short oral histories of individuals captured by WO1 Tony Irwin. The resulting DVD set was professionally edited and is now available for purchase. Whether you went to the parade or not, this is worth buying.

It is intended to produce a commemorative port and glasses set in the new year.
Further details will be released through the website.

As a memento of their experience, those who were on parade have been (or will be) presented (wherever possible by the Head or Deputy Head of Corps) a certificate and medallion featuring the Princess Royal Cipher and Corps Badge.

Stamped Envelopes are available for sale at Milpo Bandiana or *email* susan.balle@defence.gov.au

Par Oneri

RACT 40th Anniversary COCKTAIL PARTY



Heads of Corps—Past and Present



Members of the Committee



Colonels Commandants—Past and Present



Members of the RACT Association



Past and Present Members of RACT



Corps Regimental Sergeant Majors—Past and Present



Past and Present Members of RACT

PRINCESS ROYAL BANNER PARADE



PRINCESS ROYAL BANNER PARADE



PRINCESS ROYAL BANNER PARADE



PRINCESS ROYAL BANNER PARADE



PRINCESS ROYAL BANNER PARADE



PRINCESS ROYAL BANNER PARADE



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By PTE B. Khelloul

PAR ONERI - "equal to the task" On the 1st of June 2013, 166 men and women of the RACT upheld this motto with an outstanding parade performance to celebrate the Corps 40th birthday and the presentation of the Princess Royal Banner. A great sense of pride was visible on the faces of all those present to witness this great occasion.

The RACT pipes and drums, on this their final performance, gave an excellent demonstration of their craft to bring emotion and a real sense of occasion. Following the presentation of the Corps new banner by Ms Penelope Wensley AC the parade was marched off and all those present were treated to a display of the Corps transport history with many fine vehicles, both past and present available for viewing.

This was followed by a delicious afternoon tea including the cutting of the Corps birthday cake and plenty of photo opportunities with the old and new banner. This event was a truly fitting celebration of the Corp, its values and its history.

On Sunday the 2nd the laying up of the Princess Alice Banner was held at the All Saints' Chapel on Enoggera Barracks. Following another perfectly executed parade by the banner party, the Princess Alice Banner was passed to the chaplain whose words reflected all our feelings when he said "there is no more appropriate resting place for this banner, to be watched over by god".

I feel very privileged to have been given the opportunity to be part of this historic event and it filled me with pride to see my brethren perform their duty so professionally.



PRINCESS ROYAL GALA DINNER



PRINCESS ALICE BANNER LAYING UP



PRINCESS ALICE BANNER LAYING UP



PRINCESS ALICE BANNER LODGEMENT

The Princess Alice Banner was laid up at Enoggera Barracks on the 2nd of June. Under the watchful eye of the CRSM it made its way back to Bandiana where it was prepared for lodgement. At a ceremony on the 1st of August at the Army Museum Bandiana.

The lodged Princess Alice Banner was unveiled by HOC and the previous Corps RSM, WO1 Greg Collins, in front of a small group of RACT personnel.

As can be seen from the photo, the banner rests proudly suspended above the RACT display in the museum. Our thanks is extended to the staff at the Army Museum Bandiana and Australian Medals and Framing for their assistance



COLONELs COMMANDANT

Representative Colonel Commandant and
Colonel Commandant ACT/NSW
BRIG Jeff Wilkinson, AM

Colonel Commandant Queensland
COL Leslie Woodroffe

Colonel Commandant Western Australia
COL Doug Webb

Colonel Commandant Victoria / Tasmania
COL Rex Rowe

Colonel Commandant South Australia / Northern Territory
COL Bill Denny, AM



COLONEL REX ROWE



BRIGADIER JEFF WILKINSON, AM



COLONEL DOUG WEBB



COLONEL BILL DENNY, AM



COLONEL LESLIE WOODROFFE

2013 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



ORDER OF AUSTRALIA - Military Division - (AM)

Brigadier B. McManus, AM, CSC
Military Attaché Washington DC

Membership in the Military Division of the Order of Australia in the recent Australia Day 2013 Honours List. This is clear recognition of your exceptional service as the Director General Capability and Plans and Army Attaché to the United States of America.



Bar to CONSPICUOUS SERVICE CROSS (CSC)

Lieutenant Colonel R. Audrins, CSC and Bar
Directory Reserve Soldier Career Management—Army

Award of a Bar to the Conspicuous Service Cross. In the recent Australia Day 2013 Honours List. This is clear recognition of your outstanding achievement as the Staff Officer Grade One, Career Management in the Directorate of Soldier Career Management—Army.

2013 CAPT PETER MCCARTHY RACT AWARD



The recipient for December 2012 was LT Cunningham receiving the award prize from BRIG Paul Nothard



Captain Peter McCarthy

The recipient for June 2013 was LT Cassie Monaghan receiving the award prize from BRIG David Luhrs



OTHER AWARDS



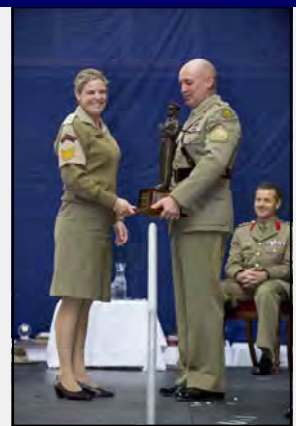
2012 RMC Graduate
LT Amy Duncan
Oarswoman Prize
presented by
LTCOL Mark Ascough,
CSC



2013 RMC Graduate
LT Sarah Adamson
1986 Cup
presented by
LTCOL Mark Ascough,
CSC



2013 RMC Graduate
LT Sarah Adamson
RMC Trophy
presented by
BRIG David Luhrs



20123 RMC Graduate
LT Sarah Adamson
GJ Watson Drill
Presented by
WO1 Burgess

OBITUARIES

4410843 Sergeant Jon SWAINE

Passed away 4 January 2013

Category of Service: Australian Regular Army

Enlistment: 26 January 1965

Discharge: 25 January 1986

Overseas Service: Vietnam, Singapore/Malaysia

Principal Units: 36 Air Supply Pl, 36 Air Despatch Pl, 40 Air Despatch Pl, Detachment 176 Air Despatch Coy (Vietnam), 176 Air Despatch Coy (Vietnam), 89 Transport Pl, 90 Transport Pl (Malaysia), ANZUK Base Tpt Unit, HQ Woodside Area, DSU Adelaide, RACT Centre, Melbourne Tpt Unit, Puckapunyal Tpt Unit, 30 Terminal Sqn, HQ 4 Mil Dist.

Awards: Australian Active Service Medal 1945-75 with Clasp Vietnam
Vietnam Medal

Defence Force Service Medal with First Clasp

National Medal

Australian Defence Medal

Vietnamese Campaign Medal

Lieutenant Colonel Warren Francis BASSAM psc

Passed away 16 May 2013

Enlisted: December 1954

Overseas Service: Malaysia/Indonesia, Quetta West Pakistan.

Graduated from OCS Portsea in December 1954 in a class of just 23 graduates into the Australian Staff Corps and was allocated to RAASC.

Principle Units: 20 NS Bn, 107 Sup and Tpt Pl in NT Command, 2 Div Colm (CMF), OC 121 Sup Dep Pl, 4 Tpt Sqn with 2RQR Battle Group, Malaysia with 28 Comwel Inf Bde (Air Portable) and a British unit 3 Sqn RCT, Commonwealth Land Force Borneo (COMLANBOR) OC of a UK Supply Depot and UK Air Dispatch Malaysian/

Indonesian, attachment to AAFV and service with US Army advisers in the Mekong Delta, 2 Supply Depot, 38 Supply Coy, DADST Eastern Command student at Command and Staff College at Quetta West Pakistan, he was the first AASC officer to attend this overseas staff college. Engineer Directorate (accommodation and Works- (DGAW), CTM0, Deputy Commander 6MD Tasmania. In this appointment Warren coordinated the Jubilee Royal Visit of the Queen and also the Edinburgh Military Tattoo. Posted back to Army Office, Materiel Branch as SO1 projects final posting as SO1 Coord to the Chief of Logistics. **Awards:** Queen Commendation for Brave Conduct with a decoration from St James Palace in 1971. An opportunity to become the National Executive Director of the Australian Veterinary Association was his new career outside the Army. Warren was in this appointment for 12 years. He was the first non veterinarian to be in this position. He was awarded a Meritorious Service Award and made an Honorary Member of the Association. He was then the Nursery Industry Association of Australia National Chief Executive Officer which he undertook for three years before taking early retirement. He also spent 12 years with Rotary and was President of one of Sydney's largest clubs. He remains a member of the RAASC and RACT associations as well as the Air Dispatch Association and the Duntroon Society.



OBITUARIES

2274741 and 214883 Captain Michael Kerry Vincent O'CONNOR

Passed away 13 March 2013

Categories of Service: Citizen Military Forces, Australian Regular Army, Army Reserve

Enlisted: 24 April 1962

Discharged: 8 February 1984

Overseas Service: Singapore, Biak, Bangkok, Papua New Guinea.

Principle Units: 3 Battalion RNSWR; 30 Port Sqn, 1 Port Command/1 Tml Gp, 10 Mov Control Gp, Detachment, 30 Tml Sqn, East Comd Det, NSW Tpt and Mov Gp, HQ Log Comd, Aust Defence Liaison Gp Singapore, Miscellaneous Detachments Malaysia/Singapore, Liverpool Tpt Unit, 11 Movt Control Gp, Army School of Transport, Bne Tpt Unit, 5 Mov Control Unit.

Awards: Australian Active Service Medal 1945-75 with Clasp Vietnam, Vietnam Medal, Defence Force Service medal with First Clasp, National Medal, Vietnamese Campaign Medal

N54935, NX119743, NX177999, NP10185, 2302 John James SPRING

Passed away 5 October 2013

Category of Service: CMF, AIF, PMF, Interim Army, Aust Regular Army

Enlistment: 18 April 1940

Discharge: 14 April 1971

Overseas Service: Borneo, PNG

Principle Units: ASC, 2 Div Supp Column HQ, 1AMD, RMC, 182 Aust Supp Depot, 2 MD recruit, 3MD Gen Tpt Aust Army Staff UK, PA to Chief of Gen Staff, ASC HQ, HQ Central Command, 1 Coy RAASC, AHQ

Awards: 1939—45 Star
Pacific Star
War Medal 1939—45
Australian Service Medal 1945—75 with Clasp PNG
Australian Defence Medal

As we go to press

42913 Gary John BUTLER

54132 WO2 Sydney Robert WELLS

WO2 Wally Serrat

AWARDS

By Cpl Iain Roberts

ISAF Commander makes his final visit to Uruzgan province

COMMANDER of ISAF Joint Command Lt-Gen James Terry visited Multinational Base Tarin Kot on April 21 during his final battle field circulation of Regional Command South. During his visit to Tarin Kot he met local coalition commanders, spoke with soldiers and handed out achievement coins to personnel to recognise their hard work in supporting transition across Uruzgan. "I wanted to come here today and personally thank you all for what you've done," Lt-Gen Terry said. "I look around here and see the different faces and nations within Combined Team Uruzgan and it is truly a unique task force."

"It's done a lot to improve the conditions in Uruzgan."

Cpl Iain Roberts was among the Australian personnel to be given a coin. He was the Australian base post-master and directly contributed to the morale of all Australian personnel serving at Tarin Kot. "I was shocked and surprised when I found out I was to receive a coin and award for my work from Lt-Gen Terry," Cpl Roberts said. "It was quite humbling when I found out about the award and it has made me pretty happy too."

Lt-Gen Terry was the Commander of Regional Command South from 2010-2011.



Awarded: Commander ISAF Joint Command Lt-Gen James Terry presents postmaster Cpl Iain Roberts with a coin in recognition of his outstanding achievements.
Photo by Cpl Janine Fabre

Article supplied by Army News, dated 23 May 2013, Edition 1305

I was on the rotation with Force Support Unit 7 (FSU 7) and deployed forward in Afghanistan to Tarin Kowt. My role was the Postal Manager for the Australian Forces Post Office 13 (AFPO 13). I spent just over 8 months managing the post office with one offside.

Functions covered were - Quality Assurance, checking of timeframes on how long mail took to arrive, process costs of official and normal mail, ensure mail was dispatched in a timely manner, reporting to various agencies, building on customer relations from different areas of operations and coalition forces, ensuring prohibited items were not sent or received through the Defence Postal System (alcohol, tobacco, military equipment etc).

Work was interesting and kept me busy. Approximately 65t of mail was received from Australia and 30t sent back. I enjoyed the work immensely and it was a fantastic opportunity to be deployed within a function of my trade. The busiest time was sorting and sending out the influx of Christmas mail.

The morale of soldiers picked up markedly when they received items from friends and family back home. It was great to see their faces light up and that in itself was rewarding.



Left—CPL Domonique Woodman
Right—CPL Iain Roberts. Christmas 2012

OFFICER CAREER MANAGEMENT UPDATE—RACT

MAJ Neil Peake, Career Management RACT—Army (DOCM-A)



The DOCM-A mission is to provide effective officer career management in order to contribute to the delivery of the personnel capability of the Army. The Career Advisor Group (CAG) supports this mission by providing tailored career advice to the Army's foundation group of regular officers (ARA LTs, CAPTs and non-psc or RPE MAJs) to best align service need, career development and personal desires.

It has been a dynamic year within the RACT officer portfolio due to a range of personnel and organisational developments that are occurring across Army. Continued financial constraints, combined with the significant progression that has occurred with Plan BEERSHEEBA, has seen substantial movement in the RACT liability which in turn has impacted on the officers in the Corps. Whilst there are some restrictions that have resulted from these developments, such as a reduction in Long Term Schooling (LTS) opportunities, there have also been a number of excellent opportunities that the Corps is soon to enjoy. The purpose of this article is to highlight these changes, give you a snap shot of the health of the Corps and provide some key career management considerations prior to the commencement of 2014.

RACT Update

Of the 270 officers that are within the RACT Foundation Group, 150 are commencing new postings in Jan 2014. In the vast majority of cases, these officers secured the location and position type they requested at our interview to the extent that RACT received only one formal repechage following the release of posting orders in July. RACT officers were successful in gaining a number of highly competitive multi-corps positions, including instructor and SUC appointments. The Corps will also be represented on OP PALADIN in 2014 and I wish that officer all the best on what has become a highly demanding and dynamic deployment in recent years.

Whilst there are a number of personnel that were not able to secure the specific position or Unit they were after, it is important to reinforce that while personal want is a strong consideration when determining the posting plot, professional development and service need are key in determining the final outcome. The CAG can only post into the positions that are created and prioritised by the Director General Development and Plans (DGDP-A), while working within the policy created and managed by the Director General Personnel – Army (DGPERS-A). To ensure that I can best represent you during main selections I ask that you take heed of the 'inclusive career management' points that are highlighted on the CA RACT webpage, and discussed later in this article.

As mentioned, the continued implementation of Plan BEERSHEEBA has started to influence the Corps' liability and new and exciting positions are starting to appear on the gazette to be filled by RACT officers. From January 2014, 1 Tpt Sqn will for the first time have a CAPT and LT PMV Troop Commander that will be responsible for raising this new capability within the Corps. It is expected that similar positions will also be raised within 9 Tpt Sqn in 2015 and 5 Tpt Sqn in 2016. The introduction into service of HMAS CANBERRA and HMAS ADELAIDE has also been of key interest to the Corps due to the dedicated LT and CAPT positions established on each ship. The HMAS CANBERRA positions will be filled from Jan 2014 while the LT posting on the HMAS ADELAIDE will not be filled until Jan 2015. These ships have resulted in a significant boost to the interest in the amphibious capability, and a subsequent increase in the number of officers that want to post into amphibious related roles. I want to reiterate that remaining within the one trade can result in a narrow profile and negatively impact on your presentation at key career PACs such as SUC. Please consider this when preparing for your career interview next year.

OFFICER CAREER MANAGEMENT UPDATE—RACT Cont.....

MAJ Neil Peake, Career Management RACT—Army (DOCM-A)

The final point I wish to address relates to your All Corps Officer Training Continuum (ACOTC) courses. It has been good to see officers completing their ACOTC courses in time for your respective promotion PACs, however I have still had to prompt many officers to nominate for courses they should be fighting to attend. A reminder that ACOTC courses are a promotion prerequisite and in this current climate there is no guarantee of provisional promotion if you have failed to complete an ACOTC course in time for the promotion PAC; especially if the reasons for non-attendance are within your control. Also note that some officers have been removed from course due to failing to complete the necessary pre-course. All the details of your pre-course will be included on your panelling signal so ensure you meet those requirements and submit on time.



Workforce Planning Data

Tables 1 and 2 are an update from the table provided in the 2012 edition of Par Oneri. This information is drawn from strategic workforce data provided by the Defence Workforce Modelling, Forecasting and Analysis (Army) webpage on the DRN.

Table1: RACT (Officer) Rank by Cohort

	0	1	2	3	4	5	6	7	8	9	10/1 0+	Total
LT	28	17	16	0	0	0	0	0	0	0	0	61
CAPT	17	20	21	14	15	16	2	0	0	0	1	106
MAJ	17	8	16	15	10	8	8	6	7	1	26	122
LTCOL	0	4	6	4	4	3	3	6	5	0	7	42
COL	0	2	2	2	3	1	1	1	0	0	0	12
												343

Table 1 shows the Corps' officer workforce by rank and cohort. Since last year there has been an increase at the MAJ rank which has contributed to the oversubscription of MAJs across Army. This resulted in a number of MAJs within the Corps having to fill O3 positions due to a shortage of GSO CAPTs across Army.

Table 2: RACT (Officer) Asset and Liability

	Total Asset by Gender		TF Asset	Total Asset	TF Estab	Non- corps alloc	Total Req'd	Trained Force Gap
	M	F						
LT	48	13	61	61	49	7	56	5
CAPT	80	26	106	106	61	34	95	11
MAJ	88	34	122	122	36	43	79	43
LTCOL	35	7	42	42	4	11	15	27
COL	12	0	12	12	0	0	0	12
Total	263	80	343	343	150	95	245	98

Table 2 details the Asset (Officers) vs. the liability (positions) equation for RACT. Based on data (WEF 01 Nov 2013) the Corps is over its establishment by 86 officers (06 ranks not considered). This creates pressure on the RACT component of the ARA officer workforce, such as: very few ARES, ASWOCS and OLTS transfers are being approved into RACT in 2013 unless officer are targeted for specific appointments; competition for non-corps appointments at the rank of MAJ is strong; and promotion from CAPT to MAJ and MAJ to LTCOL has slowed.

OFFICER CAREER MANAGEMENT UPDATE—RACT Cont.....

MAJ Neil Peake, Career Management RACT—Army (DOCM-A)

Influencing Career Management Decisions

I believe the following points are enduring areas through which officers in the RACT portfolio can actively influence their own career management outcomes. Please take the time to review them prior to the conduct of the 2014 DOCM-A Tour as it will assist in preparing for your interview and assist me in managing your career:



- Understand that in any career management decision a balance must be found across the trinity of service need, professional development and personal preference.
- Know the Gazette. The Gazette is a list of all positions available to Army officers and is accessible on the DOCM-A webpage. Make sure that when you discuss posting options with me that you have used the Gazette to come up with realistic, suitable and diverse options.
- Attend the annual DOCM-A information tour in the first quarter of each year. This way you get the latest message from DOCM-A. Also ensure you use the DOCM-A webpage as your first POC for any career management questions.
- Participate in an annual career interview (in person or over the phone) even if you are not due for a posting. This is the best way to open lines of communication and an opportunity for me to understand what is influencing your decision making. Come prepared with a five year plan that has been reviewed by your CofC and do not limit your options solely by geography.
- Know where you stand against your peers. Use your ACG and feedback from your PAR to understand where you stand on merit with regards to your peers. This will assist you in coming up with realistic posting options as it will ensure you are not pitching yourself too high, or too low.
- Keep me informed of your personal aspirations as well as changes to your circumstances or career milestones.
- Promotion is not a right. Three years as a LT and six years as a CAPT is the minimum time in rank only and there is no guarantee you will promote just because you have spent this time in rank. All of the requirements to promote are clearly articulated in DI(A) PERS 47-1. I encourage you to be familiar with this document.
- Merit consists of Performance (PARs), Experience (profile), Qualifications (ACOTC grades and academic qualifications) and Potential (PAR recommendations and word pictures). All of these are considered in detail when selecting for competitive postings and during the conduct of PACs (SUC and ACSC).

Ultimately, the key to a successful and effective partnership between each officer and the Career Advisor is open and honest communication. I will continue to utilise the CA RACT webpage to provide updates on important career management issues and encourage you to contact me if you cannot find the answers either on-line or through your CofC. Please ensure that you take ownership of your development as an officer, and indeed those officers and soldiers under your command, by submitting PAR's on time, maintaining AIRN compliancy and nominating for required ACOTC courses.

OFFICER CAREER MANAGEMENT UPDATE—RACT Cont.....

MAJ Neil Peake, Career Management RACT—Army Army (DOCM-A)

Specific Recognition

Command and Staff College 2015

The following officers are to be congratulated on their selection to attend C&SC in 2015:

MAJ Chris Duffy
MAJ Ryan Holmes
MAJ Kel O'Brien
MAJ Dan Turner



Sub Unit Command Appointments for 2014

The following officers are to be congratulated on their selection for Sub Unit Command in 2014:

MAJ Clarke Brown	- JMCO Brisbane
MAJ Luke Condon	- 30 Tml Sqn, 10 FSB
MAJ Paul Cook	- JMCO Townsville
MAJ Sue Field	- HQ SQN, 3 CSR
MAJ Tim Thompson	- JMCO Darwin
CAPT Mick Adams	- SAD, HMAS CHOULES
CAPT Dean Clark	- 1 Tpt Sqn, 1 CSSB
CAPT Andy Glover	- LSS, SASR
CAPT Dani Izod	- External Training Wing, RMC-D
CAPT Marcus Luciani	- 26 Tpt Sqn, 9 FSB
CAPT Sam Luke	- 5 Tpt Sqn, 7 CSSB
CAPT Craig Skipper	- RTW, AST
CAPT Bronwyn Thomas	- 176 AD Sqn, 9 FSB
CAPT Sally Graham	- JMCO Sydney (deep selected for 2015)

Instructional posts for 2014

The following officers are to be congratulated on their selection for instructional postings in 2014.

CAPT Mel Hopkins – Instructor, Army School of Logistic Operations
CAPT Andrew Laing – Instructor, Army School of Logistic Operations
CAPT Jarrod Nicol – Course Manager, Army School of Logistic Operations
CAPT Rebecca Dyson – Divisional Officer, Australian Defence Force Academy
CAPT Alex Schreiber – Instructor, Maritime Wing, AST
CAPT Kate Porter – Instructor, Air Movements Training and Development Unit

OFFICER CAREER MANAGEMENT UPDATE—RACT Cont.....

MAJ Neil Peake, Career Management RACT—Army (DOCM-A)

Farewells

The following officers have discharged or transitioned to the ARES/SRES from the Foundation Group portfolio in 2013. Farewell and good luck for the future.

MAJ Mick Barany
MAJ Barry Hampson
MAJ Phil O'Donnell
MAJ Wayne Reed
MAJ Andy Scanlan
MAJ Dave Toohey
CAPT Ben Ireland
CAPT Luke Sipos
CAPT Tim Thomas



Welcomes

RMC-D graduated seven officers to RACT from the 2013 mid year class and they are joined by nine officers from the 2013 end of year class.

RMC-D Graduates

Mid Year 2013

LT Sarah Adamson (9 FSB)
LT Ralph Huynh (3 CSSB)
LT Patrick Kenny (9 FSB)
LT Cassie Monaghan (1 JMOV GP)
LT Michael Reynolds (1 CSSB)
LT Jason Sibley (7 CSSB)
LT David Woodhouse (10 FSB)

End Of Year 2013

LT Joshua Payne (AST)
LT Sam Baker (2 FSB)
LT Jo Farrell (HMAS CANBERRA)
LT Callum Wood (1 ARMD REGT)
LT Scott Meikle (1 CSR)
LT Kate Lloyd (3 CSSB)
LT Mark Aitchinson (9 FSB)
LT Lucy Burns (1 JMOV GP)
LT Joshua Ruhle (7 CSSB)

Corps Transfers into RACT in 2013

LT Scott Croxford
LT Alisdair Thielmann
LT Hugh Johnston

OFFICER CAREER MANAGEMENT UPDATE—RACT

**MAJ Craig Rossiter, Career advisor transport and catering ,
Directorate of Office Career Management—Army (DOCM-A)**

RMC-D Graduates

End of Year 2012



LT Adrian Harbison



LT Amy Duncan



LT Andrew Connell



LT Richard Cherry



LT Harry Bowen



LT Karl Jurat



LT Kyle Tilse



LT Lyndal Cunningham



LT Nicholas Rolls



LT Wes Corby



LT Samantha Palmer



LT Oliver Smith

OFFICER CAREER MANAGEMENT UPDATE—RACT

MAJ Craig Rossiter, Career advisor transport and catering ,
Directorate of Office Career Management—Army (DOCM-A)

RMC-D Graduates

Mid Year 2013



LT Sarah Adamson



LT Ralph Huynh



LT Patrick Kenny



LT Cassie Monaghan



LT Michael Reynolds



LT Jason Sibley



LT David Woodhouse

DIRECTORATE SOLDIER CAREER MANAGEMENT- ARMY

MAJ Justin Brudett

Ladies and Gentlemen of the Corps,

This year has been a very busy year for DSCM-A; the return to annual career guidance interview tours with soldiers of the Corps, the implementation of a new Enhanced Career Management methodology (CA Directive 47/13 Army Soldier Enhanced Career Management (ECM) Model – Implementation), the move of DSCM-A to Brindabella Business Park in ACT and the revision of the Personnel Advisory Committee (PAC) Business Procedures to allow more detailed analysis of the potential for soldiers to progress through the ranks.

This article will aim to develop further understanding of DSCM-A, the new processes in soldier career management and highlight Corps issues affecting soldiers.

DSCM-A Vision: DSCM-A delivers excellence in career advice and management of Army's soldiers, is a trusted agency in support of the chain of command, and is a sought after posting for officers, soldiers and APS.

DSCM-A's Values: In addition to 'Army's Values', we must live DSCM-A specific values in our everyday dealings. These are encapsulated in the acronym ACRE:

Accountable - The actions of DSCM-A staff are open to appropriate scrutiny. All staff document records of their dealings and are answerable to appropriate authority for their actions.

Consistent - There are no surprises for the CoC or soldiers when dealing with DSCM-A; and DSCM-A delivers a consistent service in staffing the Army and exercising delegations for personnel management. Any issues are dealt with on a case by case basis.

Responsive - The CoC and soldiers can expect timely and accurate responses to their enquiries by DSCM-A staff.

Ethical - DSCM-A staff believe in doing the right thing and are guided in their dealings by these values as well as those of the APS and wider defence force. DSCM-A staff also apply their personal experiences and values to problem solving and decision making. Where DSCM-A and personal values conflict, staff will seek guidance from their peers and supervisors before making final recommendations or decisions.

What does this mean?

In short, it means DSCM-A staff are to conduct themselves with the utmost professionalism and ensure that the soldier's career management is handled above all with transparency and involvement of not only the CoC but also the individual soldier.

Reinforced Messages

Women in Combat. On the 27 Sep 2011, the Defence Minister announced in five years all roles would be open to women in the ADF. This is a phased approach and further information is contained in the CA's Directive 15/12. Needless to say, for those current serving females in the Corps; if you are considering employment in a combat role in order to ensure your success in the transition, individuals need to be able to meet all of the physical and psychological prerequisites. An application for trade/Corps transfer, PE166-1, needs to be submitted to your Career Advisor once these prerequisites have been completed.

Revised DSCM-A Career Management Cycle (CMC). 2013 saw the implementation of the revised CMC. This has now aligned DSCM-A with DCOM-A in regards to career interview scheduling and conduct of PAC boards.

The revised CMC enables DSCM-A to engage both soldiers and the CoC early in the calendar year. It provides greater opportunity to provide more contemporary career advice by enabling Career Advisors to discuss individual PAC outcomes and posting opportunities for the following year. Following this consultation, DSCM-A will then endeavor to release the bulk of the posting orders by the end of the second week in July each year.



DIRECTORATE SOLDIER CAREER MANAGEMENT- ARMY Cont.....

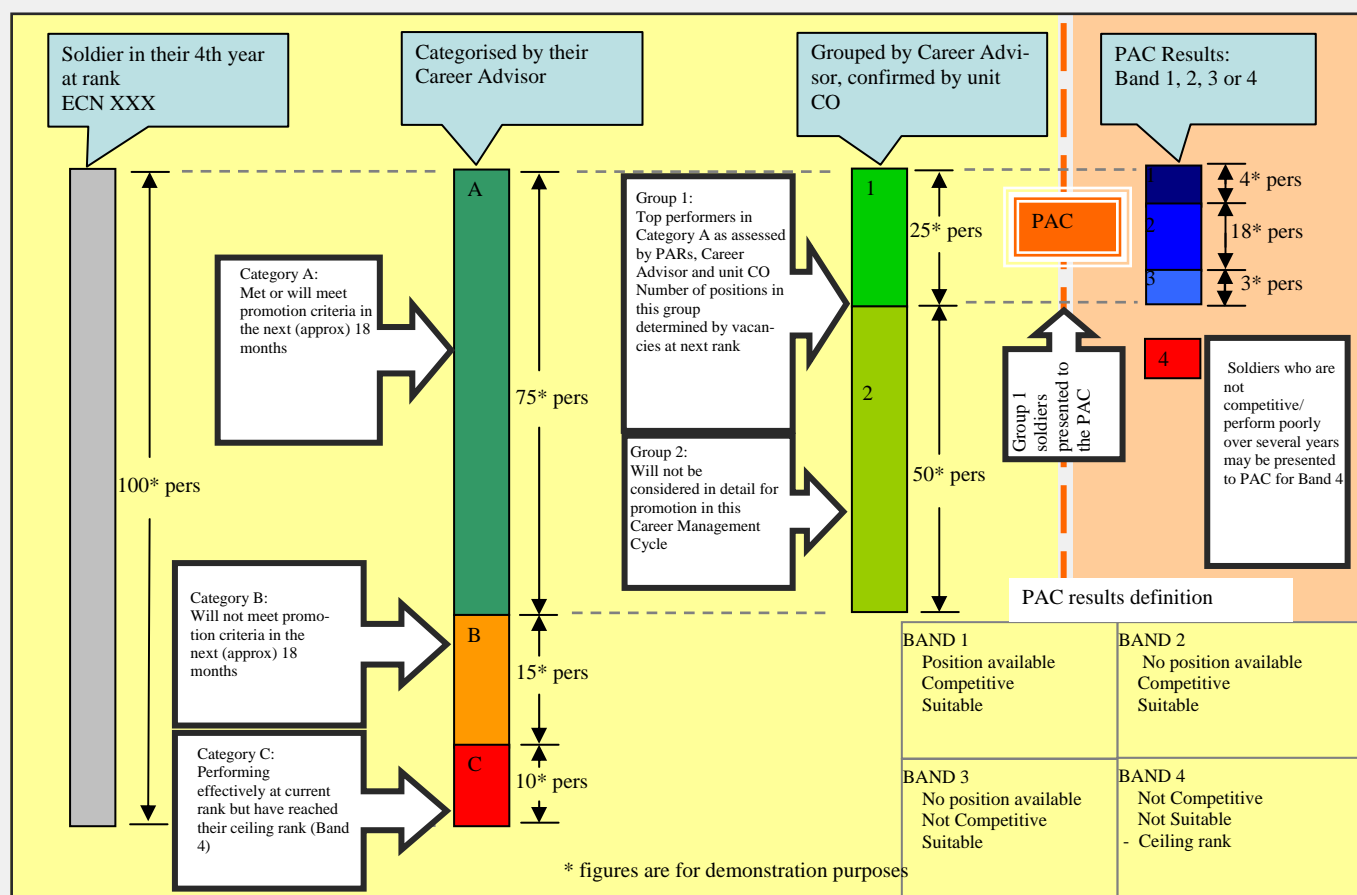
MAJ Justin Brudett

What's new?

Enhanced Career Management

Chief of Army released CA Directive 47/13 Army Soldier Enhanced Career Management (ECM) Model – Implementation on 01 Oct 13. The focus of this directive is better management of Corporals, Sergeants, Warrant Officers; allowing units to more actively manage Privates and Lance Corporals.

- PTE/LCPL PARs will not be forwarded to DSCM-A for processing, first PAR to be received by DSCM-A is at the rank of CPL.
- Average Time in Rank (ATiR) till a soldier is taken to the PAC is four years, unless being managed under the talent identification parameters. That means in your fourth year in rank you will be presented to PAC for consideration for promotion to the next rank.
- The replacement of the Promotion Eligibility Zone with the Promotion Consideration Zone (PCZ). This means a soldier will enter into consideration for promotion in their 4th year of substantive rank and until the soldier is no longer performing competitively to their peers will they receive a Band 4 allocation.
- Changes to PAC require closer scrutiny on who is being taken to detailed consideration predicated on the vacancies predicted for the Career Management Cycle in advance. That means if there are **ZERO** positions available promotion then a maximum of ten soldiers will be taken to consideration for promotion. The only ECNs at PTE/LCPL to **NOT** be managed by DSCM-A are ECN 035 and 099.



Opportunities. The raising of 2 x PMV Troops in 1 CSSB as part of Plan Beersheba in 2014 provides significant opportunities for personnel to gain skills in a motorised armoured platform. Future opportunities will see 3 CSSB and 7 CSSB with additional PMV Troops and the responsibility of training PMV drivers through Motorised Combat Wing coming under command AST in 2015.

DIRECTORATE SOLDIER CAREER MANAGEMENT- ARMY Cont.....

MAJ Justin Brudett

Health of the Corps

ECN 035	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	35	6	33	29	26	11	140
Asset	65	5	34	30	17	12	163
ECN 099	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	55	11	16	14	10	3	109
Asset	67	12	14	15	10	3	121
ECN 171	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	104	19	36	16	10	5	190
Asset	90	16	27	13	8	4	158
ECN 218	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	46	9	30	22	10	3	120
Asset	55	7	31	19	7	2	121
ECN 274	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	757	154	271	115	78	10	1385
Asset	665	129	219	123	80	9	1225

Currently, RACT has grown significantly and the Corps has expanded by approximately 15 %. The table provides future projected establishment within the Corps. There is still a significant shortfall in ECN 274-5 and ECN 274-6. For those aspiring to drive the Corps' larger fleet of vehicles, the removal of the Return of Service Obligation (ROSO) should encourage more drivers to become qualified. Individual cases may present the opportunity for soldiers to maintain rank on attaining these qualifications. Once more soldiers become qualified in heavy combination there will be better transition between OSV appointments and generic Driver appointments. This will enable soldiers to more freely post to other locations and trade roles within ECN 274, in accordance with the initial intent of the amalgamation of ECN 109 and ECN 274.

Message to Soldiers

It is critical for all soldiers to take ownership of their career and that they take all opportunities to ensure that not only the CoC but DSCM-A are appraised of all personal circumstances and future career aspirations they have. It is critical that any change to circumstances are reflected in your EPAR, that you inform your CoC and Career Advisor through the submission of an updated EPAR and the information reflected on PMKEYS is accurate and current.

Posting. The EPAR is a tool utilised to ensure that your individual needs are represented in the decision making process made by the Career Advisors. Therefore, when filling out these forms it is critical that you are realistic and understand your Employment Specifications (ES) by ECN contained within the Manual of Army Employment.

PAR. Understanding the role of your PAR in the PAC process is critical. If you receive 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 providing examples and detailed descriptions on HOW you performed. If you receive a PAR with insufficient detail in the word picture, DO NOT accept it; instead discuss your concerns with your assessing officer before making representation.

DIRECTORATE SOLDIER CAREER MANAGEMENT- ARMY Cont.....

MAJ Justin Brudett

Message to Supervisors

Supervisors have a responsibility to set realistic soldier expectations for career development, progression and possible posting locations. Supervisors need to understand the ES and be realistic in what expectations they are providing their subordinates. The EPAR Supervisor comment is critical and if the supervisor does not understand the ES, the likelihood of creating false hopes and expectations is very high. When an EPAR is submitted to you as the supervisor, you need to be realistic in your comments when considering where the member wishes to be posted. This is why it is critical for supervisors to counsel soldiers on what is a realistic and reasonable career/posting plan.

PAR. A well written PAR answers the Who, What, When and Where; but importantly it details HOW they have performed their duties. It is critical that when the PAR is written it is based on your observations or from a Supplementary report that has been written by other observers. All too often, when reviewing soldiers PARs, Career Advisors notice that documents have been cut and paste from word pictures of other individuals or not enough detail in HOW the soldier has performed. This is unprofessional and severely disadvantages the soldier when compared to their peers. It is also important to understand the importance of the Assessing Officer and Senior Assessing Officer recommendations. Recommendations for not suitable for promotion or likely to become suitable for promotion should **NOT** be based on time in rank or completion of promotion courses. It must be based on their future capacity to perform at the next rank. **If you are unsure of how to write a PAR review the DSCM-A website.**



Consequences of your Actions!

To reinforce previous advice, but is a re-occurring issue; as a member of the Corps, all soldiers are required to hold a current 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 DSCM-A advising if the soldier should be re-trained, re-allocated or their service terminated. Whilst 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 be terminated from the Army.

If you are in this situation, remember, your decisions have put you 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 is quite possible you will no longer be a member of the Corps. Negative career action as a result of unacceptable conduct is not a dual punishment!

Conclusion

In summary, the Corps is growing rapidly and opportunities are presenting themselves to gain skills in PMV, Heavy Combination and Fleet liners. The submissions of accurate and detailed PARs are critical. As Career Advisors we review every soldiers PAR when it is submitted to DSCM-A, and the PARs reflect that the vast majority of the Corps continues to be **Par Oneri!**

PROMOTIONS—2013

Promotion to Lance Corporal

8215307	LCPL	Papadimitriou Lazarus
8573040	LCPL	Munoz Rey Medardo
8560600	LCPL	Dalton Krystal-Dee
8516403	LCPL	Long Nicholas Huw
8314683	LCPL	Malewski Paul Michael
8515682	LCPL	Markwell Shane Adam
8575182	LCPL	Collier Byron John
8570280	LCPL	Houston Adam Samuel
8530321	LCPL	Pratt Karl James
8569128	LCPL	Jackson Benjamin
8581144	LCPL	Carson Nathan Lloyd
8536585	LCPL	Fox Simon Arthur
8540365	LCPL	Milne Zac
8553285	LCPL	Kell, Robert James
8526548	LCPL	Gould, Samantha Louise

Promotion to Corporal

8540289	CPL	Howard, Alex Wayne
8565278	CPL	Rhodes, Anthony Matthew Kingsley
8504956	CPL	Yoemans, Victoria Jo
8549238	CPL	Batten, Jade Wendy
8284313	CPL	Fennell, Benjamin
8439973	CPL	Knobben John David
8506832	CPL	Press Christopher John
8540906	CPL	Grieve Bevan James
8517666	CPL	Stromer Deak Travis
8563723	CPL	Ross Amy Margaret
8519256	CPL	McFarlane Joshua
8513625	CPL	Sinnitt Gemma
8544901	CPL	Randall Sonia
8520326	CPL	Fuller Chad
8438884	CPL	Hannan Scott Harley
8439060	CPL	Woodgate Jarrod Christopher
8543108	CPL	Gouge Scott
8499912	CPL	Collins Peter Geoffrey
8493867	CPL	Cottle William Edward
8484915	CPL	Buca, Thomas John
8556726	CPL	Kilbey, Daniel James

Promotion to Sergeant

8272906	SGT	Smith, Dean
8246684	SGT	Clark, Damien
8258103	SGT	Harris, Glenn
8233898	SGT	Lindemann, Gerhard
8248985	SGT	Mackay, Bradley
8227315	SGT	Lucas, Ashley
8248120	SGT	Miller, Peta
8513599	SGT	Thomas, Aaron
8511596	SGT	David, Matthew
8213401	SGT	Nabbs, Taffy
8249215	SGT	Jolley, Kathryn Ruth
8485199	SGT	Madraitabua, Jennifer Louise
8219474	SGT	McLaren, Leah Jeanette
8232624	SGT	Adams, Ryan Matthew
8439485	SGT	Vincent, Terry John
8226958	SGT	Armstrong, Adrian John
8526848	SGT	Espley, Cameron Steven
8215956	SGT	Still, Jaime Maree
8442666	SGT	Lindley, Nigel Paul
8509645	SGT	Mengel, Sam Allan
8218954	SGT	Wellings, Scott Allen
8284343	SGT	Ellis, Todd Murray
8487709	SGT	Kelly, Garth Patrick
8533281	SGT	King, Justin Keith

Promotion to Warrant Officer Class 2

8250364	WO2	Ford, Callan
8264840	WO2	Richie, Jennifer
8253949	WO2	Kirkby, Martin Jason
8273003	WO2	Lak, Lajos
8219368	WO2	Reid, Robert
8248238	WO2	Lord, Damien
8256738	WO2	Bradshaw, Cody
8226571	WO2	Carpenter, Justin David
8265601	WO2	Woods, Kellie
8252744	WO2	King, Kelly-Ann
8245768	WO2	Brine, Peter Wayne
8258751	WO2	Doyle, Martin Damien
8240369	WO2	Moody, Michael Paul
8217010	WO2	Foster, Robert John
8262182	WO2	Greenstreet, Dane Eric
8222702	WO2	Lennon, Cristy Fiona

Promotion to Warrant Officer Class 1

8265854	WO1	Steene, Ashley James
8245978	WO1	Nixon, Roger Wayne
8272829	WO1	Harris, Kim Elizabeth
8225245	WO1	Eddie, Anthony Paul
8268917	WO1	Caputo, Peter

Promotion to Captain

8220590	CAPT	Hickey, Vanessa Lea
8242262	CAPT	Bills, Dennis Stephen
8223998	CAPT	Stanford, Trevor Lawrence

TRADE UPDATE—CARGO

WO1 Mark Cockburn Subject Matter Advisor —Cargo



Well another very busy year. For a start 10 FSB are gearing up for another, and more than likely the final, deployment to the MEAO in early 2014. Also welcome home to all the termites that have been on operations and assistance missions this year. It is good to have you back safe and sound. For those that are away for the Christmas period I wish you well and stay safe.

On the SAD front administrative command of the SADs has transferred back to 17 Bde. The crew of HMAS CANBERRA have spent the year training with BAE or the other SADs IOT be ready for the ship to come online. The ship is due to move from Melbourne to Sydney in the near future and begin work ups in early 2014. HMAS CHOULES has just returned from supporting operations at Manus Island and Nauru. HMAS TOBRUK has also recently returned from the PACIFIC PARTNERSHIP Exercise in South East Asia.

The 17 Bde Plan BEERSHEBA Implementation Plan has more or less been signed off and will see a growth of the trade and posting opportunities for all. Points to note include:

- Terminal – increase from 3 Troops to 4 Troops (+ 63 ARA Pers)
- 1 x Terminal Troop at 176 Air Terminal Squadron
- 30 Terminal Squadron will have 3 Terminal Troops and 1 Water Transport Troop
- 2 x Sect at 1 CSSB
- Postings could take effect from Jan 2015.

The growth of the trade is very good news however we are still struggling to fill the current Directed Training Requirement.

On the Exported Training front 2013 has seen 65 D Veh (MHE) courses conducted with 375 personnel being coded. On the High Risk Licensing issue we (Defence and Army) are waiting on COMCARE to detail the requirements for all personnel to become compliant. The SMA-Cargo will keep you informed.

From Jan 2014 the SMA-Cargo will be WO1 Ian Sojan, and he will be based in Puckapunyal with HQ AST moving there over the stand down period. For me, I am transferring to the Reserve from 17 Mar 2014 after 25 years of service. Thank you to everyone, it has been a great journey and I have no regrets and wish you all the best for your service.

I would also like to take this opportunity to congratulate all the members that are being promoted and wish all those posting safe travels and good luck in your new positions.



TRADE UPDATE—POSTAL

WO1 Anthony Coughlan—Subject Matter Advisor—Postal

AUSTRALIAN FORCES POST OFFICE

Headquarters Australian Forces Post Office (HQAFO) is located at Lavarack Barracks Townsville and is responsible for the operation of the Military Post Office – Townsville which is the only Post Office in Australia managed and operated by Defence personnel. The Military Post Office – Townsville operates just as any civilian Australia Post (AUSPOST) outlet and provides similar services from bill payment to money orders, banking to FAX post.



HQAFO maintains technical control of deployed AFPOs and is also responsible for the provision of AUSPOST stock, forms and postal consumables. At this time Defence has access to over 20 assigned numbers for which to designate an AFPO, listed below are the current AFPO numbers and locations around the world.

AFPO 01 - OP PALADIN (Jerusalem),
 AFPO 02 - Rifle Company Butterworth (Malaysia),
 AFPO 07 - OP MAZURKA (Sinai),
 AFPO 08 - OP AZURE (Sudan),
 AFPO 10 - Navy ships (Bahrain),
 AFPO 11 - OP ANODE (Solomon Islands),
 AFPO 12 - OP SLIPPER (United Arab Emirates),
 AFPO 13 - OP SLIPPER (Tarin Kowt),
 AFPO 14 - OP SLIPPER (Kandahar/Kabul),
 AFPO 16 - OP SLIPPER (United Arab Emirates),
 AFPO 17 - Raised for a Major Exercise to provide Postal Support.
 AFPO 18 - OP SLIPPER (Qatar),
 AFPO 19 - Op SLIPPER (Kabul), and
 AFPO 60 - Raised for Goodwill Mail (Christmas/ANZAC day)

A common misconception is that all AFPOs attract free post however this is not the case. Free post is detailed in the Condition of Service for that Operation and can only be approved by the Minister of Defence. Depending on the entitlement the first 2 kgs are free to the member although the Commonwealth picks up all the AUSPOST costs associated with the receipt and dispatch of any mail.

HQAFO delivers all Defence Postal Training which is conducted on behalf of the Employment Category Sponsor, Army Logistic Training Centre through a MOU between CO 10 FSB and CO AST. There is a Directed Training Requirement of 20 personnel for the Postal Clerk course, which is a two week course and qualifies personnel to manage AFPOs for minor operations such as OP AZURE or OP MAZURKA. The Postal Clerk can also assist Postal Operators on major exercises or operations.

The successful completion of a four week Postal Operator course is required before you will receive a posting to HQAFO. The Postal Operator course is very intense and extremely hands on with trainees being exposed to not only new skill but the requirements and governance which relate to an AUSPOST Retail outlet as well as civilian and defence doctrinal publications.

Postal Operators and Postal Clerks are required to work to many rigid deadlines, therefore a well developed ability to time manage is essential as well as being prepared to work extended hours, however the benefits far outweigh any negatives involved with Postal.

As time change and many people move to other means of contact such as social media, tweeter, blogs and Skype, not much has changed with the boost to an individuals spirit or morale or that sense of love from hearing from a family member or loved one, when you receive a letter or parcels from home. The service provided to deployed personnel on operations overseas or within Australia by the team at HQ AFPO and MILPO Townsville should never be dismissed.

Nothing beats a parcel from home!

16th TRANSPORT SQUADRON

By Pte Brittany Szlezak and Pte Lauren Flindell



**Pte Brittany Szlezak and
Pte Lauren Flindell in centre**

16 Transport Squadron has been as busy as ever in 2013 and continues to be one of the most active reserve squadrons in the Army. Our soldiers have given their time generously to a variety of tasks with many soldiers far exceeding their allocated days.

This year we have had CPL Beard, LCPL Noake, PTE Harvey and PTE Mitchell deploy on Operation Anode. They enjoyed the trip and said it was a great opportunity to put training into practice and to work closely with other units and corps. They have since been imparting valuable knowledge that the rest of the squadron can learn from. At home the squadron has provided support to many units. Some of biggest support goes out to UNSWR with their CAM and IET courses, driver support for RMC and various tasks for the local cadet unit and HQ 8 Brigade.

A big commitment on our training calendar this year was Exercise Polygon Wood. This exercise was based in Singleton where soldiers had the opportunity to work in a CSST. They supported two front line battle groups with logistical support. Our squadron is currently preparing to attend Exercise Gigas Warrior which will be a great opportunity to participate in DG training, a generator course, a DEV course and a live fire. Soldiers are looking forward to building their confidence in weapon handling, live firing, and deploying in the field.

PTE Cox and LCPL Noake both received the soldier's medallion this year and were very worthy recipients. We had PTE Alderton, PTE Courtney, and PTE Dagger join the regular Army and we wish them luck in their future endeavours. The unit was again very busy on ANZAC Day providing a Catafalque party for a dawn service at a retirement village and a morning service at Valentine, a number of drivers and vehicles were also required to support a parade in Sydney and we also provided a driver and vehicle for a local RSL.

The unit has run a 6x6 conversion course, an ADI course, DEV courses, A ceremonial vehicle course and a DG course. We have also had a few new soldiers join the squadron this year and they have attended their IET.

Overall this year has been full of learning experiences for members of the squadron. As a unit we will endeavour to maintain our high tempo support tasks with our enthusiasm and willingness to learn more.



5th TRANSPORT SQUADON

Article by CAPT Kerrie Keeling.

Photos by PTE Jess Gibbs.



STAY ALIVE IN FIVE



5 TPT SQN was re-raised in Dec 12 and although our Sqn logo is a turtle, it seems that we were more like hares this year. Not only in terms of tempo, but within the Sqn we have had 11 babies either born this year or due to arrive in the very near future. Congratulations to all of the new Mums and Dads within the Sqn!!



As I mentioned, this has been a very high tempo year for 5 TPT SQN. We had nearly every member attend a course throughout the year, including numerous B-vehicle/trailer courses, PMV driver and crew commander courses, promotion courses, battlefield communication courses to name but a few. During our courses period earlier in the year we were able to send a few people in support of an RMC Staff Cadet Battle Block at Wide Bay Training Area. This was a great opportunity to get some of our soldiers out in the field before supporting other major exercises. No names, but let's just say that the drivers put their vehicle recovery skills to good use...

We managed to recover from this incident and crack on with support to Ex KOSTA RIVER and Ex TALISMAN SABRE. A large component of 5 TPT SQN deployed as part of the CSST in support of BG Warhorse. Many of the activities were aimed at testing and adjusting SOPs, including the conduct of road convoy deployments, distribution points and undertaking tactical convoy moves with armoured escorts. A lot of time was spent away, but a great job was done by all and a well deserved break was welcomed upon return to Brisbane.



Although 5 TPT SQN was heavily involved in courses and support to exercises, by far the most significant event for the Sqn was being involved in the RACT 40th anniversary celebrations. This year the RACT received the new Princess Royal Banner. This was celebrated by a parade held at 26 TPT SQN, at RAAF Base Amberley on 01 Jun 13.

The Sqn along with Truckies from various other units participated in an historic event by being involved in the presentation of the Princess Royal Banner to RACT by the Governor of Queensland, Her Excellency Ms Penelope Wensley, AC. On 02 Jun 13 many from 5 TPT SQN were involved in the laying up of the Princess Alice Banner which has taken pride of place at many RACT activities since it was presented on 04 Jun 1983 in Puckapunyal, Victoria. All those involved would agree it was a significant and enjoyable weekend for RACT members both past and present.

involved in the laying up of the Princess Alice Banner which has taken pride of place at many RACT activities since it was presented on 04 Jun 1983 in Puckapunyal, Victoria. All those involved would agree it was a significant and enjoyable weekend for RACT members both past and present.

5th TRANSPORT SQUADON Cont.....

Article by CAPT Kerrie Keeling.
Photos by PTE Jess Gibbs.

More recently, we had a fantastic gathering of RACT members with the conduct of the SEQLD RACT Circle the Wagons event. This activity was hosted by 5 TPT SQN and incorporated a competition for champion RACT team. The activity included a number of RACT related contests including a tyre obstacle course, Mack pull, truckie knot relay and an 'around the Mog' race. The day would not have been complete without the famous Billy Kart Race. Team L121 not only achieved the most memorable down-hill run, but also sported the fastest time. Unfortunately it wasn't enough to take out the overall champion team and they were beaten by 5 TPT SQN – I swear, it wasn't rigged! We were very pleased that HOC, BRIG Nothard, Comd 7 Bde, BRIG Bilton and the Colonel Commandant RACT QLD region, COL Woodroffe, were able to attend the activity and we hope that this activity will continue for many years to come.



For most people across Army they are moving into a period of reduced tempo, or at least winding down the year. Not so for 5 TPT SQN. With the incorporation of the protected mobility role within RACT, 5 TPT SQN is undertaking significant restructure in preparation for the raising of a PMV Troop from January 2014 in line with Plan BEERSHEBA. Despite the extensive planning involved in making this happen, there is little doubt that this is an exciting time to be in 5 TPT SQN and we are looking forward to the year ahead. We look forward to the arrival of our new OC, MAJ Samuel Luke, and wish our honorary Truckie, MAJ Kylie Warner, all the best for her posting to Darwin.



JMCC

Joint Movements Coordination Centre Involvement in EX TS13

Exercise TALISMAN SABER (EX TS13) was a bilateral United States (US) led, Australian (AS) supported combined exercise focussed on the planning and conduct of a 'high end' mid intensity war fighting activity involving a Combined Task Force (CTF660) led by Commander Seventh Fleet (C7F). Over the period of 20 Jun – 23 Aug 13, 1JMOVGP deployed a Joint Movements Coordination Centre (JMCC) consisting of a headquarters (HQ) and two platoons in order to plan, execute, control, monitor and report on movements during the deployment and redeployment of EX TS13.

The role of a JMCC is to provide effective and efficient movements support to AS and US forces. For EX TS13, JMCC comprised of personnel from Army and Air Force that are currently posted to JMCC elements located in Brisbane, Darwin and Adelaide and was supplemented by personnel from Joint Movement Control Offices (JMCOs) from across Australia. HQ consisted of a Plans Cell and an Operations Cell which included an Air Load Planner (ALP). The Operations Cell dealt with its fair share of activity with tasks involving Australian Customs, US freight movement, all forms of AS movement and regular RFIs from Force Elements (FE). The ALP was responsible for planning the tactical air insertion of 3 BDE RCT, 36 CRG (US element) and 382 ECSS as well as planning military air assets for the redeployment. The two Platoons were responsible for the execution of the deployment and redeployment plans formulated by HQ JMCC in Shoal Water Bay Training Area (SWBTA) and Rockhampton (ROK). Daily tasks for the Platoons involved reporting, monitoring and controlling movement of participating FE in and out of the exercise and assisting FE with any movements RFIs.



Prior to deploying to the exercise, a shakeout was conducted at Gallipoli Barracks in Brisbane. The shakeout was aimed at creating team cohesion amongst JMCC and augmentees from JMCOs, ensuring that stores were serviceable and cross levelled between the two Platoons and to practise basic trade skills in order to develop JMCC procedures. The shakeout required participating members to establish an operational work space, prepare briefs for travelling personnel, draft convoy orders which would be delivered to convoy commanders, compile departure reports for all modes of movement and maintain operations boards based on movement tables given as part of the training scenario.

JMCC Cont.....

In early Jun 13, JMCC deployed elements of HQ and 2 Platoon (PI) to DSRG ROK to set up in Shed 4 which would be their home for the next two months. On 28 Jun 13, 1 PI concentrated in Brisbane before Road Self Deploying (RSD) to ROK to join forces with HQ and 2 PI. 1 PI spent two days in ROK undertaking team building exercises and conducting stores checks, before deploying an advance party to Camp Growl in SWBTA on 01 Jul 13 followed by the main body on 02 Jul 13. 2 PI worked hard to ensure FE arriving in ROK were reported on correctly prior to their deployment into SWBTA. As participating FE began to arrive in SWBTA in preparation for the exercise, JMCC SWBTA was kept busy receipting convoys, coaches, freight deliveries and assisting FE with any enquiries they had. Soldiers in both Platoons had the opportunity to liaise with a number of external agencies including Terminal Operators, Military Police and Civilian Contractors which allowed them to utilise their team work skills.



Throughout the exercise, the Platoons supported FE movement via RSD, Road Freight (RDFRT), coach movement, air self deploy (ASD), regular public transport (RPT) and service air (SVC AIR). As the exercise progressed, 1 PI was tasked to establish Dets at Sabina Point and Williamson Airfield to report, monitor and control all LCM8 and LCH sea movement and SVC AIR flights respectively. 1 PI soldiers made the most of their exposure to a range of transport modes and were able to grow professionally from their experience. 2 PI had the opportunity to work closely with the US JMCC as part of the Combined Joint Movements Coordination Centre (CJMCC). 2 PI made the most of this opportunity, sharing experience, knowledge and cultural differences with their US counterparts. 2 PI took pleasure in sharing their Minties and Lamingtons with the US JMCC which turned out to be crowd favourites.

Just as quickly as it all began, the redeployment rolled around and FE were keen to leave SWBTA and ROK and return to the home unit locations. The HQ Plans Cell was responsible for the planning of the redeployment of personnel and cargo and also the development of the Movement Order (MOVORD). This involved careful analysis of the Deployment Planning Data Sheets (DPDS) submitted by each unit and the development of the movement tables which formed the appendices to the MOVORD. JMCC SWBTA and ROK were kept busy ensuring the redeployment was executed in an efficient and timely manner. As each day came to an end, a feeling of satisfaction was felt as the movement tables became smaller and smaller.



Throughout EX TS13 the JMCC coordinated, monitored and reported on 1900 vehicles, 9294 passengers (pax) and 1500 pieces of cargo that were utilised during the exercise. There was a sense of achievement shared by everyone knowing that the JMCC had achieved its mission by ensuring that all personnel and equipment got to and from the exercise safely and that all movements were monitored, controlled and reported correctly. The exercise was considered to be a valuable learning experience for all members involved and was enhanced by dealing with modes of movement not encountered on a daily basis within a barracks environment.

JMCO DARWIN

By CPL Chantel Shortland

The experiences of a Mover in TK

I deployed to Afghanistan in Oct 2012 for my first six month deployment overseas. My first impression when I arrived in Tarin Kowt (TK) was "Wow I'm actually here" and I was excited and nervous of not knowing what to expect. It was 36 degrees when I walked off the C130, but it was a relief to be able to stretch my legs after a long flight dressed in combat gear. Upon disembarkation of the aircraft we were grouped together and briefed by the TK Mover. I paid close attention as this would soon be my job once the mover in location departed. After a number of other briefs, I collected my bags and was taken to my accommodation.

It took some time to adapt to life in TK as so many things were different to home. I was sharing a room with four others and was allocated a small space for my belongings. I remember thinking at the time how difficult my time in TK was going to be with limited personal space, but it is amazing how quickly you can adapt to particular circumstances. At the time water restrictions were in place and we had to heat an urn filled with bottled water in order to wash and shower. The restrictions lasted six weeks but in that time I became an expert at washing!

The MC Det at TK comprised of a WO2, a CPL and two PTE's. Our office was located inside the passenger terminal next to the runway. It was nice and close to where the aircraft landed so maintaining control of passengers was easy. On average we had two or three aircraft arrive into TK each day. I was deployed as the TK DET CPL and after two weeks in the job I found that I had a better grasp on my role and the role of other organisations that operated in conjunction with us. My main role was to coordinate SVC AIR movement. I was responsible for receiving incoming and outgoing passengers (pax) and cargo for C130 and C17 flights. Upon arrival I would brief pax and forward them to their locations within the camp. Sometimes the aircraft wouldn't arrive due to bad weather or technical issues. In that case we would use Coalition Air as required to get passengers to other locations.

I was required to work closely with the Air Movements Staff (AMS) and I was able to quickly foster an effective working relationship with them. We also worked in conjunction with US Movers, Dutch & SF movement personnel and other smaller units. We were also required to assist ADFIS by delivering dangerous goods briefs and conducting cargo checks during the RIP season. Communication between the movers and other units and agencies was critical to ensure air movements in and out of TK ran as smoothly as possible.

Work at TK required me to think quickly and laterally at times when aircraft were unable to land or became unserviceable or if people did not attend daily briefings. While this was frustrating at times, it allowed me to grow professionally and I had to learn to adapt to the ever changing nature of the job. It was in my first month while I was still getting my head around my job that there was a repatriation for a fallen soldier. It was a very emotional day for all. The work tempo at TK was constant so it took some time to get used to. Our working day was based around flight schedules, RIPs, bag drags and other daily taskings, so working hours were inconsistent and long. If the opportunity for some well earned down time arose, I was sure to make the most of it. One lesson I learned was that a healthy work and personal life balance are both essential whilst deployed.

During my deployment the tempo of OP NOSTOS increased as Drehtainers began to be moved by road, and cargo such as communications equipment was moved via air. I was also involved in the PMV rotation where we were required to coordinate the movement of PMVs by C17 to KAF then organise their onward movement by charter air to AMAB. Once the PMVs arrived in AMAB, they were held in the cargo area until all the necessary checks such as EHS inspections and radiation screenings had been conducted. Once this had been completed, the PMVs were taken to the wash facility where they were stripped down and cleaned and checked for any dangerous goods as specified by DAF before they returned to Australia by ship. The rotation of the PMVs into and out of TK took roughly six months.

JMCO DARWIN Cont.....

By CPL Chantel Shortland

In February 2013, 56 Drehtainers and four containers (56/4) departed TK for ANAOA located at Camp QARGA in Kabul. An additional 56/4 departed for a new camp to be built, Camp LION, but only got as far as the container yard at FSU in KAF. The Dhretainers en route to Camp QARGA have only recently been constructed at the ANAOA. In April 2013, 56/4 departed TK for Australia and were moved by DHL as part of the JLC contract. It took two days to load the containers due to the availability of trucks to move them.

Just to give you an idea of the scale of movement within TK; from July 2012 – Jan 2013 we moved more than 3.5 million kilograms of cargo & 8755 personnel out of TK. To achieve this we all worked together and helped each other where we could. My time in TK was an invaluable learning experience and was made better by tasks such as reading passenger manifests, some names may have well been the entire alphabet backwards! My deployment gave me the opportunity to learn about a new culture and I have seen and done a number of things that some people will never do. I formed new friendships that I am sure I will keep for many years to come.

JMCO MELBOURNE

By CAPT Glenn Mitchell



2013 has once again been a busy year for JMCO Melbourne. The year kept the sole ARA SGT and the ARES members busy with an operational force rotation from 4 Bde and the deployment of unit members on Ex TALISMAN SABRE 2013 (Ex TS13) in support of the JMCC. Once again, JMCO Melbourne has been supported by a large number of Reservists eager to assist the ARA staff at every opportunity.

JMCO Melbourne began a busy 2013 with the deployment of the final rotation of soldiers to the Solomon Islands. Op Anode Rotation 30 involved a rotation of Reservists from around Victoria deploying to support the government of Solomon Islands in the maintenance of security. This movement was coordinated successfully by SGT Van Den Driesschen as the sole ARA member of JMCO Melbourne.

JMCO Melbourne kicked off their year of training through a Detachment deployment to Wangaratta, where Operator Movements skills were honed, and an airfield reconnaissance conducted. This set the conditions for subsequent training during weekends and Tuesday nights throughout the year. At the time of writing a further deployment exercise is about to occur at Puckapunyal and in November, JMCO Melbourne will conduct a unit concentration activity with JMCO Adelaide at the 15 Tpt Sqn Depot, Horsham.

Ex TS13 saw ARA and ARES personnel from around Victoria and Tasmania deploy to Shoalwater Bay Training Area (SWBTA) in support of the exercise. JMCO Melbourne personnel were involved in the movement from the JMCO Melbourne AR of elements from 6 Health Spt Coy (3HSB); 2 FSB; and 1 MP Bn to SWBTA, via air, road and unit equipment by road freight. Once again, JMCO Melbourne ARES members deployed to Rockhampton and into SWBTA to support the JMCC for the duration of the exercise.

August saw the redeployment of OP ANODE Rotation 30 into Melbourne after 10 years and 30 rotations of successful ADF operations in support of the Regional Assistance Mission to Solomon Islands. Once again coordinated by SGT Van Den Driesschen, this saw the successful movement of personnel, from Honiara to Melbourne, of the final force rotation into the Solomon Islands. This presented an opportunity for JMCO Melbourne ARES personnel to play a more active role, exposing them to Operational Movements during the redeployment phase.

The tempo for JMCO Melbourne shows no signs of slowing for the remainder of 2013, as we continue to provide movements support to ADF formations and units within Victoria and Tasmania.

JMCO BRISBANE

BIG THINGS at JMCO Brisbane

This year JMCO Brisbane has had a year of big things. From the rotation of Bushmasters to and from the MEAO to the return of the vehicles and containers from the mission in the Solomon Islands; JMCO have worked with some large assets of the ADF and some assets outside the ADF.

PMV Rotation

JMCO BNE provided a vital link to the OP SLIPPER Rotation of Bushmasters. The Bushmaster rotation started in October 2012 and continued until August 2013 when the Bushmasters were returned to Australia. The Bushmaster rotation consisted of the replacement of the vehicles in theatre with the all new variant. Twice a month JMCO BNE coordinated the movement of six vehicles from JLU-SQ Damascus Barracks, Meeandah to Brisbane International Airport for loading on to an Antonov AN 124. The AN 124 is an impressive beast; it can carry a payload of 120,000kgs, and it is one of the largest heavy lift aircraft in the world. The Antonov is the home for a Russian crew of six. They remain on board seven days a week until they are relieved by a Ukrainian crew for the following six month period. Loading ramps are located at the front and rear of the aircraft. It was an astonishing sight to watch as the nose cone lifted up and over the cockpit, then have six vehicles disappear into the cavernous cargo hold of the AN 124, with so much space there was even room for more. The following morning as the aircraft departed you could hear the distinctive sound of the engines as it flew over the JMCO BNE office at Gallipoli Barracks.

After the old Bushmasters were cleaned in theatre they were moved back to Australia by ship. When they arrived at the Port of Brisbane JMCO BNE coordinated the DAFF-B inspections at the port. Once the vehicles were cleared by DAFF-B they were moved from the Port of Brisbane back to JLU-SQ at Meeandah to be given a makeover and a short holiday.



A chartered AN124 Antanov aircraft loading a PMV at Brisbane Airport

HMAS Tobruk

Such was the volume of material JMCO BNE conducted a 24h operation for the discharging of equipment returning from Manus Island onboard HMAS Tobruk. JMCO BNE members SGT R. Karena, PTE A. Morris and PTE H. Pentland completed the three shifts over the 24h period it took to discharge HMAS Tobruk. The unload was conducted at the General Purpose wharf, Port of Brisbane utilising the ship's crane. The cargo was carefully unloaded one piece at a time, starting with the vehicles then followed by other machinery, and finally finishing with over 50 G66 containers. With limited details on the arriving cargo it proved challenging to identify what items belonged to each unit. JMCO BNE coordinated the initial DAFF-B inspection prior to Toll taking the equipment to be cleaned. Once the cleaning was completed all equipment was moved from the Port of Brisbane to JLU-SQ at Meeandah where it was dispersed to the home units.

JMCO BRISBANE Cont.....

HMNZS Canterbury

In September 2013 members from JMCO BNE were ready to accept the HMNZS Canterbury as it was tugged gracefully up the mighty Brisbane river and shunted carefully sideways into berth alongside the General Purpose wharf. HMNZS Canterbury was loaded with 27 vehicles and 20 containers returning to Australia from OP ANODE in the Solomon Islands. Once the ship docked, the race against the tide began. The ship's side ramp was able to be utilised for a three hour period while the tide was in our favour; anything outside of this would have required the much slower and labour intensive ship's crane. Five semi-trailers from Toll were utilised to move the cargo to the Quarantine Approved Point (QAP) for cleaning. Each trailer had different capabilities; three could take two containers each, while the other two could only take one container each. The trucks had mixed capability in the vehicles they could move. There were LR110's 6x6 variants and Unimogs. This proved quite a challenge for JMCO BNE members to maximise the use of available transport to achieve a maximum clearance rate. JMCO BNE were able to utilise the ship's fork-lift to load the containers on to the waiting trucks from the starboard side RO/RO(roll on /roll off) ramp. The ship's forklift was an imposing machine operated efficiently and skilfully by the New Zealand Army operator. The use of this forklift was a crucial cog in our plan.

Between the JMCO BNE members and three support drivers from 7 CSR all containers and vehicles were discharged within the tidal window. By mid-afternoon all containers and vehicles had been transported to the QAP. On completion of the discharge JMCO BNE were privileged to receive a tour of the ship. This was conducted by CPL Weijermars from the New Zealand Army. JMCO BNE found that the New Zealand Navy and Army were quite compatible to work with, and accommodating to what was needed to have the ship discharged in time. The HMNZS Canterbury has two 60 tonne cranes that can be used to deploy the two LCMs. The ship has cargo space of 1,451 square-meters (15,620 sq ft), which can be unloaded via two ramps, either from the starboard side or the stern. The Canterbury is able to accommodate up to four NH90 helicopters for deployment ashore in support of New Zealand Army operations and disaster relief activities. It also has a five-bed hospital ward, a two-bed sickbay, an operating theatre, a medical laboratory and a morgue, gym, workshops, an armoury and magazine, as well as offices for government officials embarked.



The last AS Vehicle from OP ANODE offloads from HMNZS Canterbury in Brisbane

Summary

It has proven to be very enjoyable and rewarding to work with these platforms especially as we are not regularly exposed to them. The members of JMCO BNE have been able to confirm and build on their skill sets, and stand ready to work with the new ADF naval platforms when they are brought into service.

JMCO SYDNEY

By Members of JMCO Sydney

MORE THAN JUST THE MEAO, MORE THAN JUST CHECK-IN



Joint Movements Control Office (JMCO) Sydney is located at Randwick Barracks, in Sydney's Eastern suburbs. The location is great, and you'll often see members of the unit doing their morning physical training along the beaches of Coogee, Maroubra and La Perouse. That said, with the busy nodes of Sydney and Richmond airports, Garden Island and the Defence National Storage and Distribution Centre (DNSDC), there's plenty of hard work that goes on throughout the day, maintaining exercises and operations around Australia and the world. The tempo at JMCO Sydney changes dramatically throughout the year. The unit surges at various times to support programmed activities like EX HAMEL and must also respond to unscheduled contingency operations such as humanitarian crises in the region. One of the many functions of JMCO Sydney is to coordinate the weekly sustainment flights to and from the Middle East Area of Operations (MEAO). This is the subject of the following article, which focuses in-brief on the behind-the-scenes activities that occur at JMCO Sydney to make the operation possible.

For every day of the last ten years, MEAO sustainment flights have been the bread and butter of JMCO Sydney. Whilst the JMCOs in Brisbane and Darwin are involved, JMCO Sydney operates the cargo consolidation point (CCP) and manages the passenger manifest from the time of scheduling the flight, weeks in advance, up until departure of the aircraft. The unit has a manning of 27 regular soldiers, seven reservists, a civilian finance clerk and a civilian quartermaster. It's a tight unit and all members play a vital role. Due to the nature of the job, it's quite common to only have half the unit's members in the office at any one time. CPL Dave Young will tell you that 'to be a Mover at JMCO Sydney, you've got to love what you do to stay on top of the frequent long hours and weekend work. You've also got to love the pace. That said, we have plenty of variety in our work and we strive to maintain a healthy work-life balance'.

It's 1300h on a Tuesday afternoon at Sydney International Airport. Personnel deploying to the MEAO have begun to arrive for check-in. CPL Napier and PTE Finneran are already there with the airline staff ready to mark off the manifests, brief passengers and resolve any last minute issues such as no-show passengers. PTE Nash and PTE Bullman are en route from the cargo consolidation point at DNSDC with the pallets of equipment they



have built, ready for loading on the plane. Back at the office, members are filing away paperwork and finalising business from the day's operations and preparing for future flights. The phones are manned 24 hours a day and email and Mercury are constantly monitored for last minute changes to passenger manifests. According to PTE Finneran, 'Last minute changes can be challenging and have to be managed quickly and carefully. This means a considerable amount of liaison with Headquarters Joint Operations Command, Headquarters 1 Joint Movements Group, Adagold (the aircraft operator) and passengers. Movement orders and arrangements with connecting flights also need amending to ensure all agencies involved, including those in the MEAO, have the correct details'.

PTE Selman briefs personnel returning from the MEAO before releasing them from the aircraft. Following this brief, PTE Selman will issue cab-charges to personnel, provide information on connecting flights and lend assistance to individuals and groups through baggage collection and customs as required.

JMCO SYDNEY Cont.....

By Members of JMCO Sydney



Wednesdays are spent preparing for Thursday's inbound flight from the MEAO. Preparation for the flight ordinarily involves organizing passenger manifests and cab charge registers. Finance documentation and transactions are a dreaded but essential element in the day to day function of a movements operator.

Units and home locations of members travelling home from deployments are idespread and the use of cabcharges, hire cars and coach services are necessary. The use of these services incur fees that are entered into a register for later acquitting by the JMCO Sydney Finance Clerk Mrs Norma Munguia; an onerous task considering that most personnel returning from the MEAO will use a cab charge and/or connecting flight to get home. PTE Ganchov of JMCO Sydney believes that "Communication and contingency planning is essential. Plans often change at the last minute, especially flight times. It's the planning and preparation that is the key to getting personnel home as quickly and comfortably as possible".



CPL Napier and PTE Bullman account for and check all documentation and acceptance paperwork at the DNSDC Cargo Consolidation Point prior to building pallets.

Thursdays mean an early start for the Movers who operate the CCP. At 0445 h, PTE Nash and PTE Bullman have already met with airport operators and customs staff at Sydney Airport. They are preparing to receive the cargo returning on the inbound flight from MEAO arriving at 0615 h. The cargo space of the aircraft can hold up to ten aircraft pallets of stores and equipment, all destined for Sydney. PTE Nash reckons that 'the large amount of cargo arriving on the plane presents a host of challenges. We need to coordinate sufficient transport to move the cargo from the airport to the CCP at Moorebank for processing and on-forwarding to respective final

destinations. We may also need to arrange escorts for weapons or other sensitive equipment and organise customs clearance of items such as captured ordnance and articles brought back to Australia due to their historical significance. Some of the inbound stores may come from the C17 flights arriving at Richmond airport which, by virtue of location and available facilities, presents its own range of logistical Issues'.

With regards to the MEAO flights, Fridays are dedicated to finalising work from the week just passed and maintaining a watch for last minute changes to the coming Tuesday's flight. PTE Phillips, a relatively new member to the team, makes the following observation about Fridays at JMCO Sydney. 'We're frequently required to work late into the evening on a Friday. There are usually last minute additions to the passenger manifest. Each new addition requires connecting flights to be booked, movement orders to be raised and phone calls made to the airline, the deploying member and their unit. It can be very difficult to contact individuals and units on Friday afternoons, especially when contact information in the corporate directory is incorrect or incomplete. Despite our best attempts, we still get irate passengers calling us at odd hours. It is understandable – if it's Friday and they are about to deploy for upwards of six months on Tuesday, people want to know their travel details. In some cases, however, we might not have received their deployment order from HQ JOC.'

JMCO SYDNEY Cont.....

By Members of JMCO Sydney



Monday morning is set aside for clearing and updating deployment orders, movement orders and task orders that have appeared over the weekend. It is likely that the after hours duty operator has had to report to the office to process late deployment orders marked with an immediate priority. Otherwise, the duty operator is likely to be kept busy at all hours receiving phone calls from personnel with questions regarding the flight. Considering there can be up to 240 people on a plane, the duty operator stays pretty busy over the weekend. Responding to last minute deployment orders is not uncommon, some even being released the day prior to the flight. Noting that JMCO Sydney is involved in other exercises and operations, these last minute changes result in considerable pressure for operators to raise all the documentation and arrange all the transport for individuals to get from home locations to the Sydney Airport and the MEAO flight. High costs are incurred when connecting flights are booked with little notice, and ADAGOLD needs to plan for seating and meals through to the MEAO. Out at the CCP, PTE Bullman is finalising loads for the next day's flight. 'Units organise cargo movements through JMCO Sydney. Once the paperwork is finalised we can then allocate space on the A340 or service aircraft.'



PTE Bullman checks off cargo pallet numbers prior to loading onto an Adagold aircraft bound for the MEAO.

On Tuesday afternoon, CPL Napier and PTE Finneran are back out at the airport again, though this time the plane has broken down. 129 personnel from Brisbane and across the state will require accommodation for possibly the next 48 hours. Fortunately, the movers from JMCO Sydney are well prepared...

JMCO Sydney is a busy unit that handles much more than just the MEAO sustainment. The men and women of JMCO Sydney are passionate about their trade and do their best to ensure passenger and cargo movements are as smooth and seamless as possible. Next time you deploy, think about all the work that goes into ensuring you arrive on operations as comfortably as possible.

51 FNQR

By WO2 Brett Goodwin

THE 51st Battalion, Far North Queensland Regiment, Cairns. What a location. What a posting. And to think we were actually asked to work up here by the Defence. The 51st Battalion's main effort is to Raise, Train and Mount Reconnaissance and Surveillance Patrols for operational deployments in the far north. Our secondary supporting effort is the ongoing Community Engagement and Presence Patrolling of the far north protecting our coastline and borders. Our area of operations is vast extending from Cairns, Mt Isa, Weipa and Thursday Island. For the Cairns based transport 'badged' personnel, the challenge was accepted with no new ARA staff replaced this year retaining WO2 B. Goodwin (OSC CSM), SGT D. Bartholomew (TPT SPVR) and CPL A. George (TPT NCO). This year AR personnel have been bolstered in numbers with a broad recruiting drive that has seen at least three 'jubes' PTE's Smith, Lawrence and Hill inducted into Porton Barracks as potential drivers. They join the ever reliable CPL S. Campbell, LCPL A. Morris, PTE P. Tapim and PTE W. MacRae. We have also seen two transfers from ARA to AR, LCPL J. Hanna (26 TPT SQN) and PTE Jealous (3CSR). PTE R. Lait was bouncing around between the Regional Force Surveillance Units (RFSU's) finally heading back to NORFORCE mid year and we wish her well and all the best back in the NT.

We didn't see too much of PTE MacRae due to her work commitments with QPS. However, CPL Campbell was a regular face around the yard and stepped up frequently in the absence of both TPT SGT and TPT NCO. PTE Tapim has also been attending regularly helping out with transport and supporting tasks getting the feel of what the life of a truckie is really like. LCPL Morris is always keen to help out where he can getting some hands on in the TPT office, with the intent to complete his TM's cse next year. CPL D. Trew (AR) has recently taken leave from his duties at QPS and dropped into Cairns to lend a hand on the October courses.

CPL George managed to get a trip of a lifetime this year when he conquered "The Kokoda Trail"; a compensator for being nominated as an instructor for the RIC apparently. He thoroughly enjoyed it and managed to clock up some kilometres in his new hiking boots.

So what have we been up to this year? This year was slightly different from the last commencing with a bombardment of requests for drivers and vehicles to support such activities as G-Wagon Trials, Powered Tactical Craft Operator (PTCO) and Regional Patrol Craft (RPC) courses (both watercraft), Patrolman's and Patrolmaster course, Defence Indigenous Development Program (DIDP), RFSU Recruit Induction Course (RFSU RIC); Regional Vehicle Operator Course (RVOC) including the NFE Driver component; and those are just the unit courses. The transport suites of courses to follow in the last quarter of the year are an ADI, C2 and MR2 in preparation for the unit's involvement OP Resolute next year.

The long awaited arrival of the Surveillance and Reconnaissance Vehicle (SRV) G-Wagons is nearly upon us and after the recent trial, we can see they are going to be an awesome piece of kit which will enhance the Battalions capabilities when conducting reconnaissance and surveillance patrols in the north. However, with the new equipment, there comes an enormous training liability for the truckies next year, particularly getting all the AR personnel to attend the conversion courses. We also have the new RPC and trailer combination (P2 endorsement) that will be on our doorstep in early 2014, although it is still currently under trial involving personnel from all the RFSU's, (51 FNQR,

NORFORCE and Pilbara Regt), with DMO and as yet, the delivery date remains unknown.



All in all it has been an extremely productive year. Considering the limited number of the full time personnel in the platoon, the unit is heavily relying on the part timers to step up into key positions during critical times more so in 2014 than ever before. From the "Regs", thank you to all those Reserves that consistently parade as you do contribute to the units function and capabilities and yes, it is appreciated.

We say good bye to SGT Bartholomew at the end of the year leaving WO2 Goodwin and CPL George to continue parading the Corps badge in the New Year.

Photo: ADI Cse LCPL Morris, CPL George, WO2 Goodwin, CPL Trew, LCPL Hanna, PTE MacRae, SGT Bartholomew

30 TERMINAL SQUADRON

By WO2 K Davison



What a place to be!

The expansion of the Cargo Specialist Trade continues with an ongoing high tempo for terminal training, exercises, continued support to operations and tasks in order to prepare Cargo Specialists, to meet the current and new positions across Defence.

The introduction into service of HMAS CHOULES, CANBERRA and ADELAIDE, the addition of Termite Sections placed at the CSSBs and the proposal for a Tp to be positioned with 176 AD at Richmond under Plan BEERSHEBA in the near future has really kept the pressure on 30 Tml Sqn to maximise training of new IETs.

2013 has seen new Cargo Specialists flood into the trade. The Sqn training continuum encompasses a thorough training regime to maximise the 17 Bde Directive for Force Protection combined with trade training, both individual and collective, in the field environment.

To meet these requirements, the year kicked off with the Sqn shakeout which involved the deployment of pers and section equipment in the field environment. This was the crawl before you can walk prior to getting into their trade specific skills.

EX ISOPTERA, our walk before you can run activity provided the Cargo Specialists the opportunity to learn and practice their skills in three areas including: Freight Distribution Centre (FDC) covering warehouse environment; Transit area (TA) Cargo receipt, holding and dispatch; and a Transshipment Point, exercising cargo moving from one mode of transport to another. Elements operated on 24 hr Ops with the full range of Force Protection requirements. The exercise was a steep learning curve designed to keep the pressure on personnel in a controlled environment.

This led to the Bn IMT's where they were conducted over two locations, High Range and Cowley Beach Trg Areas to further develop Force Protection. It was a round robin activity and a scenario based activity encompassing an FOB where soldiers conducted tasks with regard to Force Protection such as coordinating and conducting VCPs, patrolling route clearance and wiring tasks to name a few.



By the middle of the year the Sqn was up to a run and deployed on EX TALISMAN SABRE during the period 17 June to 16 August 2013, in trade related and all corps roles. 68 Troop provided terminal support to the exercise as a whole, while 72 Troop were entrusted with the role of Force Protection for the Battalion position at the Force Maintenance Area (FMA).

68 Troop deployed on 17 June to set up three Transit Areas (TA), located at DSG Rockhampton, Camp Growl and Williamson Airfield. Each separate TA was

commanded by a section commander with up to 13 cargo specialists under their command at any one time. 68 Tp was spread across 150 km providing an excellent opportunity to test the command and control ability of the 68 Troop Headquarter element. The range of equipment operated within the TAs included the Kalmar container handler, 80T Grove crane, 30T Faun crane, 8T Manitou telehandler forklift, 4T JCB forklift, 3T CAT forklift and 3T Merlo forklift.

30 TERMINAL SQUADRON Cont.....

By WO2 K Davison



68 Troop was able to provide support to a wide range of other units from within the ADF and also to numerous American force elements located predominantly at DSG – Rockhampton. Over the exercise, the members of the Troop were exposed to a variety of tasks ranging from moving and storing palletised items through to lifting ISO containers and more awkward items of equipment like the M777A2 155mm Howitzer. The MHE and crane operations required for the exercise provided opportunity for members of 68 Troop (and attachments) to further hone their Cargo Spec skills.

30 Tml Sqn Headquarters and the remainder of 72 Troop arrived on 21 Jul 13 to bolster the defensive position. In the absence of their MHE or trade related tasks, 72 Troop was gainfully employed manning the Bn VCP, conducting fighting patrols, developing the defensive position, establishing an Observation Post and digging pits deeper. Of note, CPL Espley relished the opportunity to be the Battalion Defensive Officer, and guide the development of the defensive position and Battalion SOPs. MAJ Hardy found work for the Headquarters through the attachment of 87 Troop 9 FSB, which kept the OPS room busy except when their pits were not deep enough much to the disgust of WO2 (Yuppy) Hall.



All this field exercise experience hasn't stopped the Sqn within the barracks environment. The Sqn has done extremely well this year in winning the Battalion Athletics and Cross County. The Sqn has set its eye on taking out the Battalion Champion Coy, 3rd year running!

As of late September the Sqn is focusing on internal training with individual trade courses, 8 Ton Manitou, 30 & 80 Ton Crane courses as well as some B vehicle courses. This will see the Sqn through to the end of the year with up to 40% posting out. Support to operations is always ongoing for the Sqn, this year being no different. We have deployed members to East Timor, the Solomon's and now we prepare to send a substantial commitment back to the Middle East with FSU 9. A busy year and no change in sight. The Sqn can be proud of their achievements this year in 2013.



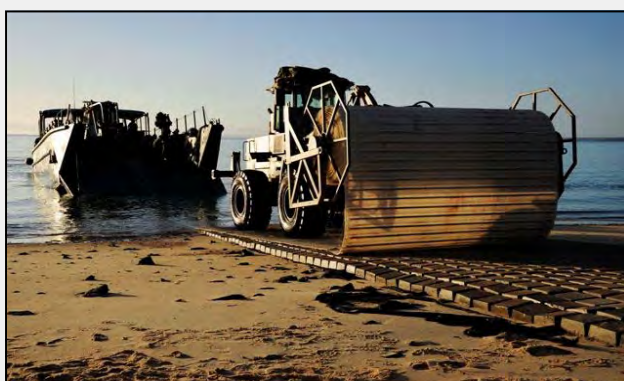
35th WATER TRANSPORT SQUADRON

By Major Shane Haley



*L – R – PTE H. Bavage, PTE M. Steel, FLTLT
SGT P. Hepburn, PTE J. Hughes, PTE W. Steele and CPLG. Kelly.*

2013 has been an exceptionally busy and successful year for the officers and soldiers of 35 Water Transport Squadron (35 WTS). At a time when the rest of Army were contemplating returning to work in mid January 2013, 35 WTS had already deployed a 22 person strong contingent in support of operations being conducted on Manus Island. This proved to be an early, clear and accurate indication of how busy the Sqn would be for the remainder of the year.



ABT preparing the beach for LCM8 operations

The mission of 35 WTS is to provide amphibious and water transport, reconnaissance, and limited beach terminal operations focused on the tactical littoral environment to support water and land based scheme of maneuver. The Sqn consists of two LCM8 Troops, being the Townsville based 70/71 Tp, and the Darwin based 36 WT Tp. The Squadron's third Troop, 42 Tp, is also based in Townsville and comprises the Squadron's LARC V and Amphibious Beach Team (ABT) elements. The Townsville based Troops primarily provide support to Army, Navy and joint activities and exercises throughout a training year as well as support to Army School of Transport – Maritime Wing courses. 36 WTTp

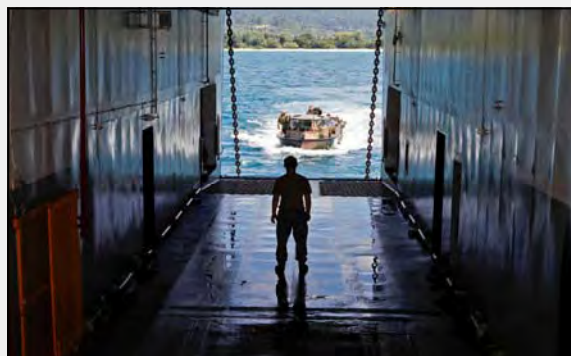
primarily provides support to NORFORCE and Regional Force Surveillance Units in Northern Australia. They also have a heavy involvement in Op RESOLUTE at different times throughout the year

Elements of 35 WTS have been deployed in support of a multitude of activities throughout 2013 and continue to be engaged in operations, tasks and activities late into the year. Overall the Sqn has acquitted itself very well and has forged a reputation for being a professional, reliable, enthusiastic and essential capability for Army. In particular the Sqn received very positive feedback regarding individual and team efforts and performances during Ex PACIFIC PARTNERSHIP, Ex TALISMAN SABRE and Amphibious Task Group (ATG) Training Blocks 1, 2 and 3. Similarly, the professional support provided by the Sqn to Op RESOLUTE in Darwin and Northern Australia and to HMAS CHOULES on Manus Island has been well recognised. In all, the standards and performance of the Sqn in 2013 have been of a very high calibre and each and every member of the Sqn can take pride in the contribution they have made as individuals to this very good team performance.

While it is not possible to recognise all outstanding individual performances, pleasingly, the Sqn has been able to recognise many of them through either promotion or individual awards. Once again I would like to congratulate CPLs B. Penney, T. Cahill and J. May on their promotions. Also, while not a RACT member, well done to LCPL M. Wittman (Sqn Storeman) on his promotion to LCPL. It should be noted that several other members of the Sqn will be promoted on posting at the end of 2013. I would like to congratulate them in advance on a well deserved recognition of their efforts and performance.

35th WATER TRANSPORT SQUADRON Cont.....

By Major Shane Haley



LARC Operations on Ex PP13

Additionally, several members of the Sqn were singled out for individual recognition throughout year. CPL G. Kelly was awarded a Soldier's Medallion for his outstanding efforts and leadership throughout 2012/13 and CPL B. Penney was awarded a COMD 17 CSS BDE's Junior Leadership Award for outstanding leadership. Well done to them both. Also, a job well done to the crew of AB1063. CPL Anderson, CFN Norling, PTE Hughes, PTE Laguesma and PTE Steele deployed with three days notice to Manus Island to support HMAS CHOULES. In total they were deployed for just over 14 weeks and returned 5 Nov 13. They were each awarded a CO HMAS CHOULES commendation for their performance and effort.

2014 will see a total of 13 members of the Sqn depart for a posting to SOCOMD. This just goes to prove that 35 WTS continues to be an excellent force generator for SOCOMD and that the quality of soldiers and officers produced by the Sqn is highly valued and desired. The Sqn wishes those individuals all the best for their SOCOMD posting and looks forward to their return in the future.

Away from the water 35 WTS was also well represented during several RACT and Army activities. In total 11 members of the Sqn, from both Townsville and Darwin, made the journey to SEQLD mid year for the 40th birthday of the RACT. Nine members of the Sqn were on parade either within the guards or in key parade appointments. Pleasingly, it was a 35 WTS member, LT P. Rowley, TPCOMD 36 WTTp, who had the honour of carrying the Princess Alice Banner on parade for the final time. All participants thoroughly enjoyed the occasion and were honoured to represent the Sqn and Corps.

It's not all about work however and several members of the Sqn have also achieved good results on the sporting fields throughout the year with several members of the Squadron being selected to play men's and women's rugby at both BDE and Army level. Also, well done to SGT Chattington who was selected to represent Army in golf. Due to operational commitments and tempo it was difficult for the Sqn to have strong representation at the various 10 FSB sporting and military skills competitions throughout 2013. Despite this the Sqn acquitted itself very well and achieved commendable results which included taking out the 10 FSB Shooting Competition for 2013. In addition, well done to 36 WTTp who won HMAS Coonawarra's yearly sporting competition - 'The Top End Shield'. This was the first time that a non-Navy organisation has won the competition and it is clear that the members of 36 WTTp punched above their weight.

Looking to the future, 2013 has been an important year in the development of the ADF's Amphibious Concept as strategic thinking shifts away from operations in the Middle East and focuses on Australia's regional responsibilities. The introduction of the LHDs in coming years will see a significant change in the way in which ADF operates. A number of key milestones were successfully achieved in 2013 and it was pleasing to note the 35 WTS and the Marine Specialist trade played a vital role in those successes.

2013 has been an interesting and challenging year for the Sqn but 35 WTS has proved that we have lived up to the RACT Corps motto of '*Par Oneri*'. I have no doubt that as we look forward to 2014 and the challenges that lay ahead, we as a Sqn, will again be '*Par Oneri*' and that we look forward to meeting those challenges head on.



1 CSSB

By Troop Commanders and NCOs' of 1 Transport Squadron

1 TRANSPORT SQUADRON



1 Transport Squadron has experienced a very busy two years, so busy we couldn't get an article finished last year! Over the two years, we have supported major activities for Plan BEERSHEEBA, participated in the 1 Brigade exercise series (including two Ex HAMELs and a TALISMAN SABRE), and provided a troop to the Ready Battle Group. All this was conducted whilst contributing to the mounting of FSU 7, ATF-1 and the PMV FIET in Afghanistan in support of Op SLIPPER.

One of the high points of the past two years was the receipt and introduction of brand new and very shiny Kenworth and Maxitrans equipment to C Tp. This was accomplished whilst we were 'in the box' on Ex HAMEL 12. The new equipment, provided to partially replace the ageing S-line fleet, has proven to be a real boost to the Sqn's capability.

Their arrival was timely: Tasking was relentless for 2012 and 2013, and for none more so than C Tp. C Tp have amassed an impressive number of kilometres under the careful watch of LT Shawn Cowan, LT Boston Larke and SGT Dave Corocher. In the year up to September 2013, C Tp has completed 1,763,221km (or 79.89 times around the world) as a Tp or 79,225km (twice around the world) individually.



A and B Tp (at various times under LT Nick Allen, LT Solomon Birch and LT Alisdair Newman) have found themselves similarly occupied. B Tp were allocated to RBG and A Tp stepped into a number of high-readiness commitments for RBG and other ADF contingencies. Being "online" did little to dampen the exercise spirit of 1 BDE, with support being provided to numerous unit level exercises, as well as the USMC and typical RBG activities. Special mention goes to 2 Sect, A Tp, who deployed with three days notice to Shoalwater Bay Training Area and Ex TALISMAN SABRE 13 under LCPL Michael Donald. This short notice deployment allowed us to contribute further to the testing of the Plan BEERSHEEBA logistics construct in preparation for the MCB roll-out.



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Mention must also be made of 1 Sect, B Tp, who, at the time of writing, will have been on 24 hours notice to move for nearly a year straight. Carefully practiced with multiple phone checks per week as well as a number of exercises, their readiness and skills are sharpened to a fine point. The members are looking forward to finally handing over their responsibility and enjoying some time to relax.

1 CSSB Cont.....

By Troop Commanders and NCOs' of 1 Transport Squadron

Beyond the heavy tasking load, we were able to take advantage of some opportunities to participate in some more left-field activities. 1 Tpt Sqn participated in Ex Long Look, hosting 2LT Alexander Scates from the British Army throughout mid 2012. He was a welcome addition to the Squadron and he thoroughly enjoyed his time here, though perhaps the experience involved a bit more Shoalwater Bay and less night-life than he might have hoped. Not only did he benefit from the exchange but he brought with him a different perspective and some new ideas to the Squadron. LT Ash Naughton and LCPL Bridget Curran were able to enjoy the retrospective exchange to the UK.

In more sobering news, the White Whale Support Team was created to raise money for cancer prevention and research. This is a cause close to the Squadron's heart, as one of own had a close call with 'the big C'. We even managed to raise money for 1 CSSB's sponsored charity, the Cancer Council, in the middle of HAMEL 12: Donations were collected in exchange for a rest-day of activities out of uniform and away from the muddy, waterlogged main defensive position. Needless to say, this was a very popular course of action and many contributed to the cause.



The pressure of tasking was also alleviated by participation in sport and social activities. The Squadron was lucky enough to have a lull in tasking that allowed us to get around half our members to the 2013 Corps Birthday and banner presentation. This was a great opportunity to witness a historic occasion, visit other transport units, catch up with mates from previous postings and celebrate the Corps' 40th birthday.

Weightlifting has become a popular activity within 1 Tpt Sqn throughout 2013. Originally endorsed by the OC as a preventative fitness measure to reduce the incidence of lifting related injuries, it was enthusiastically adopted across the Sqn. The then Acting SSM, SGT Cody Bradshaw, and SGT Graham Walker, have taken weekly weightlifting classes to develop the form and awareness of safe lifting techniques of Squadron members. The original goal of reducing lifting injuries has been a great success, with no recorded manual handling related injuries in the Sqn over 2012 and 2013.

Throughout the two years, 1 Tpt Sqn has embodied its motto (*Semper prima*) by providing high quality transport support to 1 Bde units and a variety of others in need of support while contributing to operational deployments. Both our equipment and commitment of our people have contributed to being truly *Par oneri*.



1 AVIATION REGIMENT Transport Troop



WO2 J.P. Adkins, A/SSM
 SGT C.A. Zagami, A/TOCWO
 CPL M.J. McLaughlin, 381, Training,
 CPL L. Padgham, Section Comd,
 LCPL M.J. King, Servicing,
 PTE D.K. Ahwong,
 PTE C. Campbell,
 PTE G.E. Engay, Section 2 IC,
 PTE J. Foster,
 PTE B.P. Lea,
 PTE T. Wallace.

2013 started off as another busy year for the troop, with up to 15 driver's courses planned to be conducted during the year. With WO2 Adkins in the role of SSM Logistic Support Squadron, and SGT Zagami as A/TOCWO, it was looking like it was going to be one of those years.

A DG course was the first course to kick the year off in February and driver tasking was looking bleak for the troop to try and get out on the road. It did not take long for the tasking to kick in. Aircraft recovery and Aircraft pickets started looking like it was going to become the theme for the year. On completion of the DG course, it was straight into the next block of courses starting with an ADI course. This was to be closely followed by an LR2, P1 course in March, and it was looking like the troop was definitely going to be living up to the unofficial name of 1 Avn Regt School of Transport.

There was a slight reprieve in driver courses during April, however; the tasking kept on coming with CPL McLaughlin and PTEs Ahwong, Engay, Lea and Wallace representing the Corps/troop by taking the lead and conducting the catafalque party for the Unit's ANZAC Day celebrations. It wasn't long before we were back at it again, with courses, with EX Next Life; a heavy weapons suite of courses involving GLA, MAG 58, M72A6 (66 mm LDFSW), M18A1 (Claymore), and F1, F3 grenades to be conducted out at KFTA. This was followed by the troop conducting an MR2 course, followed by two DEV courses and a second ADI course for the year, and yet another LR2, P1 course to follow hot on heels of these courses.

July saw the addition of CPL Laura Padgham to the team after returning from operations with FSU-9. CPL Padgham has been a welcome addition to the team and is fitting in well (welcome, now you're on course!!).

With an MR1 course in the pipeline, EX Next Life 2 about to kick off and with a couple of P2 courses in the planning stages, it's all hands to the pumps. With a further MR2, HC3, TTW and a third LR2, P1 course planned for the rest of the year, it is still going to be busy times ahead for the troop in the way of driver's courses whilst also supporting flying operations and 1 BDE Exercises.

PAR ONERI

RACT Cell, Development Group, ALTC

By Captain Alex Spence



Once again, the RACT Cell hit the ground running this year with several personnel changes, including the addition of CAPT Alex Spence, who moved across from the Dev Gp Logistic Operations Cell as an additional Assistant Employment Category Manager and WO1 Keith Jones who marched in as the Employment Category Advisor (ECA), replacing WO1 Anthony Coughlan after a three year appointment as the Assistant Defence Attaché in Abu Dhabi. Additionally, WO2 Gary McGravie marched in replacing WO2 Darren Moffitt as the Movements TDWO.

ROLE

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

RACT EMPLOYMENT CATEGORY MANAGEMENT

The RACT Cell's main effort for 2013 has been the conduct of the cyclical Employment Category Review (ECR) into all five RACT Categories. Throughout the year, the team has analysed and produced documentation for ECNs 035 (Operator Movements), 218 (Marine Specialist) and 171 (Cargo Specialist) as well as designed, dispatched and collated surveys for ECN 099 (Air Dispatch) and ECN 274 (Driver Specialist). This analysis and review involved the conduct of interviews and focus groups in key RACT nodes, and well as ongoing stakeholder engagement with key RACT units. This review aims to prepare these ECNs for presentation to the Defence Force Remuneration Tribunal (DFRT) in early 2015. Given the complex nature of these reviews, any significant changes as a result of the ECR will not be realised until 2016.

EMPLOYMENT SPECIFICATIONS

Employment Specifications (ES) are the authoritative documents for all RACT commanders and managers when managing the career progression of RACT soldiers. The Directorate of Workforce Management – Army (DWM-A) holds the authorised versions of each document on the DRN. The cyclical Employment Category Review conducted throughout 2013 and 2014 seeks to update these ES to best reflect the tasks conducted by RACT soldiers in order to generate capability for Army. These documents can be accessed at:

<http://intranet.defence.gov.au/armyweb/sites/DWMA/ComWeb.asp?Page=75176&Title=RACT>

RACT TRAINING DEVELOPMENT

The TDWO for each of the Categories have been busy keeping the training for the Corps current through the conduct of course reviews and, if required, TMP updates. This is an ongoing and complex process involving multiple stakeholders across the Corps. The key areas addressed by each trade are outlined below:

LOBC

Following the Curriculum Review Board (CRB) held in 2012, all RACT LTs are now completing the Movement Officer Course as well as the Marine and Terminal Officer Course as part of the LOBC, with LTs posted to AMTDU or 176 AD Sqn also completing a revised Air Logistic Officer Course with the aim to provide employable LTs to represent RACT within the wider CSS environment. This revised LOBC has been piloted throughout 2013 and appears to be successful.

RACT Cell, Development Group, ALTC Cont.....

By Captain Alex Spence

ECN 274 DRIVER SPECIALIST

Dev Gp has continued to evolve the suite of IET Drivers' Courses. These courses comprise of the MR2/TACOPS/HR2 and C2 modules delivered by Road Transport Wing. Ongoing engagement with AST and other stakeholders has seen the IET courses shaped and refined to meet contemporary Corps needs in anticipation of the arrival of the L121 fleet. Once 'Active', the intent is to modify the exported C2, MR2 and HR2 TMPs to replicate the IET courses wherever possible. As well as processing over 100 TMP amendments in the past 12 months the Driver Specialist TDWOs have also been involved in the following areas:

The revised DTO Course was piloted in 2013 and Dev Group is currently planning to incorporate TAE10 QA into the current DTO course.

The handover and evolution of TMPs for the G-Wagon Conversion and Sustainment Courses from the Land 121 Training Team for Dev Group to maintain.

ECN 171 CARGO SPECIALIST

2013 has seen a TMP review and re-write for the IET Cargo Specialist Basic Course. Technical assistance and input was obtained from staff of Cargo Specialist Training Section (CSTS) at AST Maritime Wing, the SMA Cargo, 30 Terminal Squadron and 10 FSB. Further work will occur in the creation of civil qualifications for the Cargo Specialist category.

ECN 218 MARINE SPECIALIST

This year a TMP review was conducted for the Subj 4 CPL Advanced Marine Specialist Course. The outcome of the review endorsed the modularising of this course into Watchkeeper and Vessel Master components, as well as minor text changes in pursuit of continuous improvement to better facilitate watch keeping requirements onboard Army watercraft. Technical assistance and input was obtained from staff of MSTs at AST Maritime Wing, the SMA Marine, 35 Water Transport Squadron and 10 FSB. Further work will also occur in the creation of civil qualifications for the Marine Specialist category.

ECN 035 OPERATOR MOVEMENTS AND POSTAL

Development continues in the suite of Movements courses which are conducted at AST Maritime Wing with the Subj 4 SGT and Subj 4 WO OPMOV courses currently under review. There has been significant work conducted to the RACT Movements Officer courses in order to have two individual courses aimed at both the new RMC graduate as well as the CAPT-MAJ (E) ranks posting into 1 JMOV GP. In addition, continued liaison between Dev Group and AFPO staff in Townsville have seen significant postal TMP updates conducted in the pursuit of continuous improvement to the delivery of ADF postal training.

ECN 099 - AIR DISPATCH

Key deliverables from the AD TDWO includes the pilot of the courses and consequent improvement of the three TMPs for the Air Dispatchable Rigid Hull Inflatable Boat (ADRHIB). In addition, reviews of the Unit Emplaning Officer (UEO) and Air Portability Team Leader (APTL) courses were conducted with an aim of improving UEO and APTL training.

As part of the review of the Defence Training Package, work is underway to review and update Cert III in Air Dispatch, with a longer term aim of awarding this national qualification on completion of Air Dispatch courses.

CONCLUSION

In summary, 2013 has been a demanding yet productive year where key milestones in RACT Employment Category Management and Training Development were met. The cyclic Employment Category Review has been the Cells' main effort and this review will continue for the next two years. Personnel interested in improving or updating RACT Employment Specifications are encouraged to actively participate in this review and subsequent focus group interviews in order to better posture RACT for presentation to the next DFRT.

PAR ONERI

ARMY SCHOOL OF TRANSPORT— ROAD TRANSPORT WING



ACTIVITIES—2013-14

As most would appreciate the working class CPLs and SGTs at RTW have seen yet another intensive and demanding year, conducting BDC training, TAC OPS, Landrover, Mack, MC and Corps related promotional courses.

All courses were under the microscope this year and with the input and hard work of all staff RTW has seen a vast improvement in the conduct of these courses. Particular note was the advancement of the Subject 4 CPL and Transport Manager courses.

Road Transport Wing is still moving forward and looking into the future with the development of the G Wagon courses, the move of AST HQ back to Puckapunyal, and the inclusion of PMV and communication training. This will see a challenging time for RTW with many obstacles in the way but, like our Corps motto, we will be equal to the task.

We also took the time to farewell some members from the Wing and Army: WO2 K. Davies, SGT S. Nash, CPL L. Frost and CPL M. Wade.

The year concluded on a high with numerous promotion and awards. CAPT Samuel Luke was promoted to MAJ; LTs Matthew Warren, Jarrad Baldwin, Jade McMaster and Peter McAuley were promoted to CAPT; WO2 Kim Harris was promoted to WO1; SGT Justin Carpenter was promoted to WO2; and CPL Taffy Nabbs was promoted to SGT.

We were also able to commend the work provided by some of our individuals. CPLs Paterson, Landel, Gulbin and Mr Dudley received AST Commanding Officer commendations and CPL A. Quigley and WO2 B. Jones both received ALTC Commandant's Commendation.

In all it has been a hard and arduous year for all here at RTW but in the same breath, extremely Rewarding.



ARMY SCHOOL OF TRANSPORT— MARITIME WING

The Army School of Transport – Maritime Wing (AST-MW) is located near the mouth of the Ross River at Ross Island Barracks, Townsville, in sunny tropical North Queensland. It shares geography with the 10th Force Support Battalion and the North Queensland Joint Logistics Unit.

The AST-MW is responsible for Marine Specialist, Operator Movement Control, Marine Engineering, Cargo Specialist and Postal Operator training within Defence, with a sound reputation for the provision of quality instruction to Defence's maritime and logistic capability. The AST-MW comprises six sub sections; divided into four dedicated training sections, a support section and an OPS cell, overseen by a HQ. The AST-MW attracts students from all three services as well as our coalition partners from overseas. The AST-MW conducts over fifty trade and technical course sessions from over thirty TMP throughout each training year. These courses are run continuously, often simultaneously with all sections involved in training at the same time. There is also a significant training responsibility for the provision of exported training to a variety of units throughout Australia.

AST-MW Headquarters

Headquarters commenced the year at a rapid pace and it has remained that way throughout the year. The change in key personnel in HQ started at the top with the appointment of Major Gary Edwards as the OC/SI, with CAPT Michael Adams taking on the role of 2IC and Marine OPS Troop getting a new Tp Comd in the form of CAPT Ben Reedman., with the only continuity being the WSM, WO2 Peter Morritt and the OPSO, CAPT Jonas Price.

It has been a busy year with some significant achievements the main ones being the first delivery of the RACT LOBC Movement, Marine and Terminal Officers modules, participation in the first ever Sea Worthiness Board for Army watercraft in which AST-MW was required to prove the adequacy of individual training to the board members during the site visit in May and the highly successful FORCOMD 2nd Party Training Standards Audit in mid July, for which the wing received an excellent report.

Another highlight and I use that term loosely was the ongoing struggle to ensure that AST-MW was compliant with all of our regulatory compliance obligations: most specifically HAZCHEM. The formation of a HAZCHEM team under the auspices of the 2IC worked hard to ensure that this aspect of our governance has been completed to a high standard and will survive the posting cycle.

Other activities which have significantly enhanced the way the Wing does business has been the exploration of the Six Sigma and 'lean process' methodologies to see how they can be applied to AST-MW. This has seen standardised templates for all admin and training documentation and well constructed and robust Risk Assessments for all activities. The OPSO was also quick to grasp the opportunities provided by these methods and subsequently reorganised his Ops team and produced a new Training Support Request tool which as well as significantly streamlining and improving the process was commented on in very favourable terms during the training standards audit.

Plan Par Oneri was also introduced into the IET, CPL and Offr Cses setting the trainees/students up for success in their future role within RACT. Topics covered range from RACT trade specific history through to the Manual of Army Employment, alcohol management for commanders plus leadership and ethics. Overall Plan Par Oneri has been well received by both staff and trainees

It has been a busy eight months and the tempo is likely to remain constant leading into the Christmas stand-down period and the posting cycle, which will once again see a heavy turn over in staff with the 2IC posting to HMAS Choules on promotion to OC of the Army detachment, the OPSO off to RAAF Richmond to be the 2IC of 176 AD SQN and the resource manager, SGT Stephen Jones off to Sydney to 2 CDO. We thank them for their efforts and wish them all the best for the future.



ARMY SCHOOL OF TRANSPORT— MARITIME WING Cont.....



Cargo Support Training Section

By CPL Michael Gunston

The Cargo Specialist Training Section (CSTS), home of the "Termite" is responsible for delivering Cargo Specialists Training to IET soldiers and across the suite of promotion courses for CPL and SGT. We are also responsible for instructing suitable Navy personnel on the RAN Cargo Handler Course for Landing Craft Heavy (LCH) crews.

The "Termites Nest" consists of the Section Head, WO2 Slade Langley, Training Sergeants, Tim Blad and Norm Wiegold and CPL Instructors, Michael Gunston, Adam Kavooris and Letisha Scott.

The CSTS staff are responsible for delivering training and assessment across all cargo specialist courses and support roles within AST-MW. We perform the duties of Course Manager, present instruction and assessment, and carry out the duties of a safety officer during cargo operations, ensuring training is conducted safely. We are also responsible to ensure that the develop and conduct phases of the Defence Training Model are effectively performed.



The start of 2013 commenced with an IET Cargo Specialist course in early February which trained five corps transfers and 11 IET soldiers to qualify as Cargo Specialists. The IET course is 56 days long consisting of four phases.

Firstly, the conduct of Marine WHS training, this involves water survival skills and the firing of maritime flares. They then conduct the Operate Material Handling and Dogman phases. They qualify in proficiencies for C20 Telehandler (4T JCB and 8T Manitou) as well as Dogger. Trainees also conduct operations as a cargo specialist in a field environment. The Operations and Landship phase is where all of the skills taught during the course are tested in a simulated operational setting, to afford the soldier the opportunity to be part of a Ships Army Department (SAD) or of a Terminal section, running a small Transit Area / Transhipment Point. Soldiers march of the IET Course ready for employment within 30 Terminal Squadron.



CSTS has been extremely busy conducting a rewrite of the Advanced Course (SUB 4 CPL) TMP. The first pilot course was conducted using this improved TMP and the course ran smoothly with seven cargo specialists qualified as Advanced Cargo Specialists. The course consists of classroom instruction where termites learn the requirements of being a terminal section commander in barracks and in the field. A design phase teaches the students how to design lifting gear to assist in Cargo Operations, and a reconnaissance / orders phase where the students site a Transit Area and or Transhipment Point. This course wrapped up in early June.

The section also trains RAN personnel as cargo handlers. This course teaches LCH Crews how to guide and secure military vehicles and how to operate under the hook of a

crane when at sea or berthed along side a wharf. The section has conducted two of these week long courses this year with 11 Naval personnel being qualified as cargo handlers.

ARMY SCHOOL OF TRANSPORT— MARITIME WING Cont.....

Cargo Support Training Section Cont.....

By CPL Michael Gunston

The 17th and 18th of July saw the decommissioning of the Derrick Crane. This crane has been iconic within the Terminal trade and a landmark here on Ross Island Barracks. The Derrick Crane entered service in the late 1960's when the School was based in Sydney. The Derrick crane was removed from the Landship at Middle Head, Mosman and transported to Townsville as part of the rebasing of the Army School of Transport - Maritime Wing in 1998. The Derrick Crane has played a large part in the training of Cargo Specialists for decades. This now concludes an era of "Termite" training and we eagerly wait what JP2048 will deliver to take training ahead in the future. The Samson post was cut into five pieces in order to remove it from the Landship. CSTS was able to keep some of the blocks, and along with the photos we will be able to preserve the memory of the Derrick.



Currently the section is running a Supervisor Cargo Operations course where six Advanced Cargo Specialists and one New Zealand logistic soldier are in attendance. This course concludes on 30th August. September will see another IET course and final course for the year finishing mid December.

With the introduction of the new ships, yet to be commissioned, HMA Ship's Canberra and Adelaide, the Cargo Specialist trade is growing to meet new demand. Hopefully training can catch up with current practices and upgrades to the Landship facility at Ross Island barracks will be funded and implemented in order to train future "Termites" in the equipment found on the new ships. These next few years mark a new training era for the Cargo Specialist, new ships and land based equipment show a modernisation of the trade. It is clear that this is a great and exciting time to be a 'Termite'.



ARMY SCHOOL OF TRANSPORT— MARITIME WING Cont.....

Operator Movements Training Section

By CPL Bruce Warren

The beginning of 2013 got off to a flying start for the Operator Movements Training Section (OMTS), welcoming CPL Bruce Warren, to complete the mandatory training and instructor development (TAE10 Certificate IV Trainer/Assessor) requirements for the year. WO2 Adam Harper (Section Head) and SGT's Lianne Ingle and Ben Strutynski (Instructors) commenced preparation for the first course of the year being SUBJ 4 CPL ADV MOV which started in Feb 13.

The staff from OMTS have the task to train selected soldiers as Operator Movement personnel, conducting the following courses: Initial Employment Training (25 days), Subject Four course for the rank of: CPL (25 days), SGT (17 days) and WO (11 days). The section also conducts the Movement Officer training (10 or 12 days). The section this year will conduct two IET, two Subj 4 CPL, one Subj 4 WO and three Movement Officer Courses.

2013 saw the introduction of the RACT LOBC Movement Officer Module in mid April, which is one of three modules for new RACT LTs marching out of RMC. The other two components being the Logistic Officer Basic course and Marine / Terminal Officer course. A lot of work had to be completed early in the year to ensure that there was minimal double up of training, while still meeting the requirements.

WO1 Kelly Vale marched in as the SMA movements and has been conducting a lot of work behind the scenes both here at AST – MW and in the deep south (Bandiana) working on the TMP for the WO2 MNGR MOV course and the Movement Officer as both courses need updating.

So far in 2013 the section has trained five trade transfers, one IET and two ARES members for initial employment, 10 ARA and two ARES soldiers on Subj 4 CPL, seven SGT's on Subj 4 WO and thirteen officers for future employment within 1st Joint Movement Group.

The remainder of 2013 will see the section deliver training on two Movement Officer course and an IET course. WO2 Harper, SGT Lianne Ingle and SGT Ben Strutynski will then be moving on in 2014 with WO2 Harper and SGT Strutynski posting to JMCO TSV and

Watercraft Support Section 2013

By SGT Dax Linden

The role of Watercraft Support Section (WSS) is to supply sections within Maritime Wing with both craft and crew for LCM8, Noosa Cat (safety craft) and small boat support during the numerous courses run throughout the year. The section consisted of SGT D. Linden, CPL's N. Lindley, J. Nissen, W. Taylor, LCPL D. Wallis, CFN's M. Lee, M. McDougal and PTE S. Hicks.

At the beginning of 2013 we kicked off with a flying start after induction and TAE 10 training. The section had five members that required the TAE 10 qualification and to date four members have successfully attained that qualification. The section LCM8s required returning to the water after the 2012 cyclone preparation. They also required some major work that meant long days and working into the evening to ensure the vessels were ready for the first course this year.

Due to the manning shortage within Maritime Wing, WSS has throughout the year conducted watercraft training for the engineer courses, weapon lessons for the officer's course, and the conduct of the Small Craft Handlers course as part of the Cargo Subj 4 SGT course.

The LCM8 crew have been busy providing support to numerous courses with sailaways travelling as far north as Dunk Island and south to the Whitsundays.

This was the first year that Navy personnel have conducted the Advanced Marine Specialist course and it was an eye opener for WSS members to see the different way that navy operate. Both instructors and students learnt valuable lessons from each other that I'm sure will be utilised in the future.

WSS has worked hard on fitness with members conducting PT daily and on weekends. Our CFL ran training and members of the wing through the PESA with high success. Some members of WSS have even gone as far as specialised diets in order to assist them with the heavy PT schedule they are conducting. Two members have also made the NQ touch representative team and will soon be competing in Newcastle.

Throughout the year WSS has also supported other external units such as 35 WTS, HMAS Choules and the RAAF. Recently WSS supported the RAAF with life raft air drops from a C130 in Halifax Bay. This was an important training serial for the air crews to obtain their qualification in search and rescue techniques.

The remainder of the year will include support to numerous courses, slipping and cyclone preparation, posting preparation for members leaving the unit and general day to day running of the section before the end of year leave period.

ARMY SCHOOL OF TRANSPORT— MARITIME WING Cont.....

Marine Engineering Training Section

By CFN Craig Gordon

The Marine Engineering Training Section (METS) is the hallowed home of the Australian Army's Marine Engineers. The METS is responsible for training selected military and civilian personnel in breathtaking theory and mind boggling practical skills relating to the marine engineering specialisation.

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

This year has seen METS manned by WO1 Shaun Murray, WO2 Andrew Gillam, SGT Adam Danby, SGT Jason Peterson, CPL Brendon Kealley, CPL Stephen White and CFN Craig Gordon.

WO1 Murray is currently deployed on 'holidays' within the MEAO, leaving his SMA tasks and responsibilities in the capable hands WO2 Gillam. WO2 Gillam is the Section Head for METS and is eagerly looking forward to WO1 Murrays return at the end of the year, so he can get back to enjoying his down time watching the V8 Supercars and to spend more quality time with his family.

SGT "Mounting Bike King" Danby and SGT "Marathon Man" Peterson have headed up the instruction and administration for all of the courses this year in addition to the daily grind that keeps the section ticking over. CFN "I'll Fix It" Gordon maintains the array of training aids (that always seem to break down at the most inconvenient times) and assists in instruction where-ever possible, in addition to delivering confined space training to METS and other sections' courses. CPL "Keeping the smoke in the wires - Peachy" Kealley discharged earlier this year after a creditable 20 yrs service. MR Peachy is now busy perfecting his home brewing skills and enjoying long over due family life.

METS could be seen as the extremely intelligent and handsome, distant step-brother within AST-MW; we are the only non RACT section. Even though METS' main role is to train selected Military and Civil tradespersons, METS are often called on by the other section of AST-MW to deliver instruction and assistance of technical nature. After all, we all know Transport can't survive without RAEME assistance.....

The section has been maintaining at a blistering pace all year. Coupled with the challenge of an undermanned section and ever growing work load, METS has so far managed to deliver 1x LARCV course, 2x WMC, 1x WSC and 1x MEM course.

In conjunction with ALTC Training Development Group, METS is now able to issue civilian units of competency towards Certificate IV Transport and Distribution (Marine Engine Driving Grade One. Students who successfully complete both the Watercraft Maintainer and Watercraft Specialist courses will be entitled to this Certificate IV.

Even with courses going on and running short on manning, METS come out of the Second Party AQTF audit earlier this year with shining results. This is a testament to the professionalism and dedication of the members of the section.

With an OBM course about to start, and more courses just around the corner, the pace is not about to slow down any time soon. But with some enlisted help from an ARES brethren (CPL Chris Eastley) and 'borrowing' the electrician (CPL Paul Scar) from 4 Regt, the section will continue to provide its service to AST-MW and high quality level of training to the wider marine world.

METS is excited for the remaining year ahead, and onto 2014. With an increase in section manning to a level that can not be recalled for many years, it is a welcome change. METS is looking forward to training more of the marine engineers, marine specialists (and even termites) that will go on to work in this fast developing Army amphibious environment.



METS 2013 L to R: WO1 Murray, WO2 Gillam, SGT Danby (absent due to surgery) CFN Gordon, CPL White, SGT Peterson.

ARMY SCHOOL OF TRANSPORT— MARITIME WING Cont.....

Marine Specialist Training Section

By Jarrod Coleman

The section within AST-MW responsible for all marine specialist training is Marine Specialist Training Section (MSTS), within this section we run the IET Marine Specialist Basic Course, Advanced Marine Specialist Course, RAN LCM8 Course and the Supervisor Marine Course, along with this we assist with instruction on the Marine Terminal Officers Course, the Cargo Supervisors Course and the Watercraft specialist course. As a part of these courses we train and qualify personnel as deckhands, Vessel Masters and Marine Specialist Supervisors, also assisting in qualifying junior officers as convoy commanders and RAEME personnel as craft engineers. Training is focused predominantly on the LCM8s; however, we also conduct training on the LARC V, Army Shark-cats and Small craft including: tinnies and inflatable craft.

We currently have four permanent instructors in MSTS, WO2 Anthony Bate, SGT Mark Ambrose, SGT Dane Greenstreet and CPL Jarrod Coleman. Within the section we have over 50 years experience operating Army watercraft from all units that Water Transport personnel can be posted to and Operational experience ranging from Op BELISI through to more recent HA deployments on Op SAMOA assist and Op SUMATRA assist. Through out the year we have been bolstered with the assistance from the Vessel Masters in WSS and loaning of personnel from 35 WTS and even from the RAN.

As 2013 got off to a flying start, the new march-ins: SGT Greenstreet and CPL Langley, completed the required mandatory training and instructor development, with the remainder of the section preparing for the IET Marine Specialist course.

It wasn't long until the first batch of trainees arrived at MSTS and we got stuck into the IET Marine Specialist course, which runs for six weeks and includes running the IET's through the Small Craft course and eventually onto the LCM8. We successfully qualified 11 IET's as deckhands who are now able to operate as part of a crew in 35 WTS. Trainee of Merit was awarded to PTE C. Zinn, who performed above the expected standard throughout the course. The trainees moved onto the LARC V operator's course, which is three weeks in duration and consists of the road driving phase conducted at Lavarack Barracks and the Townsville area, and water phase conducted out of Ross Island. During this course we relied heavily on instructor and equipment support provided by 35 WTS. Again this course went well and we were able to qualify 11 trainees as LARC V operators.



ARMY SCHOOL OF TRANSPORT— MARITIME WING Cont.....

Marine Specialist Training Section Cont.....

By CPL Jarrod Coleman



Straight away we jumped into our next course. This was completely made up of Navy personnel that will be posted to navy training locations as well as the new HMAS Canberra.

It was a difficult start, trying to speak the same language; however, the maturity of the course shone through and we were on the same page in no time.

At the completion of this course, we were able to qualify six Sailors (that included a LCDR) as LCM8 Vessel masters.

We have now jumped straight into our next two courses that we are running concurrently. We are training two Navy leading seamen, to become LCM8 vessel master's, at the same time, our Subject 4 for Corporal course will be running, with six Army members.

The year has been quite challenging with such a small office and large workload, but as soon as these two courses finish, we will be welcoming another IET course followed with the LARC V operator's course, then into a well deserved Christmas break.



ARMY SCHOOL OF TRANSPORT— MARITIME WING Cont.....

Intermediate Embarkation Course United States 3 Aug—10 Sep 2013

By SGT N. T. Wiegold

On 03 August 2013, I left Australia bound for Camp Johnson in Jacksonville, North Carolina, USA for five weeks to attend the Intermediate Level Embarkation Course (ILEC) with the United States Marine Corps.



Upon arriving in Jacksonville, my first impression of the town was its military heavy population and amazing similarity to the Townsville culture towards military members. Both Defence personnel and civilians are very patriotic and very supportive of their military forces as a whole. Where ever you went, be it on base or in town you were always greeted with a smile and a thank you for your service.

The course consisted of thirteen personnel, eleven Embarkation Marines ranging in rank from SGT to Gunnery SGT and two Australian Cargo Specialist soldiers who were feeling very out of their depth.

This was the perfect opportunity to gain some knowledge and experience from the Marine Corps in regards to how they do business. This included; the conduct of load planning and utilising the Integrated Computerized Deployment System (ICODES) which the Marine Corps utilise to load the amphibious Landing Helicopter Dock (LHD) Ships.

The first three weeks of the Course, covered all aspects of Air planning and configuration of supply class computations. The final component for Air Loading consisted of a two day exam which consisted of load planning C-17 Globemaster aircraft, utilizing ICODES.

The second component involved planning Amphibious Operations utilising ICODES and the Single Mobility System (SMS). We started the phase with a two day visit to USS BATAAN, which is located within the Norfolk Naval Yard, in Virginia, five hours north of Jacksonville.

Visiting USS BATAAN was a vital aspect of the amphibious phase as these were the US LHD(s) and Landing Ship Dock (LSD), similar in type to HMAS Choules; it was these ships that we were required to load plan for the in-class lessons and exams. Being able to walk the ship's decks in person before planning loads was of great benefit as this allowed us to view all deck space and height restrictions that are required for specialised tactical loading.

We also had the opportunity to visit the Amphibious Squadron which housed all of the Landing Craft Air Cushion (LCAC), which are basically giant hovercrafts. These Landing Craft are used for transporting cargo during Logistics over the Shore Operations and can hold up to 60 Tonne of equipment and stores as well as maintaining speeds in excess of 30 knots. The only down side to this type of landing craft is they operate on flight hours which can disrupt the unloading process due to mandatory rest periods. The pilots of the LCACS come under the same restrictions as normal aircraft pilots as they operate above the surface on a cushion of air.

The course overall was of great benefit not only to myself but also the Cargo Specialist Trade as the information and skills learnt will be passed on during my normal appointment as an Instructor within the Army School of Transport – Maritime Wing in Townsville, as well as to other members of the trade. The course has also allowed me to gain a further insight into the configuration and use of the LHD, which the Australian Defence Force will bring into service in the near future. I would happily recommend that the Cargo Specialist trade continues to conduct this course as it will not only help us in better utilising the new LHD but allows us to work with US Marines who are considered one of the key specialists in Amphibious Operations which will set us up for success in the future.



The knowledge and experience that I gained during the course was invaluable, not just the course material, but the personal experiences of the Instructors. I enjoyed my experience in the United States and have taken away knowledge in both Marine Corps values and processes along with gaining new friendships along the way.

1 CER

By WO2 Stuart Johnston



OSS TRANSPORT SQUADRON

What a year we have had. This is the second year RACT has worked with 1 CER and many adjustments have been made to try and manage their fleet efficiently. The changes have been driven by a new TOCWO, WO2 Johnston, who quickly identified a requirement for change and began implementing a solution. This started with the huge task of centralising all B Vehicles and starting the arduous process of the accountability of CES. This consisted of a 100% CES check and the respective paperwork to follow, the creation of a robust servicing system, the creation of Non Tech folders and establishing procedures to ensure equipment was being managed correctly. The second phase was creating sustainability and providing training to the Engineers on how to conduct business. The remediation plan is in the final stages with the CO's intent to hand back to the Engineers throughout

November 2013. Fingers crossed, the hard yards were all worth while.

2013 had a small but hard working section for this large fleet consisting of:

TOCWO – WO2 Stuart Johnston
TP SGT – SGT Darren Drummond
SGT Leanne Robertson
CPL Russell Cox-Brogan
LCPL Cheyne Warhurst
PTE Simon Fox
PTE Ian Hills
PTE Ashley Brown
LCPL Simon Hoskin RAE



Concurrently we conducted a suite of Drivers courses, consisting of DG, ADI, HR2 and HC3 courses, allowing the Unit to increase their capability and allow it to support the Brigade and their RBG commitments. Some of our truckies also managed to get away to conduct Bulk Fuel, TPA conversion, G-wagon and PMV courses for our eagerly anticipated new vehicles and equipment.

Don't forget the exercises. If Engineers aren't digging holes or blowing stuff up then what is the purpose of life. This saw the TPT TP spending some quality time at KFTA and Mount Bundy in support of Regimental training and Brigade activities.

PTE Brown is a new march in from RTW and is enjoying the heat of the top end. She was selected to compete for NT in the ADF touch footy competition in September. Their team didn't win but all in all had a great experience. PTE Fox deployed for six months with FSU-7 and is now about to venture back into skydiving. PTE Fox represented the Defence Force in skydiving in October 2012 and his team placed third overall. He will be representing the Defence Force again in October this year and hopefully the team will rise in the rankings.

We were lucky enough to have an RAE soldier; LCPL Hoskin come over and gave us insight into the Engineer world. He liked it so much that he put his transfer in to join RACT; however, as soon as the transfer was approved he was posted to 1 CSSB with effect 16 September 2013. LCPL Hoskin spent the majority of his career as an Engineer TPT driver; however, with the phasing out of his trade within Engineers he had to make a decision on his career path. Thanks for your help Hosko, welcome to RACT and it's sad to see you leave.

CPL Cox-Brogan and LCPL Warhurst will be marching out and heading off to RTW and 8 CHC respectively, they both have been a major contributor to the re-organising of this fleet. PTE Fox is off to 9 FSB if his transfer to Para school doesn't go through. Thanks guys and good luck to you both in your new posting.

All in all, TPT TP has achieved a very positive year in preparation for 2014 – the reset year. In 2014 1 CER loses their Mech capability under Plan Beersheba and transitions to PMV; with over 70 PMVs and G wagons expected to arrive in March 2014.

Farewell to WO1 Gregory Collins, CSM

After a career that has spanned 35 years, **WO1 Gregory Thomas Collins, CSM**, is retiring from the Defence Force. Greg enlisted on 26 June 1978 in NSW.

His postings were many, including, 41st Royal NSW Regiment 1978-1980, Kempsey. 30 Terminal Squadron 1980-1989, Mosman. Army Maritime School 1989-1990, Chowder Bay. 1RTB 1990-1992, Kapooka. He discharged in December 1992 and re-enlisted again in October 1995, then posted to 1RTB 1995-1989, Kapooka. 30 Terminal Squadron 1998-2001 Townsville. Australian Defence Force Academy 2001-2002, Canberra. Army Maritime Wing (Army School of Transport) 2002-2004, Townsville. 30 Terminal Squadron 2004-2007, Townsville. HQ 17 Combat Service Support Brigade, Randwick. 10 Force Support Battalion 2007-2008 Townsville, 8 Combat Service Support Battalion 2008-2011, Sydney. Army School of Transport (Army Logistic Training Centre) 2011-2014, Bandiana.

During his illustrious career he was presented with many Honours and Awards

Conspicuous Service Medal
International Forces East Timor Medal
Defence Force Service Medal with 3rd Clasp
Australian Defence Medal
Australia Day Medallion
Meritorious Unit Citation— 10 Force Support Battalion –East Timor 1999 to 2000.



After enlistment Greg was allocated to the RACT as TML Operator ("Termite") and posted to 30 TML SQN located in Mosman on Sydney's North Shore. He progressed through the trade and served in 30 TML SQN in every rank up to WO2 at least once and served as an instructor at the Army Maritime Wing as a SGT and WO2. Greg was passionate about the trade and trained many young termites on the job and during his postings as a trade instructor.

His other passion was as serving at 1RTB Kapooka as a recruit instructor. During his 2 postings to Kapooka Greg positively influenced many young soldiers who have gone on to have very successful careers in the Army in all Corps and employments. He also served at Kapooka as the programming SGT while a CPL. His outstanding efforts in this role were recognised with the award of the Conspicuous Service Medal.

Greg is best known for his positive influence on all ranks. He is respected by all who have met him and his legacy will continue into the future through the success of those he has mentored and guided during his career. He will be missed by those who know him best, especially his mates but knowing Greg he continue to be a success in "semi retirement" and he will continue to assist anyone who needs a hand.

Greg has had an extraordinary career with RACT, which culminated in him being the Corps Regimental Sergeant Major at the Army School of Transport at Bandiana. In his final years at ALTC he played an integral part in the development and organisation of the Parade for the presentation of the Princess Royal Banner, as well as supporting the Head of Corps Cell with associated projects relating to the Banner Presentation and the Laying Up of the Princess Alice Banner.

Whilst Greg has embraced the future, becoming somewhat of a geek, playing with his new love –anything computers, he is still unwilling to be dragged into the 21st century, and will not have a mobile phone. After giving up the CRSM's mantle, he gave his mobile phone away, and was, for quite a while, off the grid if he was out of his office. His wife put a stop to that, and for a while he carried one around. We know that he didn't always answer it though. He swears that it will be thrown out the window when he retires, as he enjoys the peace and anonymity. Maybe there is a lesson in that.

During his lengthy career, he married his lovely wife Trish and had 2 very well adjusted children Aaron and Kimberly. Greg and Trish intend to move to Tasmania, and buy a house with a little land. They will live close to Trish's mother, where the tables will be turned, Trish will be the bread winner nursing at a nearby hospital, and Greg will be the "house husband", doing all of the things that he has yearned to do, but never quite got the time to do.

Greg's thoughts on future ventures are many, a few include, wood turning, web site designing (as he has found a new love in computers) , he has been heard expressing interest in Scrapbooking, paper embossing and of course, card stamping.

Farewell from the ARA

Warrant Officer Class One - Ian Cragan CSM,

By WO1 Cockburn

Marine Specialist

On 4 Feb 2014, WO1 Ian Cragan will transfer from the ARA to the Active Reserve, after 35 years of service.

Ian enlisted on 22 Jan 1979 in Perth. His postings were many, and included 1 Div Transport Regiment (Sydney) 1979-1982, 70 Water Transport Troop (Woolwich) 1982-1988, HQ 35 Water Transport Squadron (Woolwich) 1988-1991, SASR (Perth) 1991-1993, 10 Terminal Regt (Mosman) 1993-1996, 2 Field Logistic Battalion (Townsville) 1996-1998, Maritime Wing (Townsville) 1998-2001, 36 Water Transport Troop (Darwin) 2001-2003, Maritime Wing (Townsville) 2004-2006, Army Logistic Training Centre - Development Group (Bonegilla) 2006-2008, HQ Army School of Transport (North Bandiana) 2009- 2014.

During his illustrious career he was presented with many Honours and Awards

ASM Bouganville - 1998

CSM - 1999

AASM East Timor - 2000

RAS - 2000

UNTAET - 2001

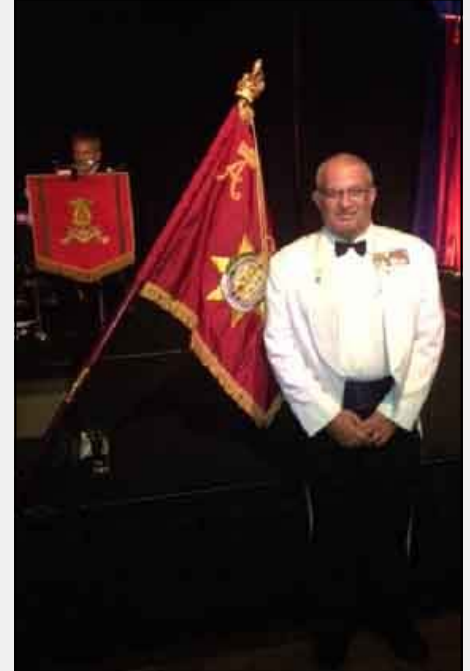
INTERFET - 2001

MUC - 2002

DLSM - 1994 W/ 3rd Clasp Jan 2009

ADM

ASM CT/SM



WO1 Cragan has had a distinguished career in the ARA and will leave as the Subject Matter Advisor - Marine Specialist who is the Senior Marine Specialist in Defence.

He will stay in the Albury Wodonga area living in Tangambalanga with his wife Ronnie and their dog. He intends to continue to serve in the Reserve at Dev Group.

Pictured below is Ian's farewell from AST Lunch with a few of his mates.



Farewell from the ARA

Warrant Officer Class One Mark Cockburn

By WO1 Ian Sojan

Cargo Specialist



A sad time is upon the Terminal trade with the transfer of the Subject Matter Advisor (SMA) Cargo WO1 Mark "Mouse" Cockburn from ARA to the Active Reserves after a wonderful career spanning nearly 25 years. Mark will be leaving the ARA after three years as the SMA for his trade.

Mark enlisted in the army in March 1989 in Sydney and was allocated to the RACT as a Freight Handler (some would say the senior trade in the Corps). On completion of his basic training Mark was posted 30 TML SQN which at the time was located in Mosman on Sydney's north shore.

From there Mark's postings have been varied and include 30 TML SQN (SYD & TSV), HMAS TOBRUK (twice), ALTC Maritime Wing (three times), 10 FSB and finally HQ AST.

During his career Mark was awarded the following Honours and Awards –

- Timor Leste Solidarity Medal 2011
- DLSM with clasps
- Iraq Medal 2007
- AASM with ICAT clasp 2007
- ASM with Timor Leste clasp 2007
- ADM 2006
- AASM with IRAQ clasp 2005
- ASM with Solomon Islands clasp 2003
- International Force East Timor Medal 2001
- AASM with East Timor Clasp 2000
- RAS 2000
- ASM with Bougainville clasp 1998

Mark's career has allowed him to partake in his favourite past time "Golf" allowing him plenty of time to improve his handicap in preparation for discharge. Mark is moving to Gosford on the central NSW coast with his wife Charmaine and their two children. He intends to remain active in the army reserves and to get as many rounds of golf in as possible.



RACT 40th ANNIVERSARY

By MAJ John O'Grady
President RACT Association SA

ROYAL AUSTRALIAN CORPS OF TRANSPORT 40TH ANNIVERSARY CELEBRATIONS IN SOUTH AUSTRALIA 15 – 23 JUNE 2013 ROYAL AUSTRALIAN CORPS OF TRANSPORT ASSOCIATION - IN SOUTH AUSTRALIA (INCORPORATED)

The RACT 40th Anniversary was a significant occasion for the Corps in South Australia which when considered with its predecessor Corps has a long history dating back to colonial times. After about twelve months of planning under the guidance of our COL COMDT, COL Bill Denny, the RACT Association in South Australia (Incorporated) coordinated a series of celebratory events in the Adelaide metropolitan area and in regional SA during the period 15 – 23 June 2013. A lot of work was required with assistance accepted from all willing hands as 'day to day' work needed to continue during a period of high operational tempo.



*Banner Ensign and Escorts prepare to march in the RACT Princess Royal Banner;
RACT 40th Birthday All Ranks & Partners Dinner, Marion Sports Club, Saturday 15 June 2013,
L to R: SGT Justin Henderson, 9 CSSB; LT Kirstin Hannan, 9 CSSB; WO2 David Beckman, 16 ALR*

Celebrations in South Australia kicked off to a very good start with the RACT 40th Birthday All Ranks and Partners Dinner which was held at 1900 h on Saturday 15 June 2013 at the Marion Sports Club. The dinner was open to all RACT members past, present and the predecessor Corps and their partners. Thanks to the dedication of a few, including WO2 (R) Paul 'Tich' Tyson and WO2 (R) Neil 'Blue' Wonnocott, the evening was an outstanding success and was well attended by 104 guests; of note, several 7 RAR RACT personnel were in attendance one having only returned from Afghanistan several days before. We were also very fortunate to have several senior RACT guests attending the dinner; this included HOC RACT, BRIG Paul Nothard; BRIG Tim Hanna, President of the RSL in SA and the COL COMDT RACT Central Region, COL Bill Denny.

RACT 40th ANNIVERSARY

By MAJ John O'Grady—President RACT Association SA

Due to the efforts of RSM 9 CSSB, WO1 Andrew Walford; the RACT in SA also had the privilege of parading the new RACT Princess Royal Banner, for the first time anywhere after its presentation at Amberley on 01 June 2013. Behind the scenes, WO2 Linda Mol, OPSWO JMCO Adelaide had worked hard to ensure the launch of an RACT in SA 40th Anniversary Port (thanks to Keswick Barracks Sergeants Mess) and SSGT (R) 'Howie' Spencer; was also able to launch the RACT in SA 40th Anniversary polo shirt with BRIG Paul Nothard being the proud first recipient.

On Sunday 16 June 2013, at 1300 h an RACT parade combined with an historic military vehicle display was held at the Torrens Parade Ground in the Adelaide CBD. The quarter guard was furnished by RACT personnel from all major units in Central Region and on a sunny afternoon a large number of spectators gathered to watch proceedings including many of our 'olds and bolds'. The Reviewing Officer was HOC RACT, BRIG Paul Nothard who inspected the troops and vehicles on parade, meanwhile the Australian Army Band – Adelaide provided some wonderful musical support which included a rousing rendition of 'Wait for the Wagons' as the troops marched off. Being a 'working Corps' the duration of the parade was deliberately kept short with the focus well and truly being on the historic military vehicle display which was provided by the Military Vehicle Preservation Society of South Australia (MVPS-SA).

The owners of the historic military vehicles were all very proud to be involved in the activity and very excited to display their 'pride and joy'. Among the vintage vehicles displayed were several from World War II; this included several US Army jeeps, a British Leyland truck, a Canadian build Ford Blitz truck gun-tractor and a staff car which was constructed at General Motors at Woodville, SA. A number of the vehicle owners attending the parade were decked out in World War II battle dress uniform, complete with gaiters and unit badges. More recent vehicles included an ex-NZ Army Unimog configured as an ambulance. Current Australian Army vehicles were also displayed by 9 CSSB and 16 ALR. The vehicle display created a good deal of interest among those present as well as the general public nearby and featured on the Channel Seven News that night.



RACT 40th Anniversary MVPS-SA Historic Military Vehicle Display at Torrens Parade Ground, Sunday 16 June 2013. WO2 (R) "Tich" Paul Tyson (centre rear in black, with sunglasses) and MAJ John O'Grady (DPCU) listen to some old war stories'

RACT 40th ANNIVERSARY

By MAJ John O'Grady—President RACT Association SA

The parade and vehicle display activity also acted as the official farewell for a departing historic military vehicle convoy. Using some of the vintage vehicles displayed at Torrens Parade Ground our intrepid friends from the MVPS-SA supported by a small band of former serving RACT members conducted an RACT 40th Anniversary Convoy Drive from Adelaide to Port Lincoln over the period 19 – 21 June 2013. Given the age of these vehicles speeding certainly wasn't an issue! The average convoy speed was approximately 60 kph and most vehicles were open to the elements. While travelling, the convoy stopped at several regional SA primary schools to give talks about the vehicles and stayed at the El Almain Camp near Port Augusta and later at Arno Bay. The activity served to highlight the Corps historic ties with 20 Transport Troop, the Port Lincoln Depot and indeed the local community where the Corps was granted the Freedom of Entry some years ago. Lindsay (1991, p.138) provides the two photographs shown below, these were originally contributed by COL C.B McAuley and perhaps still provide the best representation of those early days at Port Lincoln.



RAASC Depot Port Lincoln 1962



8 Coy at Cultana Training Area, 1968

So at last the MVPS-SA historic military vehicle convoy arrived at Port Lincoln on Friday, 21 June 2013 for the final 40th Anniversary activities; unfortunately on this occasion the weather wasn't kind and the already drenched drivers were met with more thunder storms and heavy rain. Thanks to the foresight of key Port Lincoln organiser, MAJ (R) Brad Flaherty we were able to quickly move the planned 1700 h RACT Memorial Service from the Foreshore to the nearby Nautilus Civic Theatre. The service was led by Padre Peter Lynn and attended by the Mayor of the City of Port Lincoln, Councillor Bruce Green; the COL COMDT RACT Central Region, COL Bill Denny and approximately 50 people; this was followed by a 'Circle the Wagons' function held at the Port Lincoln RSL. Over the weekend at Port Lincoln several activities occurred including the historic military vehicle convoy drive through Port Lincoln CBD and a dinner at the Port Lincoln Hotel on Saturday night, suffice to say that these were well attended and may become an annual event in the future.

The RACT 40th Anniversary was celebrated over what was a busy but successful week in June 2013; the activities involved all elements of the Corps family in South Australia with a great time being had by all who were involved. Indeed many members are now looking forward to the next big celebration when the Corps turns 50 in 2023!

My thanks to all those who were involved with the planning, preparation and conduct of the RACT 40th Anniversary celebratory events held in South Australia and to CAPT Dave Harvie who assisted me with this article. JMCO Adelaide and 9 CSSB are to be particularly acknowledged for their heavy commitment to the celebrations during periods of high tempo. The participation by MVPS-SA and the kind support of the sponsors was also very much appreciated.

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OUR MOUNTED HISTORY IN SOUTH AUSTRALIA

By MAJ John O'Grady

In our 40th year the RACT is now training for future operations in the protected mobility space so perhaps it is timely to reflect on the mounted history of our predecessor corps.



This beautiful photograph has appeared on flyers and menus in South Australia over the last few years and it now features on the label of the RACT in SA 40th Anniversary Port launched for limited sale in June 2013.

Lindsay (1991, p.131) describes the photograph as a Mounted funeral cortege crossing Keswick Bridge, Adelaide 1929. At the funeral of a 4 MD officer, CAPT D.A Twining, the gun carriage was manned by WO S. Keane, SSGT R. Turner, CPL H. Jones and DVR I. Rawson. This is the last known instance of draping the harness. The gun carriage is being drawn over the Keswick Bridge on its way to the West Terrace Cemetery with Keswick Barracks in the background. Draping the harness is thought to be an ASC, AASC mounted tradition of draping the horse harness, reins etc in the white facings of our predecessor corps. Further information about this tradition would be most welcome!



Lindsay (1991, p.132) describes this photograph as 'Remounts being moved from Glenthorne to Keswick Barracks in 1935'. Prior to WWII a major task for the permanent AASC was to operate Remount Stations for the Light Horse. In Adelaide remount horses were originally moved in loose mobs from Glenthorne (south of Adelaide) through the suburbs to Keswick Barracks but their depredations in gardens en-route resulted in their being moved 'on the string' – attached in pairs every four meters to a chain stretched from a lead horse in harness to a wagon behind. The string is moving along Greenhill Road under the control of SGT Roy Hocking in front.

These photographs serve to highlight our proud history and an often forgotten fact that many of our predecessors were mounted troops until increased levels of motorisation occurred during WWII.

RACT HOC CELL / CENTRAL FUND UPDATE

By Dale Smith

The primary focus for the HOC Cell this year was, like for many others in the RACT, the 40th Anniversary celebrations. Being involved closely with the planning team for the celebrations provided me with insight into the amount of work required to execute events like these. My thanks goes to the HOC, the sub-committee, the staff of HQ AST, WO1 Greg Collins and Mrs Lyn Gallagher for their tireless support, effort and sense of humour throughout the year.



Whilst the events may be over there are still a number of items of memorabilia which the cell are working on. More information will be available for regarding these on the RACT website in the New Year. Next year should also see the launch of a revamped RACT website that will be mobile friendly which will allow easier access to the site via tablet and smart-phone. This will make it easier to register for events like Corps Conference 2014 when and where it suits you. We will also be continually tweeking the RACT iArmy page next year to maximise the benefit that it can provide to the Corps. It is the one place where Corps members can discuss trade matters regardless of what physical location or Command they are posted to. I would encourage you to use the site to share information with trade peers.

The RACT Central Fund is in a healthy state. The importance of having a healthy balance was clearly evident this year as we drew on the fund for a number of 40th Anniversary events. Having a strong fund is only possible due to the subscribers.

With respect to Corps Subscriptions, they have been holding steady this year. That being said, there are still a significant number of Corps members who are not subscribers. There are tangible benefits to being a subscriber with exciting news next year to follow in this regard. Now is the time to get in and subscribe.

The move of HQ AST to Puckapunyal will see me move on from the position of Corps Manager at the end of this year. I have thoroughly enjoyed my time in the position and would like to thank the members of the Corps for their assistance and friendliness. I wish the new Corps Manger, Mr John Howard, all the best and hope he enjoys the role as much as I have.



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LATEST CORPS
NEWS

Brigadier Paul Nothard, AM, CSC

*Head of Corps
Royal Australian Corps of Transport*

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