

AUSTRALIAN ARMY TRANSPORT JOURNAL



PAR ONERI

The Official Journal of the Royal Australian Corps of Transport
Collectors Edition



ISSUE 46, 2014



RACT

Equal to the Task

Royal Australian Corps of Transport

RACTHOC Cell

M E R C H A N D I S E S A L E S



Banner Parade Print: \$10



Banner Parade DVD Set: \$11



Banner Parade Port: \$20



Tobruk Dinner Port: \$10



Banner Parade Port Set: \$77



Corps Tie (100% Silk): \$40



Princess Alice & Anne Glass Set: \$15

Please Note:

- Banner parade memorabilia is only available while stocks last so don't miss out;
- Member discounts apply to all financial members of the Corps fund;
- Payment is by EFT and orders dispatched on receipt of payment; and
- Packaging and postage are extra.

Please email your order to ract.hoccell@defence.gov.au

RACT CELEBRATING 41 YEARS



CONTENTS

PAGE	TITLE
5	HOC MESSAGE
6	DHOC MESSAGE
7	CRSM MESSAGE
8	REP COL COMDT MESSAGE
9	COL COMDT QLD
10	COL COMDT WA
11	COL COMDT SA
12	COL COMDT VIC/TAS
13	RACT CORPS VISION
14	CORPS CONFERENCE DINNER
16	HRH PRINCESS ROYAL VISIT
18	LETTER FROM CAPTAIN WRIGHT
19	TRADE UPDATES
24	ARMY SCHOOL OF TRANSPORT
26	ROAD TRANSPORT WING
27	LAND 121 TRAINING TEAM
29	MARITIME WING
31	AMTDU
32	TRANSPORT SQUADRONS
46	HQ JMOV GROUP
54	HMAS CHOULES
55	1 ST AVIATION REGIMENT TRANSPORT GROUP
56	TPT TP, 100 LOG SPT SQN, 1 ST SIG REGT
57	5RAR & 9LSC TRANSPORT PLATOONS
58	TRANSPORT WITHIN THE MER FSE 1
60	OP HAWICK - 9 TRANSPORT SQUADRON
61	MIDDLE EAST MOVEMENTS
62	SEQLD CIRCLE THE WAGONS
63	HONOURS & AWARDS
64	DOCM UPDATE

67	DSCMA UPDATE
72	12 MONTHS AS A TPT MANAGER AT GOOGLE
74	IT WAS THE BEST & WORST OF TRADES
75	CORPS COL-IN-CHIEF, WHAT'S THE POINT?
76	RESPECT
77	A SOLDIER'S VIEW OF DEPRESSION
78	DOOMED TO FAIL-ARMY'S TRAINING SYSTEM
81	'SHARKBAIT' FROM JMCO ADELAIDE
82	JMCO PERTH-END OF AN ERA
83	ARMY AMPHIBIOUS CAPABILITY
88	NAUTIS SIMULATION AST-MW
89	RETENTION IN THE CARGO SPECIALIST TRADE
91	LAND 121 WEBBING
92	TECHNOLOGY & MILITARY VEHICLES
93	OUR UNWRITTEN HISTORY
95	PORTON DAY
99	WRONG WAY CONVOY
102	INTEGRATION OF PMV INTO RACT
103	PMV TO THE CORPS
104	RACT OFFICER TRAINING
105	THE OPERATOR MOVEMENT ENIGMA
107	1 ST NQLD BIRTHDAY BASH
109	NATIONAL HEAVY VEHICLE REGULATOR
110	KOKODA SPIRIT
112	EX LONG RIDE 2014
114	RACT ASSOCIATIONS
120	RACT LIST OF ASSOCIATIONS
121	RACT CENTRAL FUND UPDATE
124	RACT 2013/2014 PHOTO COMP WINNERS
125	FAREWELLS
126	THE LAST POST

Editor
LTCOL Kirsty Skinner

Sub-Editor
Mr John Howard

Graphic Design
Mario Cicivelli
Defence Publishing Service

Address for Correspondence
The Editor
Australian Army Transport Journal
Head of Corps Cell RACT. BLD 814
Tobruk Barracks, Puckapunyal
VIC. 3662

Deadline
Material for the 2015 edition must
reach the editor by 31 October 2015.

Cover designed by LatRepo Bandiana

Keep up to date with RACT matters
the following way:



QUICK LINKS

RACT website
www.ract.org.au

RACT Facebook page
www.facebook.com/racthoc

RACT iArmy page
(only accessible from the DRN)
<http://legacy/TeamWeb2010/ARMY/iarmy/RACT/Pages/Home.aspx>



RACT transport

KEY HOC CELL APPOINTMENTS 2014

HOC: BRIG Paul Nothard, AM, CSC

DHOC: LTCOL Kirsty Skinner

CRSM: WO1 Gregory Johnson &
WO1 Ray Doolan

Corps
Manager: Mr John Howard

DISCLAIMER: The views expressed in
the Australian Army Transport Journal
are the contributors and not necessarily
those of the Royal Australian Corps
of Transport, Australian Army or
Department of Defence.

HEAD OF CORPS 2014



Brigadier Paul Nothard, AM, CSC

2014 has been a significant year for the Royal Australian Corps of Transport as we consolidate after the excitement of the Corps' 40th Birthday in 2013.

The Corps Conference, held back in the Corps' spiritual home of Puckapunyal over the period 2 - 4 April 2014, looked at the Corps' roles in support of Plan Beersheba and focussed on the RACT's capabilities to support the future Army. The Conference was a great success, with trade discussions resulting in briefing papers that were forwarded to Army Headquarters for their information and consideration. Several of these papers have informed very important force structure discussions. The inaugural combined officers and SNCO Farewell dinner was a fantastic occasion, with 140 Corps members attending and two Officers and five Warrant Officers being farewelled. To all members of the RACT family that separated from the Army in 2014, I would like to thank you for your service and hope that you continue your connection with the Corps through the various RACT Associations throughout Australia. Our next Corps Conference will be in 2016.

The visit of our Colonel-in-Chief, the Princess Royal to Enoggera Barracks on 23 October 2014 was a highlight for me and members of the 5th and 26th Transport Squadrons, the Land 121 Training Team and RACT members of the various units within Gallipoli Barracks. Princess Anne was friendly, relaxed and extremely gracious during the visit and took the time to meet and speak personally with dozens of members of the Corps. I was able to use the occasion to present HRH with a framed print commemorating the presentation of the Princess Royal Banner to the Corps.

100 year celebrations were held by the 1st Combat Service Support Battalion and the 3rd Transport Squadron, who both displayed the Banner at these significant events. I was fortunate enough to be able to attend both of these functions. The Banner was also displayed when the 3rd Combat Service Support Battalion exercised their Freedom of the City of Townsville and when the 3rd Transport Squadron marched in the Sydney Anzac Day Parade.

The ECN 171 trade was taken to the Employment Category Management Board, with the decision to present ECN 099 and ECN 218 when the detail of Plan Beersheba and the accompanying UER becomes clearer. Our Corps doctrine is sitting at 92% currency, which is an extraordinary achievement and I thank all of those members that have contributed over the years. All in all, the Corps structures are in a sound position.

2015 will be yet another important year for the RACT, with the raising of new PMV Squadrons and greater clarity on the structure of various trades and units to support Army capability - of which the RACT will continue to be a vital component. We will continue to have members of the Corps family supporting operations around the globe and I wish everyone currently overseas a safe and rewarding deployment.

I thank you all for ensuring that RACT remains 'Equal to the Task' and wish you and your families a Merry Christmas, safe travels and I look forward to working with you all again in the New Year.

PAR ONERI

DEPUTY HEAD OF CORPS 2014



LTCOL Kirsty Skinner

2014 has been marked as a period of consolidation. The Corps 40th Birthday Party and presentation of the Princess Royal Banner dominated corps discussions and journals in 2013 and work was needed within HOC Cell to complete our administration. John Howard, the intrepid HOC Cell Manager organised the corps conference (with the help of AST staff); the corps badge numbers; arranged auditing of our financial accounts; investigated 3D printing for the replacement gilt royal crest; commenced a review of corps policy statements; whilst still facilitating the requests for Corps funds and gifts for special events. John completed the routine administration which was needed to keep RACT Corps Funds functioning and I thank him heartily for his efforts.

With this consolidation it seemed appropriate to develop our Corps Journal on a new path of intellectual discussion as well as maintaining a summary of corps events. Over the past several months I have reviewed articles written by BRIG through to PTE and the unique thoughts and the quality of the writing has been impressive. I thank all contributors and encourage all RACT members to consider writing for the Corps Journal.

Looking into the future, in 2015 the sea trials of the newly launched LHD HMAS Canberra, the evolving employment of PMV within the Brigade and the detail of Land 121 Phase 3B equipment will all provide great topics for discussion in the 2015 Corps Journal. During this time HOC Cell will focus on consolidating Corps Property; developing a map on the Corps web page which shows where all RACT positions are located within other units; rereleasing all Corps Policy Statements.

I look forward to your continued engagement with HOC Cell to ensure RACT is positioned to remain 'Equal to the Task'.

CORPS REGIMENTAL SERGEANT MAJOR 2014



Warrant Officer Class One Ray Doolan

Since 7 July 2014, I have fulfilled the position of CRSM an honour that I have cherished and found to be extremely rewarding. Since assuming the role as the CRSM I have been fortunate enough to travel and meet face-to-face with members of the Corps and I must say there have been some very healthy discussions on varied topics with both older and junior members of the Corps. I find it pleasing that individuals are willing to ask the question/s to seek clarity so as they are better informed.

During my tenure I have had the privilege of attending several RACT functions. These ranged from attending the 3rd Transport Squadron 100th Anniversary dinner that was held at the Banksmeadow depot; to the SE QLD Circle the Wagons sports day organised by Land 121 Training Team; to a career highlight of representing the Corps when HRH, The Princess Royal Princess Anne visited Gallipoli Barracks.

During this visit of HRH The Princess Royal there was an opportunity to have a photo taken of the RACT Banner with The Princess Royal, HOC- BRIG Nothard AM, CSC, COL COMDT QLD, COL Woodroffe and myself. HRH also seized upon the opportunity to engage with members of the Corps in an informal morning tea. Following on HRH had the opportunity to meet and discuss a vehicle display provided by RACT members from 7 CSSB.

This year has seen a few changes within the Corps ranging from the raising of the new PMV SQNs within the CSSB. The IET OPMOV course is being conducted back at Puckapunyal in preparation for AST conducting PMV training commencing in Jan 15. 2015 will also see the relocation of Advanced troop to Amberley for the conduct of OPSPEC course's being conducted out of the L121 Training team facility at Amberley.

2014 has also been a busy period for the Corps Banner. The Banner was displayed at the 1 CSSB 100th year celebrations; to the 3rd BDE exercising Freedom of the City of Townsville; marched in to the 3rd TPT SQN 100th anniversary dinner and then finally being in the same location as our Colonel and Chief - HRH Princess Anne.

Finally, I have thoroughly enjoyed my time as the CRSM and congratulate WO1 Robert "Jerry" Jericevich on his appointment as the RACT Corps RSM WEF Jan 2015.

PAR ONERI

REPRESENTATIVE COLONEL COMMANDANT



Brigadier Jeff Wilkinson, AM

Year 2014 finds the RACT at a zenith in its history.

For the first time since her appointment, on 23 October 2014 our Colonel in Chief Her Royal Highness The Princess Royal, hosted by our Head of Corps Brigadier Paul Nothard AM, CSC and the Colonel Commandant Northern Region Colonel Lesley Woodroffe, visited RACT members at Gallipoli Barracks. The informal occasion afforded the Colonel in Chief the opportunity to meet all ranks, and inspect some of the current range of RACT operated equipment.

On 29 April 2014 it was a privilege to attend with Head of Corps, Chief of Army's promotion ceremony for Brigadier David Mulhall AM, CSC to Major General. In his reply to CA's address, General Mulhall noted that he was only the third RACT officer to achieve two star rank, following Major General David Ferguson AM, CSC and Major General Derek Deighton AO, MBE. I extend the heartiest congratulations of the RACT Family to General Mulhall on his well-earned promotion.

To those who may be disappointed by any non-achievement of a promotion, I share two important facets of rank. The first requirement for promotion is a vacancy. Secondly, the legacy of achievements and contributions during service are more enduring.

In an October 2014 address to Australian Defence Force personnel deployed to the Middle East for Operation Okra in IRAQ, the Governor General and Commander in Chief, His Excellency, General The Honourable Sir Peter Cosgrove AC, MC noted that during his 40+ years association with the Australian Defence Force, he has not seen professionalism at a higher level. This is sentiment I whole heartedly support especially in relation to the RACT, the calibre of members I meet continues to impress. The August deployment of 176th Air Despatch Squadron elements in support of the successful air drop of humanitarian aid to the besieged town of Amerli in IRAQ, provided a most timely reminder of the importance and significance of this Corps capability, and the professionalism of our members.

This overall professionalism is a result of the hard work and dedication of all Corps members, and the noteworthy leadership of our current Head of Corps, his predecessor Brigadier Andrew Bottrell CSC and BAR, and his predecessor the then Brigadier David Mulhall AM, CSC. The Army's confidence in the Corps is reflected in the growth of the Corps numbers necessary to crew the Army's new Protected Mobility Vehicle; noting the old adage inter alia that "those who achieve success sit on the shoulders of the giants who proceeded them"! The past important foundation work of retired members is acknowledged.

This year saw 3 Transport Squadron / Company celebrate its centenary. In recognition of this milestone of continuous service, the Sydney ANZAC March Organising Committee placed the squadron's marching contingent, of which I was privileged to be part, in a position of prominence; as the Army lead contingent following the World War II veterans. Senior guests at the exceptional Centenary Dinner held 6 September 2014, included Head of Corps, 3 Transport Squadron Association Patron Colonel Michael Millar RFD, ADC, and myself.

I wish you and your families, particularly to those members serving overseas, a safe and Happy Christmas, and good soldiering for what appears to be a busy, challenging, and potentially rewarding 2015.

PAR ONERI

COMMANDANT QUEENSLAND REGION



Colonel Lesley Woodroffe

Following the excitement in our region in 2013 with the 40th anniversary celebrations I anticipated a quieter year. While that may be the case it has nonetheless been a satisfying one. The Corps birthday is always celebrated in the region and this year was no exception. In South Queensland the Army Transport Association takes the lead with an always well-attended lunch at a local RSL and in North Queensland the Maritime Wing of the AST organises an officers' and sergeants' Corps Regimental dinner. Regrettably I was unable to attend that this year.

For the first time that I can recall for some time, a Circle the Wagons event was held in South Queensland in 2013 hosted by 5 Tpt Sqn at Enoggera. These are wonderful events to bring the RACT community together and I congratulate the organisers of that day for a well run and fun (if very very hot) event. I was delighted to learn that the precedent has now been set and the Land 121 Team at Amberley will co host the event in November this year with 9FSB.

This appointment has reminded me of the value of our corps associations, in the case of Queensland the main one being the Army Transport Association (ATA) with almost 200 members. I have had cause to reflect on the changes that have occurred to these since the time that I was a junior officer. I recall that one of my extra regimental appointments as an ARA Captain was to be the Secretary to the (Military District) RACT Association. Acknowledging that those times were at a lower tempo operationally, this came with all the support of the chain of command and many of the regional activities such as sports days, dinners and corps birthday celebrations were organised by the committee of largely serving officers and SNCOs (ARA and ARes). I mention this because the associations are now almost exclusively retired personnel, without that support - although it has been a real pleasure in Brisbane to gradually see an increase in attendance of serving Corps members at the functions run by the ATA often with the encouragement and support of unit commanders.

In June, I had the pleasure of presenting to Her Excellency, The Governor of Queensland Ms Penelope Wensley, on behalf of the Head and all members of the Corps, a framed print of Robert Ixer's painting of the 2013 Banner Parade. Her obvious pleasure in receiving the presentation was a reflection of the genuine delight she demonstrated at the parade itself and reminded me of how much her presence had added to the overall positive ambience and excitement of the event.



COLONEL COMMANDANT WESTERN REGION



Colonel Doug Webb

Now well into my seventh year as COLCOMDT I am still enjoying the opportunity to stay connected to the Corps and interact with members both past and present. Activities in the West mainly centre on Corps Association functions and regrettably attending funerals and sending sympathy cards. 10 Transport Squadron, which is a part of 13 Combat Service Support Battalion remains very busy supporting Brigade activities.

During this calendar year I attended a 13 Brigade update, an initiative by the Commander 13 Brigade, Brigadier Steve Coggin. It is to inform Colonels Commandant and associations that support the Brigade, of what the Brigade is up to. The last briefing earlier this year focussed on Plan Beersheba and its impact on 13 Brigade and the Brigade's involvement in the WW1 Centenary celebrations.

Certainly a highlight of being the COLCOMDT is the opportunity each year to attend the Corps Conference. This year was somewhat special in that the Corps focus is back in Puckapunyal and provided an opportunity to reminisce on what used to be and have a firsthand look at the new facilities that Transport Wing now enjoy.

I continue to be impressed with the calibre of the current Corps members. My sense is that they are working harder than ever with a high level of enthusiasm and sense of purpose.

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

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

COLONEL COMMANDANT CENTRAL REGION



Colonel Bill Denney, AM, BM

The RACT in Central Region continues to go from strength to strength. Ably led by a rejuvenated RACT Association in South Australia, regular "Circle the Wagons" events are held twice each year; these are quite relaxed and informal affairs and are usually held at either at RSL House at Torrens Parade Ground located near the City of Adelaide CBD or at Warradale Barracks. These events are the highlight of the local Corps social calendar and a good attendance is always assured. In many cases this can be up to 70 - 80 members (and partners) with many travelling from regional South Australia to catch up with mates. The result is that those attending see a true representation of the 'RACT Family' in South Australia which includes both current serving personnel from various units such as 7 RAR, 16 ALR, WO & NCO Academy, AUR, 9 CSSB and JMCO Adelaide as well as many 'olds and bolds' from the RACT and our predecessor Corps.

The RACT All Ranks and Partners Corps Birthday Dinner at the Marion Sports Club has also become a real institution each year. In spite of a relatively small Corps population in South Australia, this activity continues to draw in excess of 100 guests. This year representation came from young recently graduated soldiers right back to those who enlisted in the 1960's – that's saw nearly fifty years' experience in both the RACT and its predecessor corps being represented at table.

This year, our guest of honour was Colonel Simon Tuckerman, CSC; Commander 1st Joint Movements Group. Colonel Tuckerman gave our diners an inspiring address detailing the myriad of opportunities and activities that are one of the hallmarks of our eclectic Corps. His address focused on a 'the day in the life of an RACT soldier' covering the types of duties that all trades would be expected to be performing globally on any given day; this included various tasks either on operations, on exercises or within the National Support Base.

About two weeks later, a strong group of intrepid souls headed over to Port Lincoln (650 km and a bit of a drive!) to share RACT Corps birthday celebrations with 20 Transport Troop and the RACT in Port Lincoln. 20 Tpt is a great little unit with a fine pedigree and has been representing our Corps in country South Australia for decades. Notable in our history, is that Freedom of Entry was granted to the RACT by the City of Port Lincoln some years ago.

My thanks for the efforts of many in our Corps in SA but in particular to MAJ John O'Grady; WO1 Andrew Walford, WO2 Linda Mol, WO2 (R) Paul 'Tich' Tyson and WO2 (R) Neil 'Blue' Wonnocott for their tireless support to the RACT in SA over a number of years. You are indeed 'Equal to the Task'.



COL Bill Denny and LCPL Amy Gladden, 16 ALR (youngest soldier) cut the 41st Corps Birthday Cake (31 May 14)

COLONEL COMMANDANT VICTORIA & TASMANIA



Colonel Rex Rowe

I was fortunate to attend the end of year promotions and awards at Road Transport Wing on 29 Nov 13. It is a measure of just how professional our team at Road Transport Wing is that I presented two medals, five commendations and promoted a total of nine Officers and NCOs. The awards ceremony was followed by a unit visit where I had the opportunity to not only mix with instructional staff and trainees, but to also drive a G Wagon over the cross country circuit. I was very impressed with the calibre, maturity and enthusiasm of the trainees which augers well for the future of the Corps and the driver trade more generally. My thanks to Major Scott McMahon and WO2 Brian Jones for what was a great day.

On 30 Nov 13 my wife Janet and I had the pleasure of accompanying Brigadier Wilkinson and his wife Pam to the 15 Transport Squadron Mixed Ranks Formal Dining In Night. The dinner was exceptionally well attended, very well run and thoroughly enjoyed by all in attendance. The "horseplay" between the Horsham and Bendigo based elements of the Squadron added to the night and my host for the night, Private Oliver Thoren, did a wonderful job of looking after me. I have little doubt that the Squadron remains in exceptional condition. Well done to Major Mark Eastgate and his team.

On 31 May 2014 Head of Corps and I attended the Mixed Formal Dining In Night to celebrate the 41st Anniversary of RACT at the Anglesea Officers' Mess in Hobart. The President of the RACT Association (Tasmania), Lieutenant Colonel Doug Wyatt, and Officer Commanding 44 Transport Squadron, Major Annette Wyatt, are commended on the event as it clearly demonstrated the professionalism of our serving and retired Tasmanian RACT members. It also emphasised just how strong the esprit de corps is in Tasmania. It was fantastic to catch up with a bunch of folk including Major Jim Armstrong who did an outstanding job as the Dining President. Janet and I were hosted by CPL Ben Hibbert and LCPL Kate Hibbert who made sure that we had a wonderful night. I've got to say that I always find myself extremely upbeat after interacting with our Reservists and I look forward to further interaction with 44 Transport Squadron.

More recently, I undertook a visit to 7 Transport Company with John Davidson, the President of the 3MD RAASC/RACT Association, at the invitation of Major Amelia Knapman. We also took the opportunity to explore options to increase linkages between the Association and the unit which have unfortunately diminished over the years. John and his Committee have subsequently developed a number of initiatives and are working hard to once again strengthen the relationship between serving and retired Corps members.

Finally, I represented Heads of Corps at the Logistic Officers' Basic Course Dining In Night in Bandiana on 15 August 2014. I sat with 10 RACT Graduates and their instructional staff, all of whom are enthusiastically looking forward to commencing their new appointments. My thanks to Lieutenant Kathryn Smith who was my host on the night. Coincidentally she is posted to 9 Transport Squadron where I cut my teeth all those years ago. Lieutenant Brendan Nguyen not only did a wonderful job selling the Corps to the uneducated, he also "served it up" to a couple of the other logistic Corps!

THE RACT CORPS VISION

The RACT Corps Vision ...

- is RACT's 'modernisation aiming mark'
- provides:
 - A focal point for all RACT personnel and systems
 - The core skills, knowledge and attitudes for all Corps members and an understanding of how their specific role in the Corps contributes to Army's capability as a whole
- informs:
 - Corps Doctrine
 - Employment Specifications
 - Training Management Packages
 - Future capability projects
 - AST Plan Par Oneri initiatives.



Our vision, as the *Royal Australian Corps of Transport* is to be a networked and integrated system of task focussed officers and soldiers, expert in operating deployable air, land and littoral transportation modes and nodes, able to sustain operations independently in the modern battle space.

I am a *RACT Colonel Commandant*. I am a Custodian of our Corps, responsible for fostering our Corps family through linking our rich past with our future generations.

I am a *RACT leader*. I lead and mentor RACT soldiers. I am responsible for ensuring my soldiers are professional, relevant, trade experts. I integrate and synchronise RACT capabilities to the ADF.

I am an *ECN274 Driver Specialist*.
I am an expert B vehicle systems operator able to shoot, move and communicate to enable effective road transport support.

I am an *ECN171 Cargo Specialist*.
I am an expert in military cargo operations, utilising specialist MHE, and provide visibility and priority management within the distribution system on land and at sea.

I am an *ECN218 Marine Specialist*.
I am an expert in specialist military watercraft operations who is able to contribute to littoral and amphibious tactical distribution and conduct of independent watercraft operations.

I am an *ECN035 Operator Movements*.
I am an expert in modal and nodal coordination, able to optimise the tactical, operational, and strategic employment of all land, air and sea transport.

I am an *ECN099 Air Dispatcher*.
I am an expert in air drop, air land, external lift and air terminal operations enabling aerial distribution support to the deployed force.

I am a *RACT Postal Operator*.
I am an expert in the distribution of post and providing postal services to deployed forces.

I am a *RACT soldier*. I am a soldier first. I am a transport professional able to contribute to the full spectrum of military operations by day and night, in all environments.

I am Par Oneri - *equal to the task*.

CORPS CONFERENCE DINNER



CORPS CONFERENCE DINNER



HRH PRINCESS ROYAL VISIT



WO1 Ray Doolan

HRH the Princess Royal's visit to Gallipoli Barracks ENOGERA

On Thursday 23 Oct 14, as Colonel-in-Chief, The Royal Australian Corps of Signals (RA SIGS) and The Royal Australian Corps of Transport (RACT) HRH Princess Royal visited Gallipoli Barracks to meet with members of Transport and Signals. This was seen by the HOC, BRIG Nothard AM, CSC as a fitting opportunity to present our Colonel-In-Chief a framed portrait of the Banner Parade which was conducted last year at Amberley.

The day commenced at 1040 with the arrival of The Princess Royal who was greeted by Head of Corps, RACT Brigadier Paul Nothard. HRH Princess Royal was then introduced to COMD 7th BDE - Brigadier Adam Findlay; Representative Colonel Commandant, RA Sigs, Major General Paul Irving; Colonel Commandant Queensland RACT, Colonel Lesley Woodroffe; Colonel Commandant Queensland RA Sigs, Colonel Roger Joy; Commanding Officer, 7 CSR, Lieutenant Colonel Darcy Rawlinson; Corps Regimental Sergeant Major, RA Sigs, Warrant Officer Class One Danny Smith; and Corps Regimental Sergeant Major, RACT, Warrant Officer Class One Ray Doolan.

A busy schedule was ahead of HRH Princess Royal and after a few words from CO 7th Signal Regiment. HRH The Princess Royal was invited to unveil a plaque to open Buin Road Lines. Her Royal Highness was then invited to have a photograph taken with RACT HOC, COL COMDT SQ and Corps RSM with our newly presented Banner.

On completion of the staged photographs BRIG Nothard AM, CSC along with myself presented HRH The Princess Royal a framed portrait of the Banner parade that was conducted last year. HRH The Princess Royal was extremely pleased with the gift from



HRH PRINCESS ROYAL VISIT

the Corps and discussed the aspects of the portrait and how the montage came together. From here there were two short Corps briefs from both RA Sigs and RACT. It was pleasing to note that the Princess Royal is extremely keen and interested in the goings on in both Corps/ Questions ranged from Vehicles, equipment, personnel and what the future hold. One parting comment made by the Princess Royal to the RA Sigs when briefed about digitalisation was never to get rid of the pigeons'. This highlighted that fact the Princess Royal is a down to earth individual and easy to talk with.

HRH The Princess Royal then proceeded outside on a tour of the Static Displays of Vehicles and Equipment, escorted by Brigadier Nothard. The display was located in the 7th Combat Signal Regiment compound and consisted of three stands. A brief was given by soldiers from Signal and Transport unit garrisoned throughout SE Queensland. Section Commander, 5 Transport Squadron, Corporal Andrew Alexander gave a brief on The Bushmaster (Protected Mobility Vehicle (PMV), Mercedes-Benz G Wagon 6 x 6 Truck, Light Single Cab, Mercedes-Benz G Wagon Truck Lightweight Dual Cab Station Wagon.

HRH The Princess Royal was then invited to attend a light luncheon. Her arrival was not announced, she simply moved into the room and engaged several horseshoe groups of approximately ten soldiers. HRH The Princess Royal did not have the opportunity to meet/ chat with everyone who was in attendance, however those that she did meet found her very engaging. At approximately 1250h the Princess Royal departed Gallipoli Barracks to attend previously organised functions.

I would like to thank RSM 7 CSSB WO1 Jason Burford for all of the leg work leading up the Princess Royals visit and for the coordination of the RACT static display.

PAR ONERI



Reception at the Governor of Queensland Residence

WO1 R. H Doolan A/ CRSM

On the Evening 22 Oct 14 I was privileged enough to be invited to the Governor of Queensland's residence for a Reception to meet with HRH The Princess Royal. Although her visit was sponsored by the Agricultural society of Australia it was seen as a perfect opportunity for the Head of Corps, BRIG Nothard AM, CSC; COL COMDT SEQLD, COL Woodroffe; and A/Corps RSM, WO1 R.H Doolan to attend and meet with the RACT Colonel and Chief.

The evening commenced with all attendees gathering in the small garden outside of the Governors residence. After some informal discussions with members of various Agricultural societies we were all the ushered in to the investiture room. Here guests were provided with hors d'oeuvres and an array of assorted drinks fitting of the occasion whilst we awaited the arrival of HRH The Princess Royal to arrive.

A gong was sounded on the arrival of HRH The Princess Royal and the Governor of Queensland made a small speech and introduced the Princess Royal. It was pleasing to say the least that HRH The Princess Royal took the time to speak to nearly everyone who was in attendance. More so for the RACT she spent approximately 15 minutes discussing a range of topics including but not limited to current events, new capability that will affect the RACT and the RACT soldiers. It was pleasing to note that HRH The Princess Royal was extremely interested in the "going on's" within the Corps.

The evening concluded approximately 2 hours later with a staffer sounding the gong and with that HRH The Princess Royal being escorted out of the investiture room.

PAR ONERI

LETTER FROM CAPTAIN WRIGHT



BUCKINGHAM PALACE

3rd November 2014

Dear Paul,

Your Colonel in Chief has asked me to thank you for all your work in coordinating her recent visit to Enoggera Barracks while she was attending the Royal Agricultural Society of the Commonwealth meeting in Brisbane. The Princess thoroughly enjoyed the opportunity to meet with you and so many members of the Royal Australian Corps of Transport and is very grateful to you for the lovely picture which you presented to her of the Banner Parade, which will be a lasting reminder of her visit to you.

Once again Her Royal Highness is most grateful to you, and she sends you and all members of the Corps her best wishes for your continued success.

Yours ever,
Nick

Captain Nick Wright, CVO, Royal Navy
Private Secretary to
HRH The Princess Royal

Brigadier Paul Nothard AM CSC

TRADE UPDATES

ECN035 OPERATOR MOVEMENT TRADE

STM – LTCOL Lara Bullpitt-Troy
STA- WO1 Richard Hardy

2014 has been another busy year within the movements trade with continued deployment opportunities on both operations and exercises, including Operations SLIPPER, ACCORDIAN, HAWICK, OKRA, Exercises CROIX DE SUD, RIMPAC, and HAMEL, as well as continued development in the training area, with the school conducting a major review of a number of promotion and initial training courses, as well as preparing for a move to the 'Tuscany of the South', Puckapunyal.

Rank restructure

The year has also seen the completion of the 1JMOVGP Unit Establishment Review (UER), in conjunction with Army Headquarters, which has determined the future structure of the Group for 2015 and beyond. This has a significant impact on the trade as approximately 85% of the OPMOV trade hold appointments within 1JMOVGP. One of the key outcomes of the review was to increase sustainability of the Other Ranks (OR) liability as it had been identified that the structure was top heavy and unsustainable. To achieve this, a number of SNCO and WO2 positions have been offset to grow more LCPL/CPL to enable a pyramid rank structure in line with other corps trades and OR command structures.

The new structure has provided greater command opportunities for ORs by ensuring the command of capability bricks is not 'over ranked' (i.e. section command will be at the CPL rank, not SGT). This structure provides junior ranks increased opportunities to grow their command and leadership skills at the appropriate level, and ensures personnel that progress to SNCO have the appropriate all corps soldier skills and experience. The new structure also ensures the trade is sustainable by creating sufficient junior rank liability to populate SNCO and above positions.

The Introduction of Joint Movements Information System (JMIS)

Preparation is underway to replace the Joint Deployment Planning Data Sheet (JDPDS) application with the Joint Movements Information System (JMIS). Successfully

trialled by the 3rd Brigade on exercise, the JMIS enables units to create, submit and manage Movement Support Requests (MSRs), which is the new terminology for DPDS, draws upon the material data from the VIPA Aide Memoir Data Service. It also provides Unit movers, Force elements, JMCOs and HQ 1 JMOVGP with a solution for managing the entire movement support request workflow. User feedback has indicated it is much easier to use, and by linking with VIPA, much simpler to draw upon specification data such as weights and dimensions for in service equipment and vehicles.

The JMIS is undergoing a phased implementation whereby JMCO staff, ECN035 within the Brigades, and current JDPDS users performing the role of Unit Movement Officers (UMO) will conduct user training by the end of 2014 and beginning of 2015. New users, or those set to perform the role of UMO in 2015, will be granted access to the system after the completion of the UMO course or by attending a training session conducted by their regional JMCO.

The successful introduction of the JMIS into service will ultimately make submitting deployment information through the chain of command from unit level through to Command level much more user friendly, and will make it easier for all enhance the submission process for deploying units through improved functionality and streamlined business processes.

If anyone has any questions, or new ideas or comments regarding the trade, please contact your STM at lara.bullpitt-troy@defence.gov.au and STA at richard.hardy@defence.gov.au

AN OPPORTUNITY TO REINVIGORATE AERIAL DELIVERY SUPPORT TO OUR CONVENTIONAL LAND FORCES

MAJ Neil Peake

The past decade has seen a steady decrease in aerial resupply tasking in support of the conventional Army. The reasons for this include the operational focus of the Australian Defence Force (ADF) in the Middle East Area of Operations (MEAO); the removal of the

airborne role from the 3rd Battalion, Royal Australian Regiment and the retirement of the DHC-4 Caribou and C130H fleet. Now, with the significant reduction of operations in the MEAO, the shift in strategic focus towards the Indo-Pacific Strategic Arc (IPSA) and the imminent increase in the tactical airlift capabilities of the ADF, an ideal opportunity has presented itself to reinvigorate this responsive, expansive and at times essential distribution option to our conventional land forces.

Current airdrop tasking within the ADF is predominantly limited to Special Operations Command (SOCOMD) and the Royal Australian Air Force (RAAF). In most cases this consists of support to airdrop currency training, as well as to facilitate SOCOMD elements conducting over-the-horizon amphibious insertions. Whilst these will remain essential tasks moving into the future, the Introduction Into Service (IIS) of the Caribou replacement, the C-27J Spartan Battlefield Airlift Aircraft, will significantly increase the tactical resupply options available to the Combat Brigades (Cbt Bdes) within Forces Command (FORCOMD).

The C27J has the capacity to carry significant loads and still access small, soft, narrow runways that cannot be used by C-130J or are unable to sustain repeated use by larger aircraft. Within Australia, the C-27J can access over 1900 airfields compared with approximately 500 for the C-130. In our region, the C-27J can access over 400 airfields compared to around 200 for the C-130. When these aircraft deploy to the field with support from the 176th Air Dispatch Squadron (176 AD SQN), Cbt Bde Commanders will have at their disposal a dedicated tactical aerial delivery capability able to conduct targeted aerial resupply (both air drop and air land) to dispersed force elements, regardless of the terrain in which they are operating. This is especially important noting that these Brigades must be prepared to operate within the IPSA; an extremely challenging archipelagic region comprising complex terrain, and requiring extended lines of communication in support of expeditionary operations.

The C-27J, which is expected to reach Initial Operating Capability in December 2016, is not the only factor to increase the relevance of the ADF's air logistic capability. Until recently, all of the heavy drop certification for the C130J was being trialled in the United States. Now this certification is occurring within Australia and has placed a significant

TRADE UPDATES

burden onto 176 AD SQN. By combining this extensive task with the expected increase in support to FORCOMD and the existing SOCOMD and RAAF currency training (including a large training bill expected to certify all C-27J aircrews), prioritisation of airdrop tasking must occur to ensure FORCOMD, SOCOMD and RAAF receive sufficient air logistic assets to remain certified. To facilitate this, close liaison between RAAF and Army is critical to ensure concurrent training occurs, whereby RAAF aircrew are being certified while supporting the Raise, Train and Sustain (RTS) requirements of the Cbt Bdes and SOCOMD.

Given the limited exposure FORCOMD has had in tactical aerial resupply in the past decade (less when receiving airdrop and external lift support from coalition assets in the MEAO), it is vital that RAAF and Army aviation assets and 176 AD SQN are gainfully employed during RTS exercises such as CATA, TALISMAN SABRE and HAMEL. This will ensure that external lift and the technical aspects of establishing, operating and clearing a drop zone in a tactical environment is sufficiently rehearsed by FORCOMD elements prior to these resupply means being employed on operations. External lift tasking in particular will become more prevalent in the future noting the significant enhancement of the ADF's amphibious capability and the ship-to-shore resupply that will occur using the ADF's rotary wing assets.

The primary benefit of aerial delivery is that it can be used when no other means of resupply is available. To illustrate this, one only needs to look at the United States forces in the MEAO, who in 2011 alone airdropped more than 80 million pounds of stores to coalition forces, including members of Joint Task Force 633. More recently, the rapid deployment of an air dispatch detachment from 176 AD SQN in support of the humanitarian effort in Northern Iraq also illustrates the responsiveness and impact that aerial logistics can have, even at the strategic level.

Noting the flexibility aerial logistics provides commanders on the ground, combined with the complexity of the terrain within the IPSA, aerial distribution must once again become relevant in Australia's conventional battle space. This is especially important moving into the future given there will be less opportunity for the ADF to rely on air logistic support from coalition partners in our region.

Major Peake is currently a Career Manager at the Directorate of Officer Career Management - Army. He is also the Senior Trade Mentor for the Air Dispatch Trade (ECN 099).

TRADE UPDATE - ECN 171 - CARGO SPECIALIST. "TERMITES"

ECN 171 Senior Trade Mentor and Subject Matter Adviser for 2014/15

The following two members have been appointed IAW RACT Policy Statement 44 for 2014/15:

Senior Trade Mentor (STM) - LTCOL David Nathan, SO1 Logistic Operations, AHQ, Canberra, (david.nathan@defence.gov.au); and

Subject Matter Advisor (SMA) - WO1 Ian Sojan, SMA - Cargo, HQ AST, Puckapunyal (ian.sojan@defence.gov.au).

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

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

2014

The year has been another busy one for the Cargo Specialist, with Termites providing MHE and distribution support on all major exercises and operations as well as conducting workups for the Canberra class of ships. Welcome home to all the Termites that have been away from the nest this year and good luck for those preparing to depart. For those still away keep up the good work and ensure you represent the Corps and Trade to the highest standard.

This year has also seen the move of HQ AST to Puckapunyal. The SMA-Cargo (HQ

AST) is now located in BLD 814, Tobruk Bks, Puckapunyal - opposite the Rock.

HRWL

This year has seen the much anticipated, little known about, National High Risk Work Licence (HRWL) being introduced. Comcare have signed off on Defence having its own High Risk Work Assessors (HRWA) and the Trade has access to 17 pers across RACT, RAE, and RAAOC that can conduct the National Assessments for the HRW that we are required to conduct and the number is growing.

As part of the Employment Category Review (ECR) process, the minimum entry age for ECN 171 was increased from 17 to 18. This has been endorsed by DG PERS-A and was published in update Employment Specifications in Jun 14. This was largely to accommodate HRW requirements.

The cut off for operating Defence MHE without a HRWL is 31 Dec 14. After this date you are required to hold a HRWL or you legally cannot operate the equipment. If you have a military PH444-2 for Crane (CN, CV, C2, C6, C1,) or Dogging Operations and do not hold a Civilian ticket then you need to speak to your training cell to arrange for gap training.

Army also requested and received confirmation that the current fleet of C20 Telehandlers (JCB, Manitou's, Merlo, and Cat) do not require a HRWL as they are not being used as cranes. Several Telehandlers have or are being updated to be operated as non slewing cranes (CN) for use on the ships and will require the operators to hold a HRWL for a crane (CN, C2, C6, C1).

For those conducting training on D Vehs, you will notice changes to the layout of the TMP's and the requirement to purchase the "Easy Guides" packages to conduct the course. The TMP's have been re-written to align with the Elements and Performance Criteria of the unit of Competencies for the appropriate HRW and is based upon the National Standard for Licensing Persons Performing High Risk Work.

SOVOS

The current SOVOs Vol 3 C&D Veh 2011 is now due for an update, especially with the changes for training and licencing for

TRADE UPDATES

HRWL. FORCOMD, as the sponsor of the document, have the lead for the rewrite. The STM and the SMA are also providing input. If you have any suggestions for changes to the document please forward them to the SMA-Cargo.

Employment Category Review Endorsement Meeting (ECREM)

The ECREM sat on 14 Aug 14 to discuss the Draft Capability Proposition for ECN 171, the first since 2009. One of the key inputs to the draft proposition was the decision brief raised as an outcome of the 2014 RACT Corps Conference. This serves to highlight the value of strong representation at the Corps Conference by all ranks. The submission provided comment on the role, training continuum, responsibilities and structure of ECN 171.

The key outcomes from ECREM on 14 Aug 14, were as follows:

- The impact of liability growth in this ECN on ECN 218 and ECN 099 liability was the subject of some discussion. In particular, the impact on 176 AD Sqn and reduction of 35 WTS. The decision to delay ECREM for ECN 218 and ECN 099 was re-validated.
- The requirement to review the EC again following the full implementation of Plan Beersheba Tranche 1 UE and full realisation of the ATG (LHDs fully manned and operational) was endorsed.
- The proposal to amend the IMPS for ECN 171 to 4 years was endorsed. However, implementation is not likely to occur until Jul 15.
- The impact of HRW licensing and associated training requirements was noted.
- The lack of mission, tasks, and specialist equipment for the CARGO SPEC FE being raised in CSSBs under Plan Beersheba Tranche 1 was noted. The need for clear articulation at the strategic through to tactical level of the intent and employment of these elements (in comparison to their Employment Specifications) was noted.
- The MHE LOT expiry issue was noted.

New Equipment

This year has seen some further work conducted on the replacement of some of our aging Fleet. Unit requirement surveys have been conducted for the Merlo / Cat (Lt and Med machines) and Tadano Crane replacements. Army has already hired several Manitou MVT 780 telehandlers equipped as CN non slewing cranes for HMAS Choules and Canberra as an interim capability and to assist in defining the enduring user requirement.

SUBJECT MATTER ADVISOR – MARINE TRAINING

For those that don't know me I am Warrant Officer Class One Peter Caputo, I enlisted into the Australian Regular Army in January 1997 and was allocated to Water Transport.

Prior to enlisting into the Army I was a professional fisherman in Port Lincoln, South Australia. I gained my Master Class Five qualification in 1982 and my Marine Engine Driver Grade II qualification in 1987. My postings have included 10 Terminal Regiment, 4 RAR (CDO), NORFORCE, and 10 FSB, both in Townsville and Darwin. I now hold the position of the Subject Matter Advisor – Marine Training (SMA-Marine Training) at the Army School of Transport in Puckapunyal.

The role and responsibilities of the SMA-Marine Training are varied, they include providing SMA advice on Marine Specialist training and policy to the SO1 Logistic Policy and Plans AHQ (DLOG-A), COMDT ALTC, and CO/CI AST. The position also manages SOVO Vol 4 Watercraft on behalf of the sponsor, and advises on the development of Training Management Packages (TMPs) and Marine Specialist training policies trade related policies and doctrine for the ADF, and to assist in doctrine development. The SMA-Marine Training is responsible for all AST exported marine training within Army.

Trade updates

The ECN 218 Marine Specialist trade review was to be conducted in August 2014 but due to concerns with the current Plan Beersheba and whether the new structure can sustain the capability, this review has now been put on hold until the second half of next year.

WO2 Michael Dixon and CAPT Brett Mackenzie at Development Group ALTC, have been working with AST-MW to bring the Marine Specialist courses into line with the AMSA requirements for the recognition of the civilian Certificate III in Maritime Operations (Master up to 24 metres near coastal) and the Marine Engine Driver Grade 3 qualifications. This work is ongoing but is getting there.

SOVO Vol 4 Watercraft, since its first publication in March 2014, has been reviewed due to issues with wording, the review has been submitted to Forces Command, Director General-Training (DG-T) department for approval and signature. As SOVO Vol 4 Watercraft is the main document Army watercraft users have for our day to day function, it must be updated annually. The next review on SOVO Vol 4 Watercraft will be June 2015, and the SMA-Marine Training will review the document at this date every year. This should get it to a point where the amendments should be non-existent or minor to bring it into line with changing rules and regulations.

The Small Craft Handlers Pam, LWP-G 4-3-4 has been reviewed by Land Doctrine Centre with input from AST-MW and 35 WTS. It is being amended with up to date doctrine, and with better diagrams and photos. The Marine Equipments Operator and Maintenance Handbook, LWP-CSS 4-3-3 has also been looked at and updates submitted with a recommendation from the Doctrine Author that the two publications are merged and re-named to become one document for ease of use. This recommendation has been well received and once finalised units using this document will only require the one publication to cover all Army watercraft.

Future plans

For those Supervisor Marines out there that have been appointed as a Watercraft Testing Officer (WTO), there will be a WTO re-qualification course starting in 2015. This course will be linked to PMKeyS and the qualification will last for three years before having to be renewed. The one day re-qualification course will teach you how to correctly apply for an exported training TMP, where to find information you will require when conducting courses and updates on policy and doctrine changes. More to follow on this after the TMP has been developed and the re-qualification program has been put in place.

TRADE UPDATES

Staying on the new course theme, next year will see the introduction of the LARC V Driving Instructor Course. This will be a two day course to give assistant instructors the tools and information they need to carry out safe instruction and direction to trainees while they are conducting the road phase of the Operator LARC V Course. This course will also be linked to PMKeYs and will be valid for 3 years. However, if you do not instruct on the road phase of the Operator LARC V Course within the period of 12 months then a re-qualification will be required prior to instructing on another LARC V course.

As you can see the SMA-Marine Training position has a great deal of input into the Marine Specialist trade in regard to training, policy and doctrine. If as a Marine Specialist of any rank have a desire to improve the trade and assist it in moving forward, the SMA-Marine requires input and ideas to better the trade and the Army watercraft field in general. So please email or telephone me to discuss your ideas. To all the budding photographers and film makers out there, if you have any pictures or video of any unit marine related events that you would like uploaded to the RACT web site then please let me know and I will endeavour to get them loaded on for general viewing.

2014 RACT ROAD TRANSPORT UPDATE FROM THE SENIOR TRADE MENTOR (STM) AND SENIOR TRADE ADVISOR (STA)

LTCOL Eric Modderman
STM Road Transport

Warrant Officer Class One Doolan and I feel extremely privileged to represent the road transport trade at events such as Corps Committee meetings and Corps Conferences. Following on from the future focussed theme of this year's Corps conference, this brief article provides the opportunity to alert you to some of the principal issues that will shape the road transport trade into the foreseeable future.

Project Land 121 training: From July next year the Project Land 121 training team will be conducting 'Ramp Training' to upgrade

drivers with Mack codes to a baseline of Mack and 20 tonne trailer. Training will run for 18-24 months and will up skill drivers in preparation for arrival of Land 121 vehicle fleet.

The Amberley-based training team will focus on upgrading heavy vehicle/trailer codes, while Road Transport Wing (RTW) will concurrently focus on rolling out drivers with Unimog and 8 tonne trailer codes to address medium vehicle/trailer requirements.

The first Medium-Heavy Combination (MHC) vehicles are scheduled for delivery to the Land 121 training team in mid-2016. Introduction Into Service (IIS) courses are scheduled to follow from later that year. The rollout of the MHC capability to Army is scheduled to commence from March 2017 and will be prioritised in line with the Force Generation Cycle. At this stage 1 Brigade and South East Queensland units are planned be first to receive the vehicles, although this priority is still to be confirmed.

Implementation of the National Heavy Vehicle Regulator: In August 2011 the States and Territories and the Australian Government agreed, through the Inter-governmental Agreement for Heavy Vehicle Regulatory Reform, to establish the National Heavy Vehicle Regulator (NHVR).

The purpose of the NHVR is to standardise legislation for heavy vehicles over 4.5 tonnes gross vehicle mass across all jurisdictional borders. Many aspects of heavy vehicle regulation remain unchanged, for example, all heavy vehicle registration, inspections, driver licensing and all matters related to the carriage of dangerous goods are still the responsibility of the relevant State and Territory authorities. The NHVR responsibility that most impacts on Army is the processing of permits for Oversize/Overmass (OSOM) vehicles.

On 10 February 2014, the Heavy Vehicle National Law and Regulations assumed its responsibilities across all States and Territories, except for Western Australia and Northern Territory. It was quickly evident that the NHVR was not well structured or resourced to meet the burden of OSOM permit processing and responsibility for intra-State permits was re-directed back to States and Territories. States and Territories were now subject to the newly implemented National Heavy Vehicle Law, so could not simply revert to their old processes and

procedures and this caused significant confusion and delay in the issuing of OSOM permits early this year. This has caused significant problems for many transport organisations, including Defence.

Currently the participating States and Territory are issuing, on a temporary basis, OSOM permits for Class 1 Restricted Access Vehicles (RAV) and, in some cases, Class 3 RAV for all intra-State movement. Moves that involve inter-State movement or Class 2 RAV are handled by NHVR.

It is acknowledged that OSOM Permit processing for Defence is a confusing space. The Directorate National Logistics (DNL) Land Transport Desk is the lead agency for all OSOM permit issues. DNL has been issued with a NHVR Regulator Customer Number and manages all Defence OSOM permits applications for the NHVR participating States and Territories (ACT, NSW, VIC, TAS, SA, QLD). OSOM permit applications for WA are also handled by DNL. For the NT, HQ 1 BDE S4 manages OSOM permit applications for 1 BDE units. NT permit applications for all other units are managed by DNL.

Operating in conjunction with the NHVR is the Defence Road Transport Exemption Framework (DRTEF). The Framework specifies the exemptions applicable to Defence for the conduct of military operations and day-to-day activities. It imposes mass limits for Defence vehicles and combinations and explains specific exemptions relating to road rules that apply to the operation of Defence vehicles. It also categorises certain Defence vehicles as Special Purpose Military Vehicles (SPMV) where they exceed jurisdictional dimension and/or mass standards. This is an important distinction given this increase in size and mass of new B vehicle capabilities being delivered by Project Land 121.

The NHVR, the WA and NT jurisdictional process, and the DRTEF comprise the overall legislative and regulatory structure under which Defence vehicles operate. The Defence Road Transport Manual (DRTM) defines the policy for the operation and management of road vehicles in Defence. The Manual also contains relevant instructions, training guidance and road transport management procedures to support the implementation of Defence wide transport policy.

All Defence drivers need to be aware of the requirements of the DRTM and the DRTEF. Formal advice on these matters is always

TRADE UPDATES

available from the chain of command and the Services Chief Driving Instructors (CDI). Should formations or units require specific advice on the NHVR the Defence point-of-contact is Deputy Director National Logistics (LAND).

Developing doctrine: As new vehicles and equipment are delivered, not only does this impact Defence policy, it also directly affects the doctrine that is used to conduct and measure effectiveness of training. Project Land 121 is delivering several mission systems that are 'new' for the Australian Army and will present challenges in terms of Concept of Employment, training continuum, unit tactics, techniques and procedures (TTP), inclusive of doctrine. The areas that represent paradigm shifts are in the protected vehicle space with cabin crewing, C4I integration as well as the purchase of integrated load handling systems.

The following doctrine publications are under development and will provide essential guidance for road transport professionals:

Doctrine Note 001/12, LWP-CSS-4-3-2, B Vehicle Mobility Considerations and Procedures: B vehicle TTP utilised by the ADF have remained largely stagnant since the post Vietnam era. The purpose of this publication is released as 'developing doctrine' to highlight to operators, planners and commanders at all levels that new guidance is available. This includes the advancements in technologies such as surveillance and IED identification, and guidance on the tactical employment of protected B vehicles in order to enhance B vehicle survivability. This information is to assist planning staff, packet and convoy commanders in how to plan and implement successful outcomes for B vehicle operations utilising enhanced Land 121 capabilities. This doctrine note was compiled utilising the Land 121 Field Vehicle Employment Concept as its cornerstone reference.

LWP-G 4-3-1, Driver Training Handbook: This publication was reviewed this year and it will be subject to a complete rewrite with Commanding Officer Army School of Transport as the sponsor. It will be retained within the doctrine hierarchy as a subordinate publication to LWD 4-3, Transport Support. This publication is to be revised to take into account new employment criteria for B vehicle drivers and operators, especially with the introduction of Protected Mobility Vehicle (PMV) squadrons as part of Plan Beersheba. The Driver Training

Handbook will also provide guidance on loading responsibilities for containers, craning, loading vehicles, automatic gear box operation and driver responsibilities for flat rack loading. This breadth of content is intended to ensure that the Driver Training Handbook is technically and procedurally correct to meet RACT and Defence capability requirements in conjunction with civilian legislative requirements.

POSTAL UPDATE

CPL Tiffany Archie

2014 has proven to be a very busy year for all the staff at HQAFPO.

With the loss of a number of positions at HQAFPO, juggling between Military Post Office (MILPO), support to Operations and Postal training, time management has become a useful tool.

HQAFPO maintains technical control of deployed AFPOs and is responsible for the provision of AUSPOST stock, forms and equipment. HQAFPO is required to supply postal staff for personnel on FSU/FSE. This year we have had ten personnel deployed on operations in the Middle East.

Listed below are the AFPOs currently in operation.

- AFPO 01 – OP PALADIN (Jerusalem)
- AFPO 02 – Rifle Company Butterworth (Malaysia)
- AFPO 07 – OP MAZURKA (Sinai)
- AFPO 08 – OP ASLAN (Sudan)
- AFPO 10 – OP Manitou (Bahrain)
- AFPO 12 – OP ACCORDION (United Arab Emirates)
- AFPO 14 – OP SLIPPER (Kandahar)
- AFPO 16 – OP ACCORDION (United Arab Emirates)
- AFPO 18 – OP ACCORDIAN (Qatar)
- AFPO 19 – OP SLIPPER (Kabul)
- AFPO 60 – Raised for Goodwill Mail (Christmas/ANZAC day)

Since the last journal entry two deployed AFPOs have ceased operation. AFPO 11 (OP ANODE Solomon Islands) and AFPO 13 (OP SLIPPER Tarin Kowt), which occurred at the end of 2013.

HQAFPO delivers all Defence Postal Training which is conducted on behalf of the Employment Category Sponsor, Army Logistics Training Centre through a MOU between CO 10 FSB and CO AST. There are two different Postal Courses offered with distinct differences between the two. The Postal Clerk Course is a two week course which qualifies personnel to conduct postal operations on minor operations. The majority of personnel selected for this course are Administration Clerks selected in 'dual role' positions on operations.

The Postal Operator Course is a four week course which qualifies personnel to conduct Postal Operations on major operations within Australia and overseas and also qualifies personnel to work at MILPO. Currently only members of RACT who are posting into HQAFPO are eligible for selection on the Postal Operator Course.

RACT's ownership of the Postal 'Skill Set' is currently in doubt with RAAPC & RAAOC both displaying interest in taking responsibility of providing postal support to the ADF. If this was to occur it will be a very sad day for the men & women of RACT who have put a lot of time and effort over many years in providing the best possible support to the ADF.

HQAFPO would like to farewell the following members for their service both on operations and within the MILPO: WO1 A. Coughlan, WO2 P. Larner, SGT J. Moller, SGT A. Valladares, CPL T. Archie & CPL I. Roberts.

ARMY SCHOOL OF TRANSPORT



ARMY SCHOOL OF TRANSPORT UPDATE 2014

LTCOL Kirsty Skinner

2014 marked the return of Headquarters Army School of Transport to Tobruk Barracks, Puckapunyal and its original position at the top of the parade ground. It also marked the reclamation of 'the Rock' and 'the Old Guardroom' for the expansion of AST in 2015; and the retention of Zeitun Lines for Road Transport Wing. These physical moves within Puckapunyal were supported by the inclusion of Land 121 Training Team within the establishment of Army School of Transport - the Driver Training Team in Amberley, the Maintenance Training Team in Bandiana, and the Training Development Team in Melbourne. Maritime Wing remained unchanged firmly established at Ross Island Barracks.

2014 also marked the movement of the Corps Banner into the Tobruk Barracks Officers Mess and the unveiling of the Corps Banner Painting in the Tobruk Barracks Sergeants Mess. These actions have re-established Puckapunyal as the home of the RACT. This was brought home clearly during the Corps Conference in April with over 150 Officers and Senior Non Commissioned Officers contributing to discussion about the direction of our Corps.

The collocation with Road Transport Wing enabled HQ AST to become involved with the planning to move Motorised Combat Wing and PMV training from the School of Artillery. This change in school house coincides with the release of the PMV CONUSE which defines the PMV as a platform for 'the transport of personnel and key equipment, out of contact, within an environment of threat to position dismounted forces to conduct offensive, defensive and security operations'. As a result new PMV Drivers and PMV Ancillary Operator Courses will be piloted using draft Protected Vehicle SOVO in February-April 2015.

To facilitate the inclusion of PMV Training, various changes have occurred within Army School of Transport. Headquarters Army School of Transport will have the Subject Matter Advisors for each trade (including Chief Driving Instructor Cell); Ops and a 'Headquarters Squadron' comprising Non Commissioned Officer Troop; Operator Movement Training Section; and the newly raised digital combat communications training section. Road Transport Wing will have four Basic Drivers Troops; two Contractor Driving Troops; and two PMV Troops in Puckapunyal. Land 121 Training Team will have two Driver Training Teams completing G Wagon and 20T trailer ramp training, and also Advance Driving Troop conducting Operator Specialist Vehicle training in Amberley; Maintenance Training Team in Bandiana; and the Training Development Team in Melbourne. Maritime

Wing will be responsible for Cargo, Marine and Marine Engineering Training in Townsville.

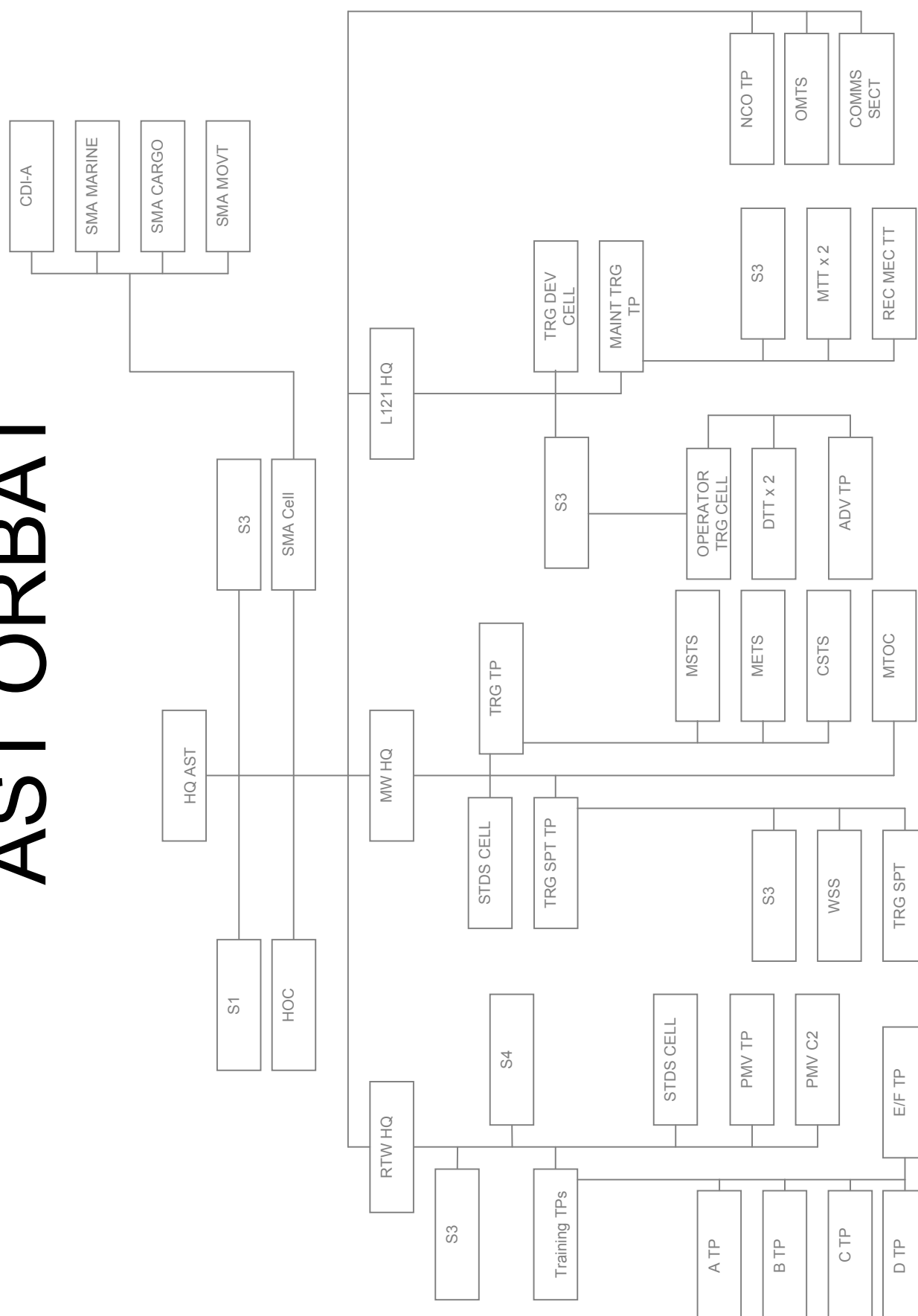
During 2014 AST has trained in excess of 2000 soldiers and officers across the three wings, significantly adding to Army's capability. This directed training requirement will increase in 2015. AST has also made significant contributions to the Combat Service Support CONOPS, L121 Medium-Heavy Capability working groups, continued introduction into service of G-Wagon variants, implementation of NAUTIS simulation at Maritime Wing. A number of AST personnel received honours and awards during the year, and a total of 16 were promoted at the conclusion of the calendar year.

I would like to acknowledge the sterling efforts of the Officer's Commanding and Second in Command within Army School of Transport - OC Maritime Wing, MAJ Gary Edwards who will move to 2IC AST; OC Land 121 Training Team MAJ Christine Pope who will move to OPSO 9 FSB; OC Road Transport Wing MAJ Craig Skipper and 2IC MAJ Scott McMahon. Their efforts have enabled the school to prepare for the significant changes scheduled for 2015.

It has been an enjoyable year in 2014 and we look forward to the challenges 2015 will bring.

ARMY SCHOOL OF TRANSPORT

AST ORBAT



ROAD TRANSPORT WING

WORDS FROM THE OFFICER COMMANDING MAJOR CRAIG SKIPPER

MODERNISATION

Metamorphosis

Road Transport Wing (RTW) is undergoing a metamorphosis on a scale that has not been seen since the creation of the RACT in 1973. This change is bringing in new equipment along with new continuums and TMP's. These changes require a review of how driver training is to be delivered.

The incoming fleets and technologies are redefining what we do. This year we have been planning and scoping for the implementation of changes as early as 2015. By the end of 2015, RTW will be transformed and will be unrecognisable.

PMV

RTW has received over half of its PMV fleet and work is being undertaken to temporarily house them until new facilities are constructed. The PMV is the first of many new platforms that will allow the RACT to shoot move, defend and communicate, whilst conducting logistics tasks. Our initial journey of discovery with the PMV has identified synergies between the PMV and the incoming L121 cargo vehicles. These synergies are in the areas of protection, mobility and communications. This has triggered a need to redefine the way we deploy, conduct range practices and deliver promotion courses. New fleets will also require the introduction of communications modules and require NCO's to operate in a networked environment.

NCO CELL

The integration of two PMV troops presents significant growth within RTW and as a result NCO troop is being moved to HQ AST in 2015. Moving NCO troop to HQ AST will provide it with a direct connection to the Deputy Head of Corps (CO AST), the corps RSM and CDI cell. It allows RTW to focus on driver training, PMV integration and L121 ramp training.

This year, NCO cell staff have been preparing for the future by conducting a comprehensive Mission Analysis (MA) on how to better deliver the Subject 4 training continuums. Options for improved delivery of future courses and

the increased use of simulation have been developed. In 2015, NCO cell will tap into the horsepower provided by HQ AST and use this leverage to assist them in gaining support for the use of new technologies such as simulation and online learning.

L121 vehicle fleets

RTW has been working hard with L121 project teams to identify deficiencies with our circa 1960's facilities. Portions of our current facilities have been deemed unsuitable for new fleets and will be replaced under project L121. We are now at 10% design acceptance and it is too early to detail exact specifications here, but I can say RTW will not look the same when all works are complete. For those who have attended RTW this year, you will have seen the work that has been completed in the MI block where projects have delivered communications classrooms.

**ROAD TRANSPORT WING
IS UNDERGOING A
METAMORPHOSIS ON A
SCALE THAT HAS NOT BEEN
SEEN SINCE THE CREATION
OF THE RACT IN 1973**

Simulation in Training

The introduction and changes to training such as PESA, range qualifications and communications for vehicle operators do not always come with extra training time. When an organisation is asked to do more, the usual answer is "I need more time". Time is a precious resource and extending courses can impact many things, including the sustainability of the trade itself. RTW is delivering training to the limits of its current capabilities and providing the ECN 274 trade with an adequate amount of trained soldiers, however we need to do more. This year we have been working hard to identify where we can save time during training whilst continuing to deliver the best product. Simulation is not the answer to everything but it is an option that must be considered and various trials have been conducted this year and will continue to be expanded in 2015. Some options that are being considered are Quick Decision Exercises using VBS 3.0, delivery of range components using the WTSS, pre course study on Campus, driving simulators and e-learning modules delivered during courses. Simulation is not limited to

any one mode and I am seeking input from anyone that has a good idea in this area.

Advance Troop

At the end of 2014 Advance Troop will depart Puckapunyal for the last time and move to its new home with L121 Training Team in Amberley. This will allow the troop to deliver training near its customers and prepare the troop for the integration of the new Heavy Vehicles being provided by L121.

Conclusion

This year staff at RTW have been presented with many challenges and have performed to a very high standard. If you are an RACT Corporal, and you are considering a posting to RTW, now is the time to do it. Exciting changes are happening in your space and RTW is a great place to get exposure to the future of the Corps. Next year we start delivering PMV training, and will advance our simulation capabilities. If you want to be part of the future of your Corps, then RTW is for you.

RTW IS AFTER IDEAS ON HOW TO IMPROVE DRIVER TRAINING

New equipment requires enhanced training. RTW is seeking ideas that can enhance the delivery of driver training without increasing the time spent on course. Do you have ideas that could standardise training, how pre-course could be delivered or alternate methods of delivery? If you answered yes to any of the above then I would like to hear your ideas. Your ideas can be e-mailed to RTWOPS@defence.gov.au

L121 TRAINING TEAM

2014 – STATUS QUO, OR WAS IT?

Major Christine Pope

2014 has proven to be much of a steady state year for the L121 Introduction Into Service Training Team (L121 IIS TT). G-wagon operator and maintainer training continued producing another 1107 qualified G-wagon operators and 375 maintainers (including vehicle mechanics, technician electrical and recovery mechanics). The priority on our operator training panels has always been to enable units who are receiving their allocation of G-wagons in the near future to conduct their own exported training. Given the training has been ongoing since 2011 our priorities shifted to support those units that either do not have the resources, access to qualified instructors or vehicles to export the training. Therefore we have seen representation from some of the smaller, less known units including the Defence Police Training Centre and the small Reserve depots plotted around Australia.

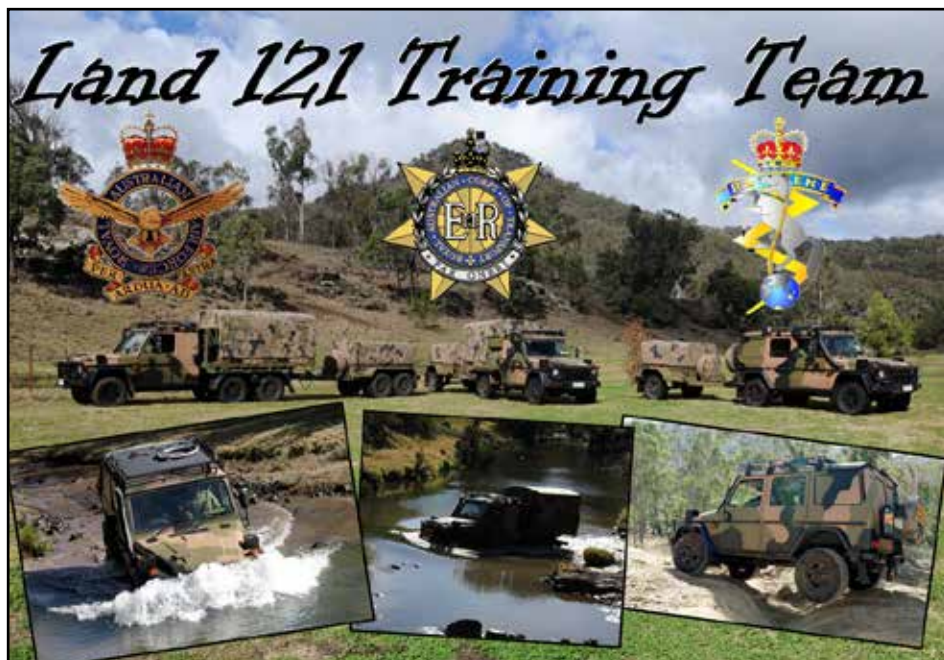
Although 2014 has been a continuation of training we have seen some new and exciting introductions into the Training Team this year. The opening of the Greenbank Safe Driver Training Area provides L121 TT access to an excellent, new purpose-built facility to provide a gradual progression of training to students.

Although relatively basic obstacles are provided, even for the most capable drivers it does not always go to plan.

We also saw the extension of our facilities at Amberley that now allows weather protected storage and a second undercover training area in preparation for the medium, heavy capability vehicles (MHC) that are due to commence IIS training in 2016.

We transitioned command from the Army Headquarters Capability Implementation Team to the Army School of Transport. Despite initial hesitation this transition has proven to be an advantageous move for the L121 TT as it provides unfettered access to the body of knowledge surrounding Army driver training and a closer link to the Army School of Electrical and Mechanical Engineers for the maintenance training team that forms part of the L121 IIS TT.

There was also the introduction of new training by the L121 TT with the completion of the Surveillance and Reconnaissance Vehicle (SRV) TMP. This qualified 41 RAAF



Airfield Defence Guards and soldiers from the Regional Force Surveillance Units of Norforce, 51FNQR and the Pilbara Regt. Although only a small number of SRVs were purchased this is an exciting new vehicle for these units.

Although G-wagon training continues until 30 Jun 2015, the eyes and focus of the L121 headquarters staff has been firmly set on preparing the unit for the commencement of MHC training. A number of L121 TT staff underwent the MHC training and have been used to provide demonstrations of the prototype vehicles currently in Australia as design and development progresses. These



L121 TRAINING TEAM



vehicles tested the skills of some senior RACT warrant officers, particularly reversing with the trailer, so future training will prove interesting and no doubt challenging for staff and students.

2015 – A YEAR OF TRANSITION

Although the maintainers are continuing to deliver maintenance training throughout 2015, there is significant change in the Training Development (TD) world and the Driver Training Team. The TD Cell is growing to allow for the huge task of developing the IIS training for the suite of MHC vehicles which encompasses 11 vehicle variants, 14 modules and 11 trailers, whilst they are still finishing off the last of the G-wagon modules including the ambulance and line-laying module.

The driver training team is growing by another G-wagon training team in addition to welcoming the Advanced Troop from Road Transport Wing to conduct semi-trailer training. The number of new trailers to vehicles is increasing from 20% to 70% increasing Army's lift capacity through fewer vehicles. As a result the MHC is considered a 'mission system' and more drivers will be required to tow trailers. The training team will bridge the gap of drivers without trailer

qualifications by conducting all expenses paid 20T trailer training in Amberley from Jul 15 for 12 months. This 'ramp' training will ensure that when drivers attend their MHC conversion training they will be fully qualified in the MHC mission systems.

It is an exciting time to be in the L121 TT, being at the forefront of the delivery of a new capability to Defence that has been 20 years in the making. These vehicles will revolutionise the way RACT operates in the field and with our dependencies by allowing us to conduct containerised distribution. The protected fleet allows for combat logistic patrols in a war-like environment; a task not allocated to drivers since Vietnam. Also without getting ahead of myself the PMV-Light is on the cards in the next few years and will be here sooner than you think. Watch this space.

MARITIME WING

FROM THE HELM, HQ AND OPS.

This year has seen Maritime Wing (MW) build on the success of our participation in the Sea Worthiness Board of 2013 in that MW was the first unit in Army to achieve individual and crew certification for Watercraft Operators, as well as bringing the NAUTIS Marine Simulation system on line and operational in time for the last Marine Specialist Course of the year. NAUTIS will be covered in detail in a separate article; however, this system is a capability enhancement that will see an increased in seamanship skills and resource efficiencies.

In addition to the normal training management and governance activities associated with a HQ, we have managed to utilise the financial wizardry of SGT Shane Lusk to complete a fiscal review of all 31 of our TMP against ACMS, this has been a significant amount of work and all courses are now correctly resourced. The wing has also been subject to the ACAA audit process and received very positive feedback.

Another significant change included the restructure of elements within AST that has seen the relocation of Operator Movements Training Section (OMTS) and will see the Operator Movements courses commence again at Puckapunyal in 2015.

Cargo Specialist Training Section (CSTS)

This year the members from CSTS have produced two courses of IET and one Sub 4 Advance Cargo Specialist Course for CPL. Unfortunately a Sub Four Cargo Supervisors course was unable to commence due to the course panel did not meet with required numbers to attend this course.

CSTS have been trialling pilot courses for both the Basic Cargo and the Advance Cargo Specialist Courses which has seen a lot of time and effort being placed into redeveloping lessons and presentations. The section has been at the forefront of the introduction of the High Risk Work Licenses within Army and CSTS are now working on how to include this into the existing training continuum.

A significant highlight of the year was the award of COMDT ALTC Commendation to SGT T Blad for his outstanding contribution to training. Well done Tim

Marine Engineer Training Section (METS)

The METS personnel had a very positive outlook to 2014 with all positions filled for the first time in many years. This glimmer of light was short lived; however, as the star-burst commenced during week one and continued

throughout the year with staff absences for illness, injury, leave and promotion courses. Three staff members' partners also had babies throughout the year, which saw those members absent on leave caring for their respective families for extended periods.

For the calendar year, there were two Supervisor Watercraft Maintenance courses conducted. This is a significant achievement, given that the course had not been conducted for the previous three years due to a lack of suitably qualified candidates.

The Watercraft Maintainer course was conducted on three occasions, training 24 students during the year. One Watercraft Specialist course was conducted in the middle of the year, which resulted in nine students qualifying for the Certificate Four in Transport and Distribution – Marine Engine Driving Grade One.

A number of miscellaneous marine courses were also conducted, such as the Marine Equipment Maintainer, LARC V Maintenance and OBM Maintenance courses. The feather in the cap was seeing the students from 10 FSB returning to their unit at the completion of the LARC V Maintenance course to successfully conduct LARC V Annual Services which had historically been back-loaded to JLU (NQ).



MARITIME WING

The SMA Marine Engineering is departing AST-MW this year, and although not technically a member of METS, has mentored and guided all of us throughout the year. WO1 Murray, we wish you all the best as you take up your position as the Senior Technical Adviser for Army Marine at the Hydro-graphic System Program Office at Cairns in 2015. Congratulations also go to SGT J Peterson who was promoted to WO2 and is posted to JLU NQ on RIB, and CPL L Syptott who was promoted to SGT and will remain in METS in 2015. Well done to you both.

Operator Movements Training Section (OMTS)

The year started with a new Section Head, WO2 Steve O'Donnell, who had been at the school previously; this got the section off to a good start as he had a good understanding of the workings of the Wing. SGT Matthew Peirce was posted from CTC-Live had been out of the trade for a number of years; however, was keen and willing to make his mark with new and improved ideas for the year. SGT Damien Gunby posted from JMCO TSV and CPL Sheryl O'Brien was posted from 7 RAR.

The courses for the year included the 0033 IET OP MOV Cse from 03 Feb – 07 Mar 14, the 0003 RACT LOBC Movement Officer course from 11 – 29 Apr 14, 0018 SUB 4 SGT SUP MOV CSE from 02 - 24 Jun 14, 0025 SUBJ 4 CPL ADV MOV CSE from 14 Jul – 15 Aug 14, 0004 RACT LOBC which was conducted over the period of the 02 - 16 Oct 14, The sixth and final course for the year and the first run at Puckapunyal for many years was the 0034 IET OP MOV CSE conducted over the period 21 Oct – 22 Nov 14.

The days leading up to the end of 2014 have seen WO2 O'Donnell having his last days in the Australian Defence Force prior to discharge and then becoming 'Big Dog Mowing' and Car Cleaning (Big Dog). SGT Peirce will be moving onto newer and greener pastures in the way of JMCC Brisbane. SGT Gunby will be staying in AST-MW and CPL O'Brien is being detached to the AFPO in Townsville and will conduct her course early next year. CPL Warren will be going back JMCO Townsville.

Watercraft Support Section (WSS)

Throughout 2014 WSS has provided support to the following courses: Marine Specialist IET, LARC V IET, Watercraft Watch Keepers, Watercraft Commanders, Marine Terminal Officer, Watercraft Maintainers, Marine Equipment Management, Watercraft Specialist, Along with safety craft support to external units conducting range practices and operations around Rattle Snake Island.

Support consists of watercraft and instruction at sea, in the classroom and within Ross Island Barracks. Members from the section not only assist with Marine courses, they also provide this support to engineer and cargo courses.

In 2014 the Sea Worthiness Board (SWB) was brought into play for MW. The SWB in short aligns MW with Navy Vessel processes IOT ensure crew, equipment and the vessel are fit for operations at sea. WSS crews now undergo Individual and Crew certification activities which are a first for Army. All of these activities are tracked on the SwB Register (another first) and subject to audit in the same manner as other compliance documents. There have been numerous activities on the periphery, too numerous to mention in these pages, which has kept all the staff in WSS busy.

We have been lucky with promotions this year with CPLs Jason Gough and Tim Plumb being promoted to SGT, CFN McDougal made LCPL and posted to the SASR as well as PTE Francis promoted to LCPL (Vessel Master) and remaining within WSS - well done to you all, we are all looking forward to Christmas and to start again next year.

AMTDU

AMTDU 2014

WO1 Anthony Eddie

Air Movements Training and Development Unit (AMTDU) is a joint Royal Australian Air Force and Army unit led by a RAAF CO with an Army RACT Air Dispatch Major as Executive Officer/Chief Instructor (XO/CI). MAJ Ben Smith is the current Unit XO/CI. The Unit is made up of approximately 70 personnel from the RAAF, Army and APS workforce generally involved in air logistics, admin or logistic support. AMTDU is the Air Logistic Centre Of Expertise and specialises in the technical development, documentation, approval and training of new air logistic cargo clearances of Air Land, External Lift and Air Drop for the ADF. The Unit is also directed to conduct the investigation and analysis of Air Land, External Lift and Air Drop malfunctions within the ADF.

Army Projects Section has had a very busy year and were involved in the design and development of many new ADF assets requiring Air Logistic capability clearances. The RACT Air Dispatch component has included WO1 Adrian South, WO1 Anthony Eddie, WO2 Sean Needham and SGT Geoffrey Hanham. New APS members (old and retired RACT members) include Mr Dave (Dickie) Jaehne, and Mr Gary (Mouse) Wahlen. Army Projects have been intimately involved in many development tasks in 2014 including the External Lift and Air Drop of the Land 121 G-Wagon trailers; the Air Drop of a new ADF Skid Steer loader & ancillary equipment; the certification of the Joint Precision Air Drop System (JPADS) for the the RAAF's C17 aircraft; professional customer guidance and consultation regarding Air Logistic capabilities; the development and design guidance of lifting techniques for the External Lift of the MRH 90; and of course Aerial Delivery Equipment related malfunction investigations.

AMTDU also accommodates the Army Training Flight (ATF) which is entrusted to conduct the suite of Army Air Logistic courses including the Air Dispatch IET CSE, the Air Dispatch Subject 4 CPL, the Air Dispatch Subject 4 SGT, the Air Dispatch SF AD RHIB Rigging course, the Air Portability Team Leaders Course (APTL), the Unit Emplaning Officers Course (UEO) and the Dangerous Goods Pack and Accept Air Course. The small but very busy section has included Air Dispatch personnel including CAPT Kate Porter (SI), WO2 Joe Campbell (TRG WO2), SGT Beaudene Thomas, SGT Rob Wroth, CPL Kyle Beattie and CPL Craig McPherson. The efforts and commitment of Army Training Flight has been excellent in 2014 and will continue in the future with the ongoing development of a new one day DG Air Refresher Course designed by ATF.

The AMTDU TPT Section has been supervised by CPL Vince Muller and PTE Karlum Sibbald who have been "Equal To The Task" all year. They have managed to confirm vehicle availability and serviceability during very busy periods and have always been available to assist members of the Unit with Road Transport related issues and guidance. The never ending ability to find vehicles and provide support at very short notice has been noteworthy and appreciated by the Unit as a whole.

Load Support Section (LSS) is the "Hub" of all actual physical Air Dispatch work at AMTDU. They have continually provided the Unit with significant air logistic support including loading aircraft, the rigging of Air Drop loads, External Lift tasks, Drop Zone supervision / recovery, the preparation and support for many RAAF and Army lessons / courses and the general day to day amazing stuff that soldiers are asked to do. The overall LSS efforts have been excellent in 2014 under the command of CPL Rob Spooner supported by LCPL Duggie Linnett. The soldiers include PTE Patrick Brennan, PTE Rodney Markham, PTE Ben Parkinson, PTE Dean Lonergan and PTE Mick (Kiwi) Klaassen.



Load Support Section during External Lift trials of the G Wagon trailer.

On 15 May 2014, AMTDU was presented the Governor Generals Banner by His Excellency General the Honourable Sir Peter Cosgrove AK MC (Retd). The Governor Generals Banner is presented to a Royal Australian Air Force Unit that has completed over 25 years of distinguished service as a Non-Operational Unit and 23 RACT members participated during the consecration ceremony.



AMTDU on Parade for the General Salute and RAAF Fly Over during the Governor Generals Banner presentation.



Committee Members of the Air Dispatch Association of Australia (ADAA) present the Governor General with the famous "ADAA Belt Buckle" during his visit and presentation of the banner to AMTDU.

TRANSPORT SQUADRONS

1ST TRANSPORT SQUADRON

CAPT Jarrad Baldwin

By the very nature of our name, 1st Transport Squadron leads the direction of road transport operations forward in the Army. The Squadron is the first Transport sub-unit to adopt Plan BEERSHEBA structures. With a current strength of some one hundred and thirty soldiers, NCOs and Officers, the sub-unit is growing fast to become a highly capable and adaptable organisation within RACT.

Comprising of a large Cargo Troop (Alpha Troop), a Heavy Troop (Charlie Troop) and two Protected Mobility Troops (Delta and Echo Troops), the Squadron caters for the wide variety of support needs required within the 1st Brigade. A typical day could range from providing protected lift to 5 RAR in the morning to an assembly area and lifting 1st Armoured Regiment's Tanks at night on public roads. The diversity of expertise is like no other transport sub-unit in Army.

Squadron Headquarters changed hands in 2014 with the arrival of several new faces. Officer Commanding, MAJ Dean Clark arrived in January this year to join the company of Squadron Sergeant Major, WO2 Michael Pearson. Supported by an aging, yet experienced Squadron Operations team led by CAPT Trevor Stanford and WO2 Brett Foon, the unit was well set to meet the transport demands of the 1st Brigade.

This year saw the raising of the Protected Mobility (PMV) capability through the addition of two Protected Mobility Troops to the Squadron ORBAT. CAPT Brian Bearman, Troop Commander of Delta Troop (PMV), has shaped the employment of the Bushmaster platform within the Brigade to a standard that has earned the respect of combat units within the 1st Brigade. PMV Troop, with the distinct 1 CSSB Rising Sun on the side of their vehicles, can be easily recognised within the battlespace. The Troop has developed into a highly professional and capable unit and not just a taxi service.

Although now minus his pace stick, Troop Sergeant Delta (PMV) Troop, SGT Daniel Duncan, has transformed the common 'Truckie' into a Vehicle Operator capable of working alone or as part of a crew. Tactics, Techniques and Procedures have been developed through training activities at the individual, Section and Troop level to produce



an organisation confident to operate in support of a manoeuvre callsign all the way to the assembly area and on more than one occasion as far forward as the FUP.

PMV Troop has supported several activities within the 1st Brigade throughout 2014. The highlight was participation in Ex KOOLENDONG 14 conducted at the Bradshaw Field Training Area, some 600 kilometres South West of Darwin. The scene on arrival at the TFMA was hectic, with every possible bit of hardstand consumed by either an armoured vehicle or a well used portaloos. This was Delta Troop's first deployment conducted at Troop level and the anticipation of this opportunity to prove itself was building. However, no hint of anxiety was evident from their Troop Commander, who despite the dust and heat, maintained a perfect comb over and remained smelling of peppermint shampoo throughout the exercise. Delta Troop worked alongside both Apache and Blackfoot Companies, 1st Marines, USMC in support of their live fire clearance activity. The Marines instantly felt an overwhelming appreciation for the PMVs, mostly for their air conditioned comfort in the relentless 38 degree heat. Any first time nerves were quickly lost as the PMV Crews formed strong bonds with the Marines they carried in their vehicles.

Sure, PMVs look cool, as do Tanks, but to Charlie Troop (Heavy) it is just another load. The same theory applies M1A1 Tanks, ARH, ASLAVs, M113AS4s and M777 Guns, all of which have been moved by the Troop throughout the year. The tempo of heavy transport operations has consistently been high throughout 2014, and has put thousands of road kilometres on the Troop's Kenworths, S-Lines and HETs. Under the stern leadership of Troop Commander LT Boston Larke and Troop Sergeant, SGT Jason Sutherland Charlie Troop have managed to contribute to other activities such as completing the Squadron PESA, and participating in IMTs. The 'big rigging' Troop has supported an exhaustive list of activities, most notably the

relocation of the 2nd Cavalry Regiment from Darwin to Townsville and 9 FD Squadron, 1 CER from Adelaide back to Darwin. Charlie Troop also contributed a HET, loaded with an M1A1 to conduct Ex ARDENNES to trial the movement of Tank within Brisbane. Despite many tight squeezes and the destruction of several road signs the boys managed to get a Tank into Gallipoli Barracks.

Ex HAMEL 14 conducted in Townsville from March to May 2014 was the first major activity of the year for Alpha Troop (Cargo). A lengthy and arduous road self deploy from Darwin was gallantly led by LT Jacob Reynolds across half the country at 80 kph with minimal breakdowns. In support of OPFOR and WHITEFOR, Transport provided support to 1 CSSB's generation of two CSST's at both Lavarack Barracks and at High Range Training Area. For those lucky enough to not go to Townsville, the constitution of a CSST in support of Ex KOOLONDONG 14 and PREDATORS WALK 14 provided an excellent opportunity to get back to basics in a conventional warfighting environment. The core skills of erecting cam nets, wearing cam cream and digging pits were revisited as the focus shifted to Foundation Warfighting. For all soldiers the opportunity to practice their core skills sees them in good shape for 2015 as the Brigade goes into the Readying cycle.

As the year narrows towards Christmas Stand Down, the Squadron prepares for what will be a busy 2015. The year kicks off with Brigade Courses Camp which will be run at Cultana through February and March. This activity will capture the bulk of Brigade driving courses and the opportunity to practice collective Squadron training. This will precede the conduct of the PREDATOR series of exercises, Ex HAMEL 15 and Ex TALISMAN SABRE 15 which will no doubt require our Drivers on the ground at Shoal Water Bay, Bradshaw and Mount Bundy.

The 1st Transport Squadron remains at the pointy end of our business and the combined

TRANSPORT SQUADRONS

efforts of the units Drivers help shape the direction of the Corps into the future.

OC's Note

The 1st Brigade has been in RESET since January 2014. This period has definitely not been a rest for the Squadron. The men and women of the 1st Transport Squadron have supported multiple exercises in High Range Training Area, Bradshaw Field Training Area and Mount Bunder Training Area.

The Squadron has adopted Combat Brigade structures which saw the inclusion of two PMV Troops. The training has moved smoothly through the training levels and both PMV Troops have now operated at the Troop level in support of dependencies. The highlight was a multi-vehicle section counter ambush live fire where the Squadron's soldiers were able to apply fire from the move in a realistic scenario.

Both the heavy and medium cargo Troops have been extremely busy throughout the year. Alpha Troop got back to Foundation Warfighting and distribution tasking, while Charlie Troop has been constantly on the road since May 2014.

The Squadron is well postured to move into the READYING Phase of the Force Generation Cycle and will gain further development through a series of exercises in early 2015. The men and women of 1st Transport Squadron have achieved a lot in RESET, especially with the raising of the new capabilities associated with Plan BEERSHEBA. Their performance throughout the year as definitely demonstrated that they are 'Equal to the Task'.

Par Oneri

3RD TRANSPORT SQUADRON

LT Kirstin Hannan

3RD Transport Squadron Parading of The Princess Royal Banner in the City of Sydney ANZAC Day March

Earlier this year I was asked by the OC of 3 Transport Squadron, MAJ Errol Christian, to be Banner Ensign for the parading of The Princess Royal Banner during the ANZAC Day March in Sydney. It was with initial



trepidation that I accepted the offer but this feeling did not last long as I realised the importance of this momentous occasion. This year was the 100th anniversary of 3 Transport Squadron and The Princess Royal Banner would be leading. This would be the second time I would have the honour of being Banner Ensign and the lustre had in no way diminished.

Preparations for the march began early on the morning of ANZAC Day at the 5 CSSB depot at Banksmeadow. Everyone was keen to look their professional best as only can be expected from a skilled and practised

unit. Final crisp and sharp creases were ironed into polities, accoutrements were pinned on and brass polished to a gleaming shine. A traditional Gun Fire breakfast was provided to the soldiers with the OC and Troop Commanders pouring a little "courage" into their cups. This was appreciated by the soldiers with some commenting that they had never experienced this preparation before.

Whilst this was happening, the Banner Party inspected and prepared The Princess Royal Banner under the watchful eye of the RSM. It was at this time that I felt the weight of my responsibility and was humbled to be the



TRANSPORT SQUADRONS

Banner Ensign on the 100th anniversary of the formation of our Squadron. However the experience and professionalism of my two Escorts, SGT Brooks and SGT Spinks helped me in focus on the task at hand.

The Squadron moved with gusto and focus to the staging area where we were met by curious onlookers and members of the 3 Transport Association and fellow truckies from 176 Air Dispatch Squadron. Seeing two divisions in full uniform was an inspiring sight to behold and although the heavens were not on our side, it in no way dampened the enthusiasm of all involved.

It was finally time to uncase The Princess Royal Banner to make its ANZAC Day debut since it was first presented to the Corps on 1st June 2013. On my order the Squadron Training WO, WO2 Lord, uncased the Banner. The Banner Party then formed up between the two divisions commanded by MAJ Christian. It was at this precise moment, the heavens thankfully abated.

The Squadron was marshalled to the start point of the march. Numerous false starts ensued with the signal that the march had started, only to stop and wait again. Ultimately this was a blessing in disguise. It allowed for the Squadron to coordinate its movements and drill as a marching body helped in quelling nerves that had started to set in. The Salvation Army Band slipped in front of the Squadron and, under the rhythmic beat of the drum, we started the 2014 ANZAC Day march.

As we marched, I found myself settling in well with carrying the Banner. My pride grew as we marched past the Cenotaph in Martin Place, where I had been earlier that morning for the Dawn Service. However the true significance of this auspicious occasion did not manifest until the Squadron turned onto George St and was overwhelmed by the cheering and clapping of thousands of thankful and supportive spectators. My chest pushed out and my shoulders pushed back even further. I felt as though I grew another foot! The pride, humility and inspiration of serving my country, Corps and Squadron will stay with me for the rest of my life. It was difficult to remain focused on the Banner as I felt myself wanting to look into the crowds take it all in. We did however maintain our trained, well-coordinated march. What a fantastic feeling it is when the entire Squadron moves as one.

As we rounded the last corner, the Salvation



Army Band peeled away and range control ordered that the torrent of rain should begin. This downpour did not impact the Squadron in the slightest as we were now one and impervious. I was amazed to hear the whole Squadron singing 'left, left, left right left'. We were determined to hold onto the moment just a little bit longer and finish proudly. This experience will forever be etched into my mind and I know this will be the same for the entire Squadron.

Well done and Happy Birthday 3 Transport Squadron!

3RD Transport Squadron Centenary

MAJ Errol Christian

2014 marked a 100 year milestone for the 3rd Transport Squadron with 3 Company Australian Army Service Corps (3 Coy AASC), raised for service in the 1st Australian Divisional Train as part of the 1st Australian Imperial Force in August 1914. With only a handful of units in the current ORBAT able to claim a connection with units from the 1st AIF, this was of particular significance to both the current and former members of the Squadron and Company.

To commemorate this historical landmark in both war and in peace, 3 Transport Association approached the Squadron in 2013 to discuss possible commemorative activities in the centenary year. Two key opportunities were identified: the City of Sydney Anzac Day March and an all-ranks dinner for current and former members of

the Squadron to be held as close as possible to 17 August, the date in 1914 when the Company was raised.

Our new Corps Banner would be displayed at both events and this was enthusiastically supported by both the CO of 5 CSSB, LTCOL Zelko Mandic, and the Head of Corps, BRIG Paul Nothard. Approval was also granted by the City of Sydney Anzac Day March organising committee for the Princess Royal Banner to be paraded in the March with a guard drawn from the members of the Squadron. Further to this, both the Banner and the members of the 3 Transport Association were accorded the privilege of marching at the head of the Post-WW2 division of the Parade in recognition of the Centenary of the Squadron.

Despite the typical cold and wet ANZAC Day weather, this parade was an outstanding success with almost full Squadron participation. 176th Air Dispatch Squadron truckies provided additional support, with over 70 personnel from both Squadrons forming a guard in two divisions. A first-hand account of this parade, including the preparations and difficulties, is described in LT Kirstin Hannan's article contained in the journal. LT Hannan had the privilege of being the Banner Ensign for both the Parade and the Centenary Dinner.

Following the ANZAC Day march, attention turned towards planning and organising the all-ranks Centenary Dinner. This was to be held on Saturday 6 September 2014, befittingly in the workshop at 5 CSSB depot, Banksmeadow. The use of this large, open

TRANSPORT SQUADRONS

area would allow for as many guests to attend the dinner as possible and for the Squadron to showcase those vehicles currently in use along with vehicles marked for future operations, such as a G-Wagon.

Planning for this dinner proved a more complicated task than initially anticipated. We were continually surprised by the number of moving parts and overall interest by past and present members of the Squadron in attending the dinner. Numbers eventually had to be capped at 150, much to the relief of the Battalion cooks! It was identified that there would be two key features for the dinner: to have The Princess Royal Banner on display and the invitation of senior Corps representatives. We were not disappointed. Key VIP guests included the Head of Corps, BRIG Paul Nothard; the Corps Representative Colonel Commandant, BRIG Jeff Wilkinson; the Patron of the 3 Transport Association (and former OC of the Squadron), COL Michael Miller; CO of 5 CSSB, LTCOL Zelko Mandic; the Acting Corps RSM, WO1 Ray Doolan; and the President of the 3 Transport Association, Mr Kevin Donnelly.

By all accounts, the dinner was a tremendous success with many traditional touches included in the program. Highlights included LT Hannan's husband piping us into the dinner, the stirring music of the UNSWR Band and the cutting of the Squadron's birthday cake, graciously provided by Corp funds. The evening represented hours of hard work, preparation and contribution by many people. Two in particular whose efforts ensured a never-to-be-forgotten experience were the SSM, SGT Andrew Shurety and Training WO, WO2 Damien Lord.

This year 2014 has been and is a significant year in the history of the Squadron with the commemoration of its centenary, combined with its pending move from its home of 18 years at Banksmeadow to new, purpose built facilities at Holsworthy in 2015. Equally it has been a year for building capability – tackling the challenges of new tasks and constraints, along with the changes within the Army Reserve under Plan Beersheeba. Throughout all of this, the Squadron will continue to rise to the motto of the Corps "Equal to the Task".



5TH TRANSPORT SQUADRON

Corporal Luke Mckinnon

Once again the CSSB Train with the big number 7 on it stopped at all stations this year, with support to the Brigade and the other units within the 7 Brigade banner being the major focus.

The two Troops that make up 5 Transport Squadron are still growing in numbers and

the year that has been, is a good indicator for what is to come.

Cargo Troop, A.K.A. Bravo Troop, started the year as per usual with a quick courses period to enable the carrying and or pushing of 7 CSSB and all of its embellishments around the battle space.

The PMV Troop, A.K.A Alpha Troop, used the year wisely in development of their SOPs and showed promise and potential as 5 TPT SQN can now provide its own force protection elements.



Private Aulakh pictured above giving the "All Good". letting everyone know, Transport's got this!

TRANSPORT SQUADRONS

The start of the year was a barrage of courses to improve the units' capabilities. Busy busy busy as we go and with basic soldier skills a must we chucked in a week of IMTs in Feb just to remind our members that logistics is our world but we are all soldiers first.

Once the first wave of the year washed over, there was the Easter period leading into Anzac Day with maximum attention put towards the Brigade and its area of involvement. With respects paid and the fallen remembered the unit picked itself back up and went full steam ahead with the years major activity period right on the door step.

Bravo Troop kicked off in March with Ex Kosta River, which was a great opportunity to shaking out those things that needed to be shaken out. Done and dusty with and the drive home behind us all that was left was to teach the freshies how to speak CIZBIE. Alpha Troop were involved in support to LFX in wide bay over the same period and was the SQNs first real look at how the PMVs function within CSSB

Alpha and Bravo Troops conducted quick course periods to fulfill some manning holes in preparation to the move to SWBTA for the commencement of CATA.

With only a small number of drivers we proceeded to do the haul up and back and up and back and up until we had achieved all required stores in location.

Establishment of the BMA with the preset time frames in place and digging the order of the day, the members of the biggest little CSSB that could were soon sitting in holes staring at trees.

CATA was a very good test for both Alpha and Bravo as manning was well below any normal requirements. The Ex was live for 26 days with Alpha Troop tasked to clear and secure the AO. To make full use of the force protection capabilities throughout the conduct of the Exercise Alpha troop was tasked to provide escorts for all activities going outside the BMA. The QRF and security for DPs being a primary task with additional troop lift tasks for other units within the governance of the BMA.

Bravo Troop in the mean time was still able cracked out over 130 exercise related transport tasks by day and by night. Cargo, water and fuel were moving faster then a bunch of LOBs trying to get to the fat truck. To maintain the domestic front both within



Alpha Troop PMV pictured above; working hard, as always.

the bay and back at Enoggera an additional 30 plus out of Ex tasked, were performed by Bravo Troop.

Weeded, seeded and after task reports in, the direction of the Squadron rapidly changed to the support of G20. White fleet courses and endorsements was the hot topic as the lead up training began. 42 pers

from 5 TPT SQN were force assigned to Op parapet (G20).

As year 2014 comes to a screeching halt, the relentlessness of the CSSB train shrugs off the year that has been in preparation for what is to come. And as we reflect on our lessons learnt and positive outcomes the wheels keep turning and the diesel keeps burning.



5 TPT SQN is pictured in the immediate foreground of the above aerial photo.

TRANSPORT SQUADRONS

6TH TRANSPORT SQUADRON

Major Ryan Holmes



Raising of 6TH Transport Squadron, 3 CSSB

In early December 2014, 3 CSSB will raise 6th Transport Squadron, in order to achieve its new directed entitlement under PLAN BEERSHEEBA (modernising Army and generating three like Combat Brigades). 9th Transport Squadron will retain cargo and specialist (bulk liquids) vehicles. It will be primarily responsible for providing transport support to the larger Brigade units including the newly raised Armoured Cavalry Regiment. 6th Transport Squadron's principal role will be personnel lift utilising two troops of protected mobility vehicle (PMV) and two sections of Unimogs with personnel modules. It is expected that the Squadron will work closely with the three Infantry Battalions in 3rd Brigade.

3 CSSB has lead the way in the past 12 months, taking full responsibility for the Brigade's protected lift capability. Bravo Troop Bears can boast that they were the first RACT PMV Troop and can take pride in the fact they have trained hard on multiple field exercises, maintained on-line responsibility and deployed PMV operators on three operations: HAWICK, OKRA and SLIPPER.

6th Transport Squadron's mascot will be a sabre tooth tiger and its motto is: **taking the bite to the fight**

The Troop mascots will be:



Alpha Troop Armadillos

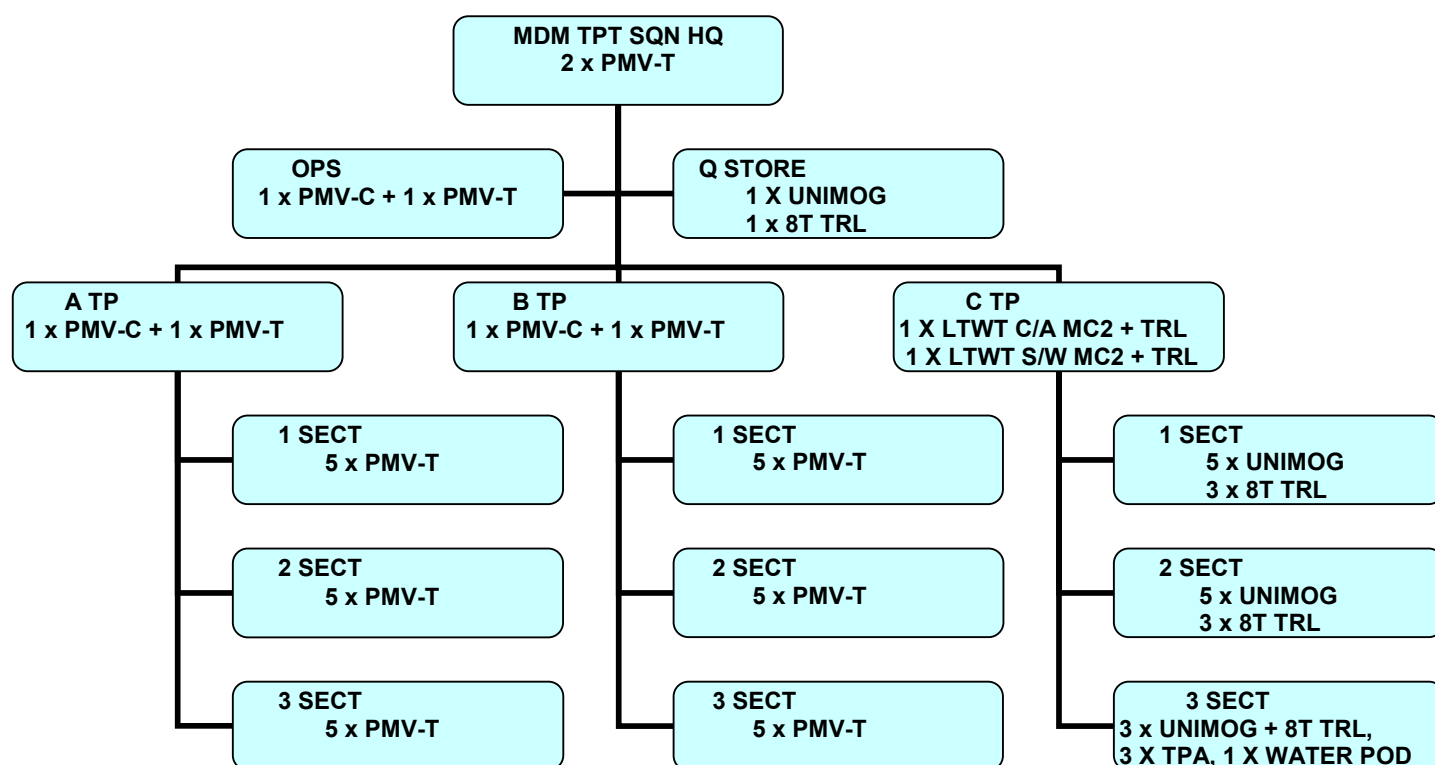


Bravo Troop Brahman Bulls



Charlie Troop Cane Toads

6th Transport Squadron Structure



TRANSPORT SQUADRONS

7TH TRANSPORT SQUADRON

LT Jennie Gao

A Year to remember

2014 was an exciting, challenging and ultimately rewarding year for Victoria's 7th Transport Squadron. Over the course of the year 7 Transport provided support to ceremonial functions, assisted with Melbourne University Regiment (MUR) driver courses, undertook a range of training activities and successfully met a series of Brigade taskings. All the while, the men and women of 7 Transport started working towards their long-term goal of providing the best possible support for Exercise HAMEL in 2016.

The first of the basic driver-training courses kicked off in early January, with 7 Transport's newest drivers successfully negotiating MUR's six-monthly driver training course. The year began in earnest in February, with the Battalion's annual induction weekend at Magyar Barracks to the north of Melbourne.

By March the unit was already conducting its first continuous training block, with the focus on driver training. 7 Transport conducted eight-tonne trailer qualification and dangerous goods requalification courses under the management of LT Brian Collis, with TRGWO, WO2 Darren Fox and SSM, WO2 Ray Musgrove serving among the instructors. Course participants included members from 7 Transport Squadron, 108th Signals Squadron and the School of Signals. Later in the year freshly qualified 7 Transport participants got the chance to apply their new skills on Exercise Jacka.

In line with time-honoured tradition, 7 Transport provided enthusiastic support to a range of ANZAC Day activities.

Unit members took part in unit ANZAC day celebrations with the rest of the 4th Combat Service Support Battalion (4 CSSB), starting with the mounting of a catafalque party at the dawn service at Magyar Barracks. The Squadron then progressed into the city of Melbourne to march with the rest of the 4th Brigade while also providing drivers to transport the less mobile ex-servicemen and women.

7 Transport also provided a seven-strong catafalque party for the Coburg RSL ANZAC service and, in November, for its



Remembrance Day celebrations. These activities belong to a proud tradition of friendship and cooperation between 7 Squadron and the Coburg RSL that spans over 30 years.

7 Transport also enjoys a long-standing relationship with the Royal Australian Army Service Corps Association, with the Squadron providing a catafalque party under command of CAPT Beau Stacey to support the annual pilgrimage to the Shrine of Remembrance, which aligns with the RACT birthday celebrations in June.

Training activities from May onwards were increasingly focused on preparing for Exercise Jacka, with an emphasis on building

the strong individual and section-level skills required to operate within a Combat Service Support Team (CSST). There were two Squadron training weekends over the May-August period prior to the 4 CSSB Shakeout weekend in preparation for Exercise Jacka.

The last Squadron training weekend in August provided a chance for members of 7 Transport to find out what it's like to drive in more challenging environments. Under the guidance of LT Brendan Dowling, 30 Squadron members took to the Little Desert National Park near Horsham in Victoria to test their skills against the area's unforgiving terrain. For many it was their first experience of driving over such terrain, and for most it proved to be very challenging.



TRANSPORT SQUADRONS

the strong individual and section-level skills required to operate within a Combat Service Support Team (CSST). There were two Squadron training weekends over the May-August period prior to the 4 CSSB Shakeout weekend in preparation for Exercise Jacka.

The last Squadron training weekend in August provided a chance for members of 7 Transport to find out what it's like to drive in more challenging environments. Under the guidance of LT Brendan Dowling, 30 Squadron members took to the Little Desert National Park near Horsham in Victoria to test their skills against the area's unforgiving terrain. For many it was their first experience of driving over such terrain, and for most it proved to be very challenging.

7 Transport had support from other 4 CSSB elements, such as its in-house catering platoon and recovery mechanics from 105 FD WKSPS. Thanks to the punishing terrain the Recy Mechs had plenty to keep them busy, assisting with the recovery of a bogged Land Rover and a recalcitrant Unimog.

Overall, Squadron personnel experienced some long drives interspersed with some less predictable terrain, allowing personnel to practice essential convoy and vehicle handling skills. There was also a memorable trivia night thrown into the mix. All in all, it was the perfect weekend.

October saw the year's second training block and most important training activity with the Squadron OC, MAJ Amelia Knapman taking 4 CSST to Exercise Jacka. The Exercise involved a transport troop, a workshop FRT, catering and supply element being deployed as part of the CSST in the Puckapunyal Military Area to support 5/6 RVR, 8/7 RVR and 4/19 PWLHR unit exercises coordinated through 4th Brigade Headquarters. By the morning after the occupation, the CSST was postured to receive tasking from other units, with transport conducting troop lifts, ration, fuel, and water resupply, and assisting other units with an A1 Ech distribution point activity. Meanwhile, the troops left in position endeavoured to maintain a defensive posture within the CSST.

During the course of the exercise 7 Transport troops gained a significant appreciation of the challenges of defence in a CSST position, learning valuable if painful lessons delivered courtesy of an enemy party (a role ably played by a 5/6 RVR Recon section).

Continuing the trend of recent years, which saw a number of members deploy on

Op Astute and Op Anode, during 2014 several 7 Transport personnel embarked on experiences further afield from Magyar Barracks. In July PTE Bronte Mulherin and PTE Genevieve Skruzy moved to a warmer climate for six months as part of the Transit Security Element operating out of Darwin in support of Op Resolute. These two members are shortly due to return to Victoria in December, while another member, PTE Ben Simpson, has recently grabbed the opportunity to deploy with 8/7 RVR as part of Rifle Company Butterworth, Malaysia from November 2014 to January 2015. We wish him the best of luck.

With the intensive training regime taking place alongside a diverse range of concurrent activities, 2014 has been a busy and eventful year for 7 Transport. It has also been a year of various successes, with several members being promoted to LCPL and with the whole team enthusiastically contributing to the growth of the Squadron. There will be more of the same in 2015, with ongoing training and driver qualifications for our members and an increased focus on preparing for Exercise HAMEL in 2016. Whatever 2015 brings, 7 Squadron is ready.

9TH TRANSPORT SQUADRON



2014, as with all other years in the 3rd Brigade, has been extremely busy. The 9th Transport Squadron (9 Tpt Sqn) has provided a high level of support to North Queensland units, both in Barracks and on exercise. It has also conducted numerous tasks and activities in support of the local community during 3rd Brigade's 100th year anniversary.

Activities

The year started with a 3 CSSB Infantry Minor Tactics (IMT) exercise. The Squadron provided three infantry sections and two PMV sections. Each of the sections were ranked at the end of the activity and Transport took second and third places.

The following week, Alpha and Charlie Troop conducted a shakeout activity, Exercise Mammoth Walk (whilst Bravo Troop conducted PMV training with 3/4 Cav Regt). The purpose of the exercise was to familiarise the new members of the Sqn with the TTP that had been developed and tested in 2013. Whilst all of the theory lessons were delivered, heavy rain in Townsville Field Training Area (TFTA) caused flash flooding which resulted in practical training not able to be conducted. Instead the Squadron had quite an adventure trying to find a route out of the training area through swollen creeks and steep wet terrain.

During March the Sqn participated in a CTC led War Fighter Exercise supporting the 3 RAR Battle Group. 3 CSSB supplied a CSST to the exercise with the OC and the SSM of 9 Tpt Sqn fulfilling the roles of OC and CSM, Alpha Troop providing Unimog troop lift sections, Bravo Troop providing protected mobility lift and Charlie Troop supplying cargo and specialist capabilities. The exercise was designed to test and evaluate 3 RAR and it's supporting force elements prior to taking over responsibility for the Ready Battle Group. It provided an excellent lead up activity to the major exercises.

Through June, the Sqn conducted the 3 Bde Combined Arms Training Activity (CATA) at TFTA. The Sqn deployed with 3 CSSB as part of the Brigade Support Group from the Brigade Maintenance Area (BMA). Bravo Troop was detached to 1 RAR and 3 RAR for most of the exercise to provide protected mobility support to each Battle Group. Towards the end of CATA, the Sqn provided distribution of ammunition for the facilitation of the live fire culminating activity. CATA provided an excellent opportunity to exercise tactically in support of the Brigade during a high tempo training exercise.

On 30 Jun 14, 9 Tpt Sqn hosted a belated corps birthday function for all Townsville based units. The Inaugural NQ RACT Birthday sporting competition was a great success and a separate article is included on the event.

In July, the Sqn participated in Exercise HAMEL and deployed with 3CSSB (-) into an intermediate staging base at Mount Stewart Training Area. It was an interesting exercise with transport support being provided from a secure (largely non-tactical) rear area into the AO. The squadron's main effort was replenishment forward through tactical

TRANSPORT SQUADRONS

distribution points, by night, to each of the battle groups. Once again, Bravo Troop was detached for the entire exercise and provided the Brigade's protected mobility capability to the battle groups and as the Brigade reserve.

During the period 20 - 31 Oct the Sqn conducted a trip to Cape York on Exercise Gun Shot. The Sqn travelled through Archer River, Weipa, Bramwell Junction and Seisia prior to reaching the most northern tip of mainland Australia. It also tackled the Old Telegraph Track with a range of vehicles including G-Wagons, PMV and Unimogs. This exercise was certainly the most fun and a great reward for the hard work during the year.

Operations

In late 2013, the Sqn deployed two soldiers as part of the Philippines Assist humanitarian aid mission under command of 3 CER. In May, three members deployed to Malaysia as part of the Rifle Company Butterworth and in July two members deployed as part of the DFAT support team for the MH17 crash in Ukraine. The Sqn currently has 11 soldiers deployed on Op OKRA and our thoughts are with them.

There are also 27 members of the Sqn currently conducting force preparation for deployment to Afghanistan in 2015.

Courses

During the year the Sqn has run its usual suite of driver courses. These include 8 tonne trailer, 20 tonne trailer, bulk water, pax module, ADI and DG requalification. In August, the Sqn conducted its first PMV drivers course and will conduct a second course in November.

Community Engagement

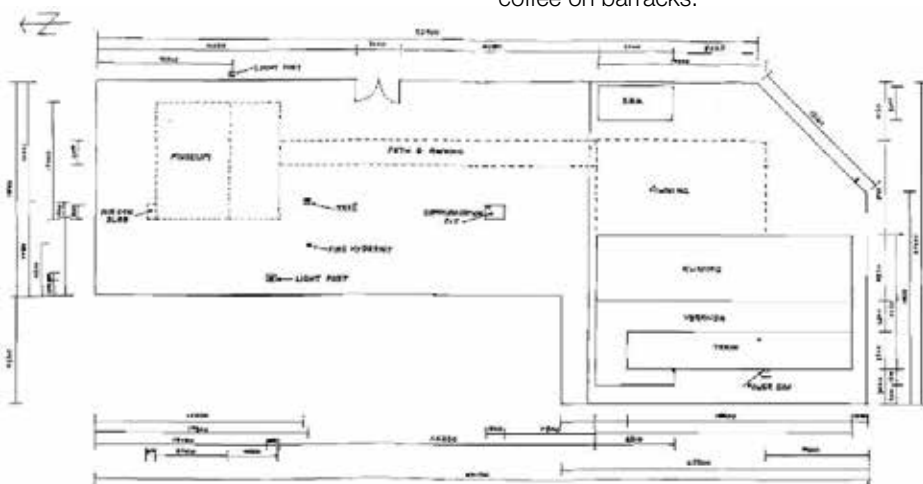
9 Tpt Sqn once again supported the Rollingstone RSL on ANZAC Day through provision of a catafalque party for their Balgal Beach dawn service. This year, the Sqn provided PMVs to the Townsville V8 supercars to parade the drivers on an introductory lap. The whole of 3 Bde conducted a freedom of the city parade in August and the Sqn marched with the Princess Royal Banner. Finally, throughout the year, the Sqn conducted numerous fundraising activities and collected money for Legacy and Red Cross.

9 Transport Squadron Journal

LT Kate Lloyd, Alpha Troop Commander, has been responsible for creating a 9 Tpt Sqn History Journal, detailing the history of the squadron since it was formed in 1967. She has been in contact with many senior officers and former members to collect information and content. The journal will provide a brief history by each year and will be mostly in the form of photographic representation. The journal will be published in December and will be accessible to everyone by the computer program 'Book Wright Blurb'. Anyone wanting more information or wishing to view/purchase a copy should contact LT Lloyd via email at: kate.lloyd@defence.gov.au. Thank you to all those who contributed.

Upgrade of the WAPITI

3 CSSB has commenced the redevelopment of the Wapiti Soldiers' Club. The aim of the redevelopment is to provide an area that the unit can use for functions and it is now also being used as a cafe during working hours. The Wapiti area will also see the addition of a unit museum which will be constructed by sappers from the 3rd Combat Engineer Regiment. LT Nicholas Reynolds, Charlie Troop Commander, has utilised his engineering qualifications and has been assisting in the design of the museum. With the refurbishment completed to date, the Wapiti Club has very much become the primary location for work and social functions, including a Legacy fundraising challenge, the Red Shield Appeal and an Officers and SNCO Dining-In night. Local soldiers and former unit members are most welcome to see the work and enjoy the best coffee on barracks.



Plans for the Wapiti Club upgrade and unit museum.

Conclusion

The Sqn has had a very busy year in 2014 remaining on-line and in support of 3 Bde exercises, activities, operations and courses. It has been at the forefront of RACT assuming responsibility of PMV protected lift operations and has lived up to the motto "carrying the 3rd Brigade". The OC and SSM thank all the soldiers for their hard work throughout the year.



Creek crossing during Ex Mammoth Walk.



Ex Gunshot.

TRANSPORT SQUADRONS

10TH TRANSPORT SQUADRON

Major Mick Stewart

Introduction

I could achieve my immediate task of writing a Squadron update, by simply listing all those things we have done at the Transport Squadron over the last 12 months or so. To be absolutely frank, I would think this would represent something quite unexciting for the readership. Alternatively, I could write something with which some of us have a connection – my three greatest challenges at company level command. So this is what I have decided to do.

Now in my second year as Officer Commanding 10 Transport Squadron, 13 Brigade, I can truly say the challenges of command within the ARES environment just don't abate.

I stress that I am not aiming to be critical of anyone in particular. I am not even having a good old fashioned bleat. I am simply stating the challenges I have experienced in command.

Challenge No 1 – it is now a numbers game

When I took over command in early 2013, and having received my CO's chat, it was plain and obvious to me that there was one issue of substantial and undeniable significance – we were now in a world of hurt in terms of ARES attendance.

I subsequently stood up in front of the assembled members of the Squadron and announced that we had a strategy of simply increasing the numbers on our books (and increasing attendance). To achieve this, we had to conduct well organised, structured, attractive and logical training. This would be my main focus, closely followed by having a good look at our processes around leadership and management¹.

I can truly say that even today, everything we do in terms of training is about attracting and retaining soldiers within my higher mandated objectives. Only time will tell if I have been successful but the signs are there that retention has dramatically improved and attendance figures have also improved. I

certainly acknowledge that this is a long term project.

Challenge No 2 – time made available for training

Our Brigade training model is that we parade every Tuesday plus attend weekend training once per month. This weekend training is mostly focused around support to the Battle Groups. We do not have nine day exercises like in the eastern states. In terms of time available to train, the mathematics goes something like this. We have 46 Tuesday night parades over 10.5 months. Of these, I have one Tuesday night per month to conduct Squadron training. This night will always commence with vehicle first parades and end with an administrative parade. This leaves me two clear hours to actually train on that Tuesday. The other Tuesdays are given over to weekend preparation/weekend refurbishment and centralised RSM's training. The RSM's training takes care of basic IMTs. As for the weekends, I am given three weekends in the year to conduct Squadron training but that will still compete with other support tasks. There are an additional three weekends a year that the CO directs CSST type training in the field. In summary, I have the equivalent of three weekends plus whatever I can achieve on Tuesday nights (a total of 24 training hours) to achieve my directed capability.

John Buchanan, the Australian Cricket Coach from 1999 to 2007, used to say one should attempt to "control the controllable". In other words, one should just try to manage those things one actually can manage. To this end at 10 Transport Squadron, priorities were established and they were massaged into the time available. What we have found is that the greatest value has turned out to be Tuesday night training not the weekends. This is simply due to attendance. However, there are clear and obvious limitations on Tuesday night training as opposed to being in the field.

Challenge No 3 – making everyone accountable

In order to make the training model work for me I have stressed accountability. This has been a very strong theme in all that we do at the Squadron. The use of the chain of command underpins this theme.

We have integrated the ARA into the ARES structure as much as possible. We have section commanders who are both ARA and ARES. We endeavour to hold those personnel accountable for their subordinates no matter what. During the week, the ARA staff are *loaned* to the Operations Warrant Officer for immediate tasking and he is responsible for administrative decisions that the ARES are unable to action. This does complicate the chain of command but we find this model does work and mitigates the *us vs them* attitude.

I have found there always seems to be temptation to pass decisions up the line and a temptation to make decisions for our subordinates even when it is clearly their decision to make. My advice is - don't be tempted. Keep on pushing decision making back down, where appropriate – your subordinates will grow from the experience.

Accountability for me means taking full ownership, doing your job and doing it well. This is where I have found that for some this remains a real challenge.

Along with accountability is that now familiar saying "the standards you walk past are the standards you accept". How many of us have charged an ARES soldier and then realised the enormous amount of man hours and the amount of time it takes just to hear the charge. Would it not be easier not to charge this person, as the outcome does not seem to be worth the cost? The short answer is yes but it is not necessarily the right thing to do because, if you believe in full accountability, you will undermine what you stand for.

26 TRANSPORT SQUADRON – 2014

LT Justin Langford

2014 has presented 26 Transport Squadron with another high tempo year of tasking, courses, field exercises and driver training. The major milestones of the year were Squadron and Bn IMTs, AACAP deployment and redeployment to Central Australia, Ex Hamel and the reallocation of A vehicles for part of Plan Beersheba.

¹ Broadly, the two main reasons for ARES separation are poor training and poor leadership/management. There is strong evidence to suggest that these two reasons have been extant since time in memorial.

TRANSPORT SQUADRONS

To kick off the year a 'Boots and Saddles' parade was conducted which set the tempo for a busy year. Not only did the parade allow the squadron to conduct a 100% inspection of its holdings, but it also provided time for a restructure to take place. The OC, MAJ Marcus Luciani, aligned the squadron's focus to aim at improving three specific criteria: driver skills, governance and Army ethos. The squadron readopted a previous structure with 85 Troop remaining as heavy troop, 86 Troop reshaped as a rigid Fleetliner cargo and trailer troop and 87 Troop reshaped as the Mack R-series and bulk liquids troop. Land 121 will present a monumental shift for the Squadron when it arrives and this year 26 took the first steps towards being ready to accept that new equipment.

Squadron IMT training was conducted at the Wide Bay Training Area over a fortnight in late March/early April. The activity will always hold a special place in people's hearts after the 72hrs of relentless rain at the beginning of the exercise. After the rain abated the exercise was re-shaped to a section strength FOB activity where strong signs of good teamwork and junior leadership were seen. The exercise prepared everyone well to show a good performance in the Bn IMTs a month later where the relentless rain returned again.

2014's Army Aboriginal Community Assistance Program (AACAP) was held in the Wutunugurra Community in the Northern Territory. 26's involvement in support of

this program has been an annual task since it began in 1997 and 2014 was no different. The infill of engineering stores in support of the program required three separate lifts in and out of central Australia for both the deployment and redeployment of 17 Construction Squadron. The task was successfully carried out and gave the soldiers a good opportunity to better their individual and convoy driving skills. AACAP coupled with IMTs, Ex Hamel and other domestic tasking and training have meant that some soldiers have spent a long time away from home.

The Squadron has come a long way since the beginning of the year. In a Squadron where busy is normal it's difficult to get all the tasking, training, soldier/NCO development and exercises in that needs to be done. Everyone in the Squadron contributed to a successful year and can be proud of what they have achieved as individuals and as a collective.

30 TERMINAL SQUADRON

LT David Woodhouse

It has been another typically busy year for 30 Tml Sqn which has seen us supporting fellow 10 FSB and 3 Brigade elements in addition to Navy, Air Force and foreign defence

forces. The Sqn's Cargo Specialists, new and old alike, have had their skills thoroughly tested with the range and difficulty of tasks presented yet they have proved themselves Par Oneri on every occasion in typical Termite fashion.

November saw the rapid call up of HMAS TOBRUK's SAD to sail North on OP PHILIPPINES ASSIST. A contingent of 30 Tml Sqn's Cargo Specialists augmented HMAS TOBRUK and played a vital roll in ensuring the successful deployment of support elements via two LCM8s from the ship's deck and subsequent unloading and loading of cargo, vehicles and troops on to the Water Transport assets.

HMAS TOBRUK's return to Townsville in December saw, 30 Tml Sqn and 35 Water Tpt Sqn working together, to support a rapid unload of assets from the ship. Due to the removal of RORO facilities at Townsville Port during refurbishment of the new Warf 10, LCM8s were needed for a stern door ship marriage and load of vehicles while an 80T Grove crane from 68 Troop was used to lift assets from craft to wharf. It was a baptism by fire into 24 hour operations for some Cargo Specialists who had completed only their IETs three days earlier!

2014 saw 30 Tml Sqn supporting OP ANTARCTICA (for the first time since the late 80's) when a contingent of six Termites conducted preparation training in New Zealand prior to flying South with



TRANSPORT SQUADRONS

a combination of US and New Zealand forces. During the six week deployment the 30 Tml Sqn Cargo Specialists were required to operate fixed lift assets on the ship, MHE and transport assets to unload and deliver research supplies to the US research facility at McMurdo Station. Our Termites represented the ADF extremely well, especially on Australia Day, in an environment that required close operation and cross pollination of trade knowledge between the three nations in order to achieve mission success. The excellent work from the 30 Tml Sqn team ensured that our continued support has been requested again by the NZDF and US Navy for 2015.

In the meantime, those remaining with 30 Tml Sqn concentrated on their shakeout exercise in order to get rid of a few cobwebs from the Christmas standdown period as well as give the newly qualified Termites their first experience of life operating a Transit Area. As usual, the exercise was designed with a crawl before you walk mentality to ensure all were prepared for EXs ISOPTERA and HAMEL later in the year. The new Termites excelled themselves and, with a little guidance from the older hands, settled into their new environment well.

30 Tml Sqn welcomed the year's second batch of newly qualified Termites in April by running a two day Squadron leadership exercise in the Paluma Range National Park. The Squadron's creativity and ability to adapt was tested, particularly by a Ration Pack My Kitchen Rules competition. While the sport of baseball-cricket (probably and very justifiably never to be played again) ensured new bonds within the Sqn were formed and a great time was had by all. A momentary smile was even seen on the face of SGT Foster when judging the MKR delicacies placed before him.....though he continues to insist it was a grimace.

30 Tml Sqn's annual trade skills exercise, EX ISOPTERA, built upon the skills and qualities developed during the Sqn shakeout and leadership activities. After deployment to the training area, defensive positions and routines were established before the commencement of 24 hour terminal operations. Due to the absence of Infantry Minor Tactics training earlier in the year, the Sqn took the opportunity to also work on their basic Infantry skills and Section attacks. Progress was rapid and "intruders" to the terminal area were dealt with increasingly efficiently. Special mention must go to 72 Tp's PTE Konig who earned the nickname



30 Tml Sqn soldiers at work in Antarctica.



Sunrise as 68Tp's 80T Grove crane offloads HMAS Tobruk.

"Rambo" by singlehandedly chasing down an intruder and then managing to detain the 68 Tp SGT at night while part of the QRF. Both acts of valour were performed with PTE Konig wielding his trusty F89. While the facts surrounding CPL Burgess' capture remain cloudy, the incident was "for the purposes of training and education".....according to

CPL Burgess. However, by the end of the exercise, 30 Tml Sqn was more than ready to support EX HAMEL 14.

While 30 Tml Sqn's contribution to EX HAMEL 14 was predominantly Lavarack Barracks based, a number of Terminal elements were established at the Ammo

TRANSPORT SQUADRONS

points, R2E medical facilities and catering facilities spread through the AO. Support was also given to our 1 CSSB Termite brethren to ensure minor technical issues with their MHE did not impact the exercise.

In addition to the usual annual exercises, 30 Tml Sqn has been consistently called upon to assist 3 Brigade and other Defence assets in the Townsville area. Of note, a team of Termites spent Easter Sunday at RAAF Townsville unloading a new Chinook simulator from a USAF C-5 Galaxy for 5 Avn Regt. Emergency support was also provided to 4 Field Regt during their exfil from an exercise when an M777 required recovery following a towing incident. Again, all parties receiving support commented on the Termites' expertise in getting the jobs done professionally and efficiently.

Overseas, 30 Tml Sqn continues to be in high demand with a significant number of Termites having deployed on a successful FSU-9, currently being deployed on FSE-1 and OP RENDER SAFE and there is a further contingent preparing for FSE-2. To those currently overseas: have a great Christmas and New Year and keep up the good work that we keep hearing about back in the Squadron. Good luck to those waiting to deploy – we are sure you will continue to build on the excellent reputation of the Squadron that has been hard earned by those that have gone before you.

This year hasn't all been about work with 30 Tml Sqn members having been highly active in the sporting arena. 30 Tml Sqn retained our status as the Battalion Obstacle Course champions yet again and scored second in the Battalion Athletics. Four of our Termites were selected for the 3 Bde Women's Soccer team and PTE Bailey and CPL Burgess have also been selected to play Soccer and Touch respectively for Army.

We fully expect next year to be just as busy as this one, however the hard work by the members of the Sqn in 2014 have laid the foundations for what should be an equally successful 2015.



A truck is loaded at McMurdo Station, Antarctica.



Cargo Specialists are a global capability.

TRANSPORT SQUADRONS

44TH TRANSPORT SQUADRON

CAPT Doug Doherty

A successful sea crossing on the Spirit of Tasmania saw the Squadron deploy to Rockhampton in-conjunction with the 15th Tpt Squadron from Bendigo for Exercise Talisman Sabre 13 (TS13) to jointly perform the Theatre Gateway role for TS13. Throughout the Exercise the Squadron undertook a myriad of transport and non transport related tasks from VIP driving duties through to general duties tasks and quarantine inspections. While TS13 was a challenge for the Squadron overall, the Squadron proved itself 'equal to the task' by performing all assigned tasks during the exercise to a very capable and high standard.

As a Reserve Squadron, the main focus throughout the year is the conduct of support tasks and requests, and weekend training activities outside of the conduct of the Theatre Gateway role. Support task requests came from as far as the Royal Military College and the Australian Army Cadets which were filled and completed by Squadron members who received very positive feedback and reports for their ability to provide professional driver and logistic support to these activities.

The Squadron conducted successful 24 hour convoy operations activities across Tasmania from a base in the Highlands at Liawenee. One of the distinct advantages of operating a RACT Squadron in Tasmania is the large variety countryside and roads that may be found within easy reach of our base. The varying types of driving conditions undertaken by the Squadron included highway and second class roads, mountains ranges, beaches, city traffic and finished with above the snowline driver training for the Squadron members. Another feature of the activities conducted during the training year was the inclusion of fire fighting training provided by the Tasmanian Fire service. The training included control of vehicle fires, household fires and demonstrations of the effect fire has on pressurised containers.

Head of Corps (HOC) BRIG Paul Nothhard AM, CSC joined the Squadron for the celebration of the Corps birthday. The Corps birthday was celebrated with an all ranks dinner at the Anglesea Barracks Officers Mess and during the dinner the HOC presented Army Reserve PTE Nick Eyles with the award for Driver of the Year.

The Squadron is looking toward the near future for the introduction of the Medium/ Heavy capability fleet of vehicles under Project Land 121.



HQ JMOV GROUP

JOINT MOVEMENT COORDINATION CENTRE OVER-EXERCISED!

INTRODUCTION

The Joint Movement Coordination Centre (JMCC) has yet again had another busy year in 2014 with a number of key activities providing an opportunity for JMCC to practice its core movement skills both on exercise and on deployment, both domestically and internationally.

RAAF TRAINING – WIDE BAY – MARCH 2014

CPL Ben Crawford (RAAF)

On 03 Mar 14, RAAF members newly posted to JMOVGP force concentrated at Gallipoli Barracks to commence the RAAF training conducted by JMCC, in conjunction with the JMCC Shakeout. The first couple of days involved an introduction to 1JMOVGP TTPs and visits to some of the local Units to be briefed on common ADF equipment. A number of other lessons, based on Subj 4 CPL and SGT were conducted in the classroom to revise the ECN035 members and introduce RAAF personnel to the movement environment.

From day three onwards we focussed on the field environment with a demonstration in Gallipoli Bks before deploying to Wide Bay Training Area for a CPX. The CPX provided an ideal opportunity to practice the conduct of an Movement Control Detachment (MC DET) in the field with members at all levels given challenging movement tasks to complete in order to contribute to the team as a collective. Overall the RAAF training was a great experience and gave a good insight into the role that the RAAF members play within 1JMOVGP.

EX BALIKATAN – PHILIPPINES – APRIL–MAY 2014

PTE Megan Johnston

EX BALIKATAN is an annual exercise conducted bilaterally by the Armed Forces Philippines and US Pacific Command. This year the ADF was invited to participate and



C17 cracked windscreen.

FLTLT Clancy Horman (JMCO SYD) and myself were lucky enough to deploy as the MC Det from 25 Apr to 17 May 14. The highlight of the exercise was the opening ceremony held at CAMP AGUINALDO, Manila on 05 May 14 with key official addresses and the unravelling of the EX BALIKATAN flag.

We were part of the Australian National Command Element (ASNCE) based out of Makati City in Manila. Our main role was to coordinate the movements of all ADF elements within the Exercise by air and road assets. Primarily we coordinated force elements in Magsaysay, as well as humanitarian and civil affairs organisations in Legaspi and Palawan. Additionally, there was an AP-3C Detachment based in Angeles City. Overall, EX BALIKATAN provided an excellent opportunity for our MC Det to broaden our movements skills as well as the experiences gleaned from working with Coalition partners.

EX BERSAMA SHIELD 14 – MALAYSIA – MAY-JUNE 2014

SGT Colette Wall

EX BERSAMA SHIELD 2014 (BS14) was a Combined Joint Ex conducted out of Malaysia and Singapore for four weeks. We gained a lot of knowledge of the procedures for air and maritime operations whilst working with the RAAF PC3 and Wedgetail aircraft and HMAS *Collins* and HMAS *Sydney* from

the RAN. 1JMOVGP deployed an MC Det, consisting of myself and PTE Mathew Greig (JMCO BNE) to RMAF Butterworth as part of the ASNCE, where we were required to coordinate all internal and external ADF movements. We worked at a steady tempo without too many surprises.

The greatest challenge we experienced was a delay in the redeployment due to a C17 sustaining a cracked windscreen at 35,000ft. Despite the pilots getting a fright, all was well and the redeployment commenced four days later. The event allowed everyone to temporarily become aircraft mechanics and voice strong opinions on aircraft tape!

EX VITAL PROSPECT 14 – BRISBANE – MAY-JUNE 2014

FSGT Colin Sherlock

EX VITAL PROSPECT 2014 (VP14) was an integrated CPX using a simulation model designed to facilitate certification of both DJFHQ and the Air Operations Centre (AOC). The main areas of focus during VP14 were Recovery Ops, NEO, Stability Ops and HADR. JMCC representative's primary role during VP14 was to provide specialist movement advice and support during the different phases at all levels of planning. Representing JMCC for VP14 were FSGT Colin Sherlock, the unit Air Load Planner

HQ JMOV GROUP

and SGT Ramos, the unit OPS SGT, who between them, brought a wide range of experience and skill sets to the exercise. The procedural knowledge and confidence gained from the multi-national exercise was invaluable and a positive experience was had by all.

EX HAMEL 14 – TOWNSVILLE – JUNE– AUGUST 2014

PTE Amanda Gray

JMCC deployed as part of Ex HAMEL 14 (H14) from 16 Jun to 08 Aug 14 at Lavarack Barracks, Townsville. JMCC was required to provide support across the H14 area of operations, including High Range, Tully and Cowley Beach, which included receipt of deploying force elements and the planning and execution of the redeployment. This included the USMC based out of Darwin, the US Army based out of Hawaii and the NZDF. H14 used all modes of movement except sea, including a large portion of charter air, which ensured the soldiers were given a broad experience. The exercise was a great opportunity to develop JMCC's TTPs as well as the exercising Brigades gaining valuable lessons from operating with 1JMOVGP.

CONCLUSION

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

JOINT MOVEMENT CONTROL OFFICE TOWNSVILLE IN 2014

LT Amy Duncan

Joint Movement Control Office Townsville (JMCO TSV) commenced 2014 with the march-in of new Officer Commanding, MAJ Paul Cook who hit the ground running with the deployment of FPE-1 on 07 Jan 14, followed by FSU-9 on 21 Jan 14 and 28 Jan

14. This included the deployment of CPL Hartley and PTE Hill to the Joint Movement Coordination Centre Middle East Region (JMCC MER) for a six month rotation. On 12 Feb 14 we welcomed home PTE Arapali and PTE Merciar from their six month deployment to the MEAO. HMAS Choules pulled into port on 28 Mar 14 for the embarkation of the ARE to conduct EX SEA DAWN.

JMCO TSV members spent long days in the sun marshalling personnel and equipment from Lavarack Barracks to the port, this included monitoring LCM8 loading and shuffling ammunition from Ross Island Barracks to HMAS Choules sitting off the coast of Townsville. Not long after farewelling HMAS Choules and the ARE, tempo increased again with category 5 Cyclone Ita approaching off the coast of North Queensland. This necessitated the stand-up of 3 BDE units for possible cyclone relief and plenty of planning in the unit for the positioning of personnel and equipment. Cyclone Ita crossed the coast at Cooktown as a category 4 cyclone, travelling inland parallel to the coast and forming into a category 2 cyclone off Ingham.

Later in the year JMCO Sydney conducted an infantry minor tactics activity called EX SIERRA DAWN at Majura in early June. LT Cassie Monaghan and PTE Stephanie Abra left the warm surrounds of Townsville to participate in the chilly activity. The activity was a good experience and provided a greater understanding of movements in a field environment whilst refreshing all-corps infantry skills. On the 10 Jun 14, HMNZS Canterbury pulled alongside in Townsville for the loading of personnel and equipment from 5 RAR deploying on EX RIMPAC 14. The 3 BDE Combined Arms Training Activity 2014 (CATA) was a busy time for the unit planning the deployment of the brigade to Townsville Field Training Area (TFTA).

The unit deployed an MC DET including LT Monaghan, SGT Aaron Zanco, PTE Abra, PTE Elizabeth Naunton and PTE Ashan Senaratne to Townsville Field Training Area to conduct the redeployment of the 3 BDE from 14 to 20 Jun 14. Whilst CATA was being conducted, the unit was also running staging areas in Sarina, Mackay, Mt Isa and Hughenden for unit deploying to Townsville for EX HAMEL 14. The 24 Jun 14 was the deployment of FCE-1 elements from Townsville, which the unit provided MC support at the airport in Townsville. On 27 Jun 14, the unit competed in the NQ RACT Sports Day hosted by 3 CSSB. Events

included cam net challenge, Mack pull, handbag toss and dodge ball. The day was a great success, allowing members to catch up with old friends, make new friends and enjoy the company of their RACT brethren.

JMCO TSV was lucky enough to be able to deploy CPL Susan Robinson (RAAF) and PTE Colin Pettit on EX RIMPAC 14 from 28 Jun to 08 Aug 14. CPL Robinson was located in San Diego providing movement support to the exercise. PTE Pettit was located in Hawaii liaising with host nations to facilitate RAN and RAAF movement utilising their resources. FPE-2 involving predominately 1 RAR elements who departed Townsville on 08 Jul 14 with the unit providing movements support ensuring cargo was loaded and boarding passes distributed. FSE-1 shortly followed, deploying on 22 Jul 14 from Townsville, with the unit once again providing movements support.

CPL Carina Vineburg deployed to RAAF Butterworth from 28 Jul to 10 Aug 14 for the deployment of Rifle Company Butterworth (RCB) 107 and the redeployment of RCB 106. The unit once again farewelled more members for deployment to JMCC MER on 05 Aug 14 CAPT Alex Maddison, SGT Ben Strutynski, and PTE Jess Fletcher left for a six month rotation. JMCO TSV members participated in the Townsville Relay for Life on 23 Aug 14 and raised \$1050.00 with fundraising continuing until the end of September. The event was a great success due to the excellent planning and execution by PTE Elizabeth Naunton. The unit was involved with planning and providing movement support to EX CROIX DU SUD with a force element from 2 RAR deploying on HMNZS Canterbury in Aug and redeploying by Air in September 2014.

MAJ Cook deployed to Eindhoven from 06 to 12 Sep 14 as the movement coordinator for the repatriation of MH17 victims. A short notice deployment occurred for PTE Hill who left us for JMCC MER once again on 18 Sep 14 until late November. SGT Zanco and CPL Vineburg deployed on 30 Sep 14 to join JMCC MER for the next six months.

Throughout the year the unit has been heavily involved in the planning for EX OLGETTA WARRIOR, with force elements deploying to either Port Moresby or Wewak in Papua New Guinea from May 14 to Sep 14. EX OLGETTA WARRIOR was made up of a number of Mentoring Training Teams, EX PUK PUK and EX WANTOK WARRIOR. JMCO TSV has been involved in the

HQ JMOV GROUP

planning and coordination of movements of individuals and small force elements in other exercises including EX BERSAMA SHIELD and EX BERSAMA LIMA. The unit has conducted movement support and planning for individuals and small force elements for operations including OP HAWICK, OP OKRA, OP RENDER SAFE and OP RESOLUTE. The unit continues to provide ongoing movement support for individuals deploying the MER on OP SLIPPER and OP ACCORDION.

It has been a very busy year for JMCO TSV providing support to multiple exercises and operations as well as many members deploying. It is the resilient and motivated members of the unit have ensured that everything runs smoothly.

A MOVER'S EXPERIENCE ON EXERCISE CATA 14

PTE Stephanie Abra

It all started with the task of scrimming helmets and vehicles, for the redeploy of EX CATA 14. From that moment onwards Op Movers LT Monaghan, SGT Zanco, PTE Naunton, PTE Senaratne and PTE Abra knew they were in for an interesting exercise outside the confines of the office. Packed and ready to go they set off from JMCO Lavarack barracks, up the hill to the unknown High Range Training Area on 15 Jun 14.

Once arriving they had two hours to set up their detachment and dig their shell scrapes; it took about four hours and looked something similar to the Taj Mahal. They received orders, set up their coffee table, started working on movement tables, joined in the piquet rotations utilising a parakeet phone for the first time and quickly learned about the importance of light and noise discipline. The team worked hard liaising with the other units to get the packets and convoys safely back home.

After many days of reveille, stand to, releasing vehicles, departure reports, modifying movement tables and piquet duties, the packets and convoys arrived home safely, driving through the gates of Lavarack Barracks on 20 Jun 14. It wasn't all hard work that week, PTE Naunton (pictured below) celebrated her 29th birthday in style with a hand-made banner and NSW played QLD in the State Of Origin, on the

big screen in HQ. The team of Op Movers benefitted immensely from that short week, learning plenty about working and surviving in a tactical environment and this knowledge was passed on to their fellow peers back at JMCO TSV.



PTE Aaron Khongwar participating in the handbag toss challenge.



PTE Naunton deployed on 3 BDE CATA.

JMCO DARWIN SUPPORT TO MRF-D 2014

CAPT Natalie Adams

Joint Movement Control Office Darwin (JMCO DWN) was presented with the unique challenge of facilitating the Marine Rotational Force – Darwin (MRF-D) entry and exit into Australia this year. The support included advice to the Marines about Australian border security and resources at both the sea and airports. JMCO DWN utilised existing relationships with key personnel from the Department of Agriculture and the Australian Customs and Border Protection Agency to assist with a smooth arrival process for the

Marines.

The MRF-D's first deployment to Darwin was in 2012, however this is the first year that 1JMOVGP have assisted with their entry due to the increase in MRF-D numbers from around 300 Marines in previous years to approximately 1200 Marines in 2014

JMCO DWN was particularly fortunate to be involved in facilitating the MRF-D's rotation in 2014 because of the exposure to the lift assets supporting their arrival. This enabled the JMCO team to develop their understanding of the volume of resources available to the US armed forces and how they interact. Just seeing the immense C5 cargo aircraft land is remarkable (and somewhat deafening), and the opportunity to climb the numerous floors within the aircraft itself had the added bonus of being a credible gym session. To give you an idea of the size of a C5, each held two CH-53 helicopters, which the Marines would use in their Darwin, Bradshaw and Townsville based training activities. These helicopters are slowly rolled out of the back (two in 11 hours), while adjusting their tyre pressure every foot or so to clear the roof of the C5.

The US transport ship, *USNS 2nd LT John P. Bobo*, which carried all of the MRF-D vehicles for use during this and follow on rotations arrived at Darwin port on the same day as the biggest tide in six months. Darwin tides are exceptional on any day and so this meant a delay of over 14 hours in unloading the ship.

Having the opportunity to work with Marines was great in terms of meeting some interesting people and learning new ways of managing tasks or approaching complex problems. Being involved in the deployment of 1200 people anywhere is a great learning opportunity, so having them deploy to our home was great for confirming our own understanding of border security and what we take for granted, like some phrases that are commonly used by both nations but mean different things.

Looking towards future rotations, JMCO DWN are anticipating a Liaison Officer from the MRF-D to be placed in the JMCO DWN office prior to, and for the duration of each rotation. This will allow for a better understanding of MRF-D planning requirements by the ADF and an increased understanding of the limited resources available in Darwin by MRF-D. Overall, the 1JMOVGP support to the MRF-D this year resulted in an improved arrival process for the Marines and increased exposure and

HQ JMOV GROUP

appreciation by members of JMCO DWN of the US DoD transport capabilities.

JMCO BRISBANE IN OVERDRIVE

LT Rick Lockwood

Joint Movement Control Office Brisbane JMCO BNE has experienced a very challenging but rewarding year, which has kept the ARA, RAAF and ARES members extremely busy. JMCO BNE continued its support to OP SLIPPER via A340 and C17 sustainment flights.

The repatriation of Australian victims of the MH-17 aircraft disaster in the Ukraine proved a sombre task for JMCO BNE. However, as the lead JMCO for OP HAWICK, the challenge encouraged all members to think logically and work as a team, requiring them to remain flexible and work within restrictive deadlines to help achieve the optimal outcome for all affected.

Throughout 2014, JMCO BNE also provided movement support to the following exercises:

- 7 BDE CATA
- 3 BDE CATA
- Ex HAMEL
- Ex RIMPAC
- Ex Olgetta Warrior
- Ex Ssang Yong
- Ex Pacific Partnership
- Ex Croix Du Sud
- Ex Bersama Shield

This broad range of activities provided an excellent opportunity for junior movers to develop and broaden their movements experience; with some issues testing the skills of even the more experienced movers. EX HAMEL saw a MC DET deploy from JMCO BNE.

A MOVER'S EXPERIENCE ON 7 BDE CATA

PTE Hannah Reeve

JMCO BNE supported the re-deployment of 7 BDE CATA at Shoal Water Bay Training



Area (SWBTA), which provided me with my first experience as a mover in the field environment. I was a part of the advance party that deployed to SWBTA to set up the Movement Control Detachment (MC DET). I was fortunate enough to observe the movements conference, which was attended by a member from every deployed Brigade element to coordinate the movements for their redeployment. This provided more background knowledge of how the movement of a brigade is planned and executed at a higher level. Once the Operations boards were active, I soon learnt that nothing is set in stone and anything can change at the last minute. As movers we have to quickly adapt to the ever-changing circumstances and get on with the job.

For the next seven days I was allocated numerous movement tasks to assist with the redeployment. The MC DET and I drove out to Sam Hill for the Road Self Deploy of 1 REGT. This task taught me about the immense amount of planning that goes into a major unit move and how important timings really were. On my last day I flew home on the KC30 with various other units, this time on the other side of the fence, where I got to see how movements looked from a different perspective.

My time out at SWBTA was not only a great learning experience, but I also thoroughly enjoyed working in the field environment.

HQ JMOV GROUP

A MOVER'S EXPERIENCE ON EXERCISE BERSAMA SHIELD

PTE Mathew Greig

Exercise Bersama Shield (EX BS14) is an exercise designed to strengthen the ties between the Five Power Defence Agreement nations of Australia, the UK, Malaysia, Singapore and New Zealand. 1JMOVGP was tasked to provide movement support to EX BS14 in order to facilitate a successful deployment and redeployment to and from Malaysia.

I deployed as part of an MC DET with SGT Colette Wall (JMCC). We were tasked to provide support to Service Aircraft, Air Self Deploy and members travelling on Regular Public Transport (RPT). EX BS14 was an opportunity to utilise and expand on my skills sets developed as an Operator Movements within the JMCO and apply these independently in an exercise environment. The ability to work closely with AMS RAAF Butterworth and various Squadrons, including 42 and 92 Wing, provided valuable knowledge on how other services operate and their individual needs.

The highlight of the exercise was experiencing first-hand the diversity between individual services, as well as foreign defence forces. I was able to develop trade knowledge and problem-solving skills that can be used in a variety of situations. It was a great learning experience to be detached and think independently in a new environment. I thoroughly enjoyed learning more about the Malaysian culture and the opportunity to travel overseas in an Operator Movements role.

As the end of 2014 approaches, it remains an exciting time for JMCO BNE. The is now the lead JMCO for Operation ACCORDION as the A340 contract transitions into a RAAF-operated sustainment via the use of C17 and KC30 assets. This period also marks the wildly-anticipated G20 Summit. JMCO BNE has a member detached to Brisbane City Council in support of this, further demonstrating the vast range of areas to which movers are becoming exposed.

JMCO BNE is a sociable workplace, which has a unique cohesion creating a friendly environment with a strong emphasis on teamwork. The unique 'Movers Inn' venue

creates a fun and relaxed area for the social events that are held throughout the year. These events provide a much-needed laugh and respite during the higher-tempo periods. The highlight of the year so far was the trivia night, which tested both intellect and brought out some people's inner child.

While the year has been demanding, it has also been an excellent opportunity for the dynamic JMCO BNE team to broaden its skills and test the workability of fundamental principles in both the exercise and operational environments.

JMCO SYDNEY- GETTING YOU FROM A TO B...AND C ON WEEKENDS.

By the members of JMCO SYDNEY

The wagon wheel is an iconic image dating back to the times of horse and cart. Without the wheel (and the wagon bit), the movement of people and cargo would have been impossible. Today the wagon wheel represents all the hard work and effort put in by members of the Movements trade. Wearing the red and gold patch proudly upon their right arm and standing out more than Big Bird at a Metallica concert, the members of Joint Movement Control Office Sydney (JMCO SYD) are based out of Randwick Barracks. With a combined height of 216 feet, 2 inches and weighing a staggering 3071 kgs, the personnel of JMCO SYD have faced and conquered every task demanded of them in 2014. Over the past year, the unit has been involved in a wide range of operations, exercises and training activities with many more to tackle before the year is done.

The tempo at JMCO SYD fluctuates more than Melbourne weather making it very hard to establish a routine. Whilst providing support to overseas exercises like EX PACIFIC PARTNERSHIP or those on home soil such as EX TALISMAN SABRE, JMCO SYD must also remain flexible to respond to unscheduled operations such as OP SOUTHERN INDIAN OCEAN, which occurred in March this year. This operation came about after Malaysian airlines flight MH370 was believed to have gone missing off the coast of Western Australia. The operation created a high volume of short notice tasks for the movement of personnel and resources

in support Australia's efforts to locate the missing plane.

April saw the weekly A340 sustainment flights to the Middle East Region reduce to once a fortnight, coinciding with the draw down of operations in Afghanistan. The reduction in tempo experienced by the team in the Operations Cell was short lived however, due to taking the responsibility for managing existing minor operations (MAZURKA, PALADIN and AZURE) from JMCO PER as a part of the 1st Joint Movements Group Unit Establishment Review. CPL Jonathon Foulstone of JMCO PER flew to Sydney to conduct a handover with PTE Daniel Nash, the lead for the Sydney Minor Ops team, and to experience some beach PT – eastern suburbs style.

Since April, the ongoing roll of exercises and operations has kept the office extremely busy. New operations have arisen from issues around the globe such as the shooting down of MH17 and the terror threat posed by militants in Iraq and Syria. This dynamic environment demands intensive management of personnel within the organisation to ensure that, in addition to supporting existing exercises and operations, personnel can deploy, take leave, attend courses and man the office. At the time this article was written, five members out of a 24 person team were deployed to various regions around the globe with more planned out in the near future. We are blessed with a great team; the members of JMCO SYD work hard, donating more than their share of late nights and weekends to support the ADF. Outside of getting the job done, the hard work results in a camaraderie that would be envied by many units and as a bonus, Randwick is a great place to be.

Whilst keeping busy with Exercises and Operations, the members of JMCO SYD understand the need to build strong trust, teamwork and individual soldier skills. During a brief lull this year JMCO SYD jumped into the unit Hi-ace and travelled to Penrith for Adventure training. To really set the mood for an arduous day of negotiating intimidating rapids, the unit was subject to CPL David Young's iPod shuffle on the journey out. When we arrived at the destination and after enduring more Celine Dion than (according to UN Humanitarian standards) any human should ever be exposed to, members evacuated the vehicle like it was on fire. Still recovering from Celine, the unit was split between two inflatable rafts and pitted against each other in races to finish line. With bragging rights at stake, each team worked

HQ JMOV GROUP

their way around the Penrith rapids (forwards, backwards and upside down), testing the ability of each person to stay in the boat. In the end we could all reflect on the great team work and how PTE Chris Busic somehow managed to navigate the entire course without a raft.

Keeping proficient on the various weapon systems employed by a soldier is something that Platoon Commander LT Karl Jurat is passionate about. Thursday mornings have been dedicated to weapons training and it's no longer so unusual to see the movers engaged in heated competitions over various serials at the Holsworthy WTTs. Strangely, PTE Harrison George often takes home the trophy for 'Top Shot' as well as the one for 'Worst Shot' in the same comp. Weapon training at JMCO SYD also took a new direction with live fire range days using real bullets becoming more common than in years past (or ever). Because of JMCO SYD's Breakfast Club-like demographic of members who have transferred from other trades and Corps, personnel have had exposure to a number of weapon systems not commonly used by your everyday Mover such as the MAG 58.

The first half of 2014 got off to a slow start, so LT Jurat set about occupying the platoon. With a large portion of the unit newly qualified on the G-Wagon, LT Jurat organised a two day four-wheel driving trip at Geraldine, NSW in late May this year. This trip was designed as a refresher for drivers to brush-up their skills prior to what was to be a high paced infantry minor tactics activity in June. Under instruction from our RAAFie, SGT Steve Edwards, the platoon undertook driving challenges that included water crossings, route selection and vehicle recoveries. Valuable four wheel driving skills were learnt in this exercise, somewhat due to PTE Jarryd Adams' best efforts to leave a vehicle behind; the unit working together to repeatedly unbog his G-Wagon. Other travels during the year in the form of route and staging area reconnaissance have been conducted throughout greater NSW. These have provided valuable information on potential staging areas within our Area of Responsibility and a good understanding of convoy discipline. With JMCO SYD never too far from the BBQ, the driver training and recons also allowed the members to cook up a hot feed at some of the more scenic areas in the region.



CPL Dave Young coaches PTE Nash on the F88.



PTE Erin Mudie during a shakeout at Randwick.



Some of the team – enjoying the BBQs.



Some of the team – loving the outdoors.

HQ JMOV GROUP

EX SIERRA DAWN was one of the highlights of the year. This activity had two main objectives; firstly to conduct a command post exercise (CPX) for movements detachments in the field and secondly, to undertake an intensive IMT activity that included mounted and dismounted operations from a forward operating base. Participants included members from JMCO BNE, JMCO DWN, JMCO SYD, JMCO Townsville and HMAS Canberra. 12 members from holding platoon at Latchford Barracks were also involved and played very convincing roles as enemy and disaffected villagers. In preparation for the exercise, participants conducted lead-up training, which included plenty of pack marching, field equipment shake outs and honestly, too much leopard crawling and rolling around the oval [who does that?]. It was also a high point for the Randwick Barracks Pool that they had multiple visits from their first customers in about two years, albeit at the height of winter when most pools are closed for some reason. CPL David Young and PTE Ryan Phillips also delivered training on pyrotechnics and smoke at Randwick and Holsworthy Barracks.

Participants deployed on the exercise to Majura Range over two weeks in early June, with many commenting on how [not] dry, sunny and warm it was. Being split into Sections, the platoon conducted a two day CPX in the field prior to establishing and maintaining a 'Home Alone' style defensive position for eight days at FOB BEASLEY with LT Cassie Monaghan from JMCO Townsville and SGT Rik-Mei Karena (AKA Macaulay Culkin) leading the platoon during the IMT. Serials involved mediating civilian riots with added complexities, such as managing the disturbingly realistic birth of a plastic doll whilst being under fire from insurgents. Other activities included vehicle check points, vital asset protection, urban clearances, patrolling, fishing cargo out of freezing ponds during contacts when the 'air-drops' over shot the drop-zone (twice – those AD guys... anyway, it provided lots of entertainment for EXCON watching from the hill), convoys, navigation exercises, more unbogging of vehicles and some explaining to Range Control what we were doing off-road in the first place followed by a fair bit of filling in wheel-ruts from the five vehicles that got bogged simultaneously ('lets send in another vehicle to pull the others out – oh-oh. I know, let's send in another vehicle to pull the others out.....'). Overall, EX SIERRA DAWN achieved all objectives and proved very beneficial for those involved. Of course, once



PTE Chris Busic-Norris clears a building at the Urban Ops facility.

all of these activities had started, work back in the office was at a cracking pace with the planning for HAMEL and RIMPAC ramping up on top of the usual workload.

For JMCO SYD, 2014 has been exactly as expected – unpredictable and no doubt there are more surprises in store before the year's end. But you folks out there can sleep easy knowing that our people are working hard. So wherever you are, on exercises or operations, if you're calling the Duty Mover at 2200h on a Friday night (please stop it), or you're a passenger on a plane that has just been delayed causing yourself and the other 200 angry and tired people to become angrier and more tired, if you're on the wharf or at an airfield, at a staging area, actually inside the JMCO SYD building or in the carpark at knock-off, hanging around the vending machine in the hallway, or if you're at their house because you know them and have been invited over for a beer or a family meal perhaps, you'll find the dedicated men and women of the JMCO SYD giving their all to keep Defence moving.

JMCO MELBOURNE DURING 2014

CAPT Glenn Mitchell

For the past 15 years, Joint Movements Control Office Melbourne (JMCO MEL) has been deploying whole force rotations, small

groups and individuals into the multitude of ADF operational theatres around the world.

The completion of OP ASTUTE and OP ANODE, as well as the closure of Multi-National Base Tarin Kowt in Dec 13 and the associated reduction in MEAO deployments had brought with it a reduction in operational tasks for JMCO MEL.

This has by no means meant that 2014 was a quiet year for the southern most JMCO. Despite these reductions in operations, JMCO MEL continued to provide small group and individual movements to and from OP SLIPPER, OP ACCORDION, OP SOUTHERN INDIAN OCEAN and larger rotations in support of OP RESOLUTE. JMCO MEL ARES personnel continued to support major exercises and deployments in Australia and elsewhere around the Pacific, deploying personnel to EX HAMEL 14 in far north Queensland, EX OLGETTA WARRIOR in PNG, and RCB ARES rotations to Butterworth, Malaysia.

JMCO MEL also played a key role in the movement of musical instruments from Melbourne University to Afghanistan for use by the ANA military band, as well as supporting the repatriation of Australian citizens resulting from the MH17 incident as part of OP BRING THEM HOME.

JMCO MEL continued to participate in unit level training within the JMCO MEL Area of Responsibility with Movements Detachment deployments to Swan Hill and Bendigo.

HQ JMOV GROUP

These two deployments sought to consolidate the skills of the Detachment in preparation for a combined training weekend in October with JMCO ADL, and future DACC/DFACA tasks.

The second half of 2014 included the preparation of JMCO MEL for the restructure of 1JMOVGP; which sees JMCO MEL, JMCO ADL and JMCO Perth combining to form JMCO South. This sees JMCO MEL ARA staff increase from one SGT to a CAPT and a SGT, and commensurate with this will be the reduction of JMCO MEL ARES personnel to include two officers and 12 ORs.

JMCO MEL has completed another successful year, preparing itself for the transition to JMCO South, and providing continued movements support to the Victorian and Tasmanian units.

THE END OF AN ERA FOR JMCO PERTH

CAPT Sara Robertson

The year 2014 marks an end of an era for Joint Movement Control Office Perth (JMCO PER) as the unit prepares to integrate with both JMCO Adelaide and JMCO Melbourne to become 'JMCO South' in 2015, with the HQ located in Adelaide. Throughout the year, JMCO PER staff both ARA and ARes alike have had their heads down providing movement support to various operations and exercises, being responsive to the changing environment.

Operationally, JMCO PER have supported Minor Operations, OP SLIPPER, OP MANITOU, OP ACCORDIAN, OP SOUTHERN INDIAN OCEAN, OP HAWICK and OP OKRA. Each operation providing differing challenges to all staff due to the varying customer units, range of movement requirements for personnel and cargo which included service air and civilian solutions and at times, the uncertainty of who, what, where and when. However, each task brought with it opportunities for improvement in trade skills, further development of team cohesion and a continuous workload for the unit.

On the exercise front, JMCO PER supported activities such as EX HAMEL and EX RIMPAC, which provided opportunity for staff to 'get back to basics' for a generally operationally focussed unit. The interaction with 13 BDE and Clearance Diving Team 4 was positive and resulted in the provision of effective movement support for both activities.

Through the forest of operational and exercise tasking, JMCO PER had the opportunity to conduct various reconnaissance tasks of service stations, railheads, ports, airfields and staging areas across the Western Australian Area of Responsibility. Whilst each task could not be classified as a 'road trip' as such, the staff members that battled the roads produced very detailed and useful reconnaissance reports for ADF units to use.

The year has not been all work and no play however, with staff taking opportunities as they arose to conduct unit training. A successful leadership and adventure training weekend, which included range activities such as First Aid, discussions on



SGT Mick Welsh (centre) coordinating air movement at Tullamarine Airport in mid-2013.

leadership with WO1 Kev Woods and sailing on the Swan River with the likes of an Olympic medallist was a success. Each individual was taken out of their comfort zone at least once during the weekend with the type of activities undertaken allowing all ranks and services the ability to work side by side to develop solutions to problems as they arose both in the classroom and on the water.

As the year and the unit is coming to a close in its current form, it is the time to thank the staff of JMCO PER for their considerable effort across all aspects of unit tasks and functions. The ARA staff, with a few interchanged throughout the year, due to varying reasons, have provided the cornerstone of the unit capability; the ARes staff have provided effective support to various activities at all hours of the day, and APS staff have provided much needed governance to support daily operations. Last but not least, after many years of service at JMCO PER the OC, MAJ Tony Smith is departing at the end of 2014 to take up a new job within the ARes. His efforts and dedication to the unit have not gone unnoticed and his support to each individual and the collective unit has been much appreciated in his roles as 2IC, Training Officer and OC.

The new year will bring a new structure to JMCO PER and a chance to drive forward under the JMCO South banner, with challenges to meet and opportunities to be seized.



HMAS CHOULES

SHIP'S ARMY ESTABLISHMENT HMAS CHOULES

MAJ Adams

The year started out at a fast pace. A small break from being at Sea mid year then ramped up again for the end of the year. Being posted to the SAD onboard HMAS *Choules* is now a thing of history. A name change to SAE (Ship's Army Establishment) occurred in July. The job itself did not change; just the history, gone are our SAD days!

The year started with ceremonial activities and a number of shakedowns to test and refine skills. There is only one place to celebrate Australia Day and it was done in style. HMAS *Choules* was the flag ship and positioned front and centre in Sydney Harbour. Hosting occurred for a number key groups and personnel, including the Sydney Yacht Club, The NSW Governor General, Navy senior staff and the Forces Commander. Our second ceremonial activity was a more sombre occasion with the commemoration ceremony of the 50th anniversary of the HMAS *Melbourne* and *Voyager* disaster. It was the first time the commemoration was attended by the members involved from both ships, their families and the families of those that perished in the incident.

We continued into lead up training in preparation for the year ahead. As part of Ship's crew we are not only involved in our trade roles but also whole of ship functions. Through till mid March we participated in, supported or observed; Replenishment At Sea (RAS), support to Aviation flying, embarking and disembarking 2 Commando and Ship's emergency training.

In March we commenced AMPHIB training with 3 Brigade on Exercise SEA DAWN. AMPHIB is the busiest time for the SAE. We had some positions vacant and one or two other members away on courses. We made a call on our cousins from 30 Terminal Squadron, who provided invaluable personnel support. During the Exercise, and just to ensure we remained even more flexible than usual, the exercise was put on hold and contingency planning was ramped up for possible support to Far North Queensland as a Tropical cyclone formed. Thankfully it had little impact and we were not required to provide assistance. We also embarked 5 AVN helicopters onboard *Choules* during Exercise Sea Dawn, which was an important milestone for the MRH90 Project acceptance into service as an integral part of the ADF Amphibious Ready Element.

We then returned to complete the Exercise and returned home to Sydney. We arrived back in Sydney in time to attend Anzac Day. This was the first opportunity for HMAS *Choules* to march as a Ship's Company through the streets of Sydney. Although slightly wet it was a memorable occasion.

In May, prior to a maintenance period, the ship travelled to Auckland NZ with the New Entry Officers for their sea experience. Several days were spent amongst the local population and taking in the sites and experiences. With HMAS *Canberra* not yet in the water and our manning as always under pressure, HMAS *Canberra's* SAE provided several personnel who assisted in the transit over. They gained some valuable sea experience, whilst also enjoyed the port visit. On return from NZ, the Ship went into two back to back maintenance periods. This saw us along side at Fleet Base East (FBE) for several months. Being alongside does not mean the tempo drops. The time alongside enabled a number of *Choules* Specific courses to be completed including High Risk Work Training, along with leave clearance and support to the Ship and contractors during the maintenance period. There are always watches (duties) to complete alongside!



HMAS *Choules* SAE loading bombs from WWII onto the ship's MEXEFloat to be taken out and detonated underwater. In the background is an MRH90 lowering another bomb found in the jungle to be taken out for under water detonation.

Coming out of the maintenance period in September we were straight into workups and by early October we were away on the first of two back to back Operations. The first was OP Render Safe 2014. It is an enduring operation to clear Explosive Remnants of War (ERW) from the South Pacific. This OP is focused on reducing ERW within the Torokina District of Bougainville. It was commanded by Amphibious Task Group (ATG) as Headquarters Joint Task Force 633 and supported by RAN, ARMY, Air Force and international EOD teams from The US, Canada, UK, NZ and Solomon Islands. The SAE fulfilled their primary roles in getting equipment and personnel to and from the island, along with assisting in the resupply of elements ashore. Several members also had the opportunity to go ashore, roughing it for several days, getting back to the base role of all RACT members – The Driver. They flew into the locations in MRH90s, to prepositioned vehicles, then drove EOD teams throughout parts of the AO on what locals called roads, but what most RACT drivers would call overgrown bush/rainforest tracks providing an excellent opportunity to reinvigorate their cross country driving skills. On completion of this task we will disembark the Land force in Brisbane and Townsville, before sailing to Darwin to commence OP Resolute. Currently we are scheduled back in FBE around the beginning of the new year; however, Navy's timelines/tasks move more than Army's! That will be a wait and see.

The small but busy crew of the SAE, HMAS *Choules* 2014. RACT - MAJ Mick Adams and CAPT Nicholas Thompson. The Cargo Specialists WO2 Jas Hall & WO1 Mark Cockburn (later part of the year), SGT Geoff Coady, CPLs Dave Preston and Chris Moore, LCPLs James Hall and Lee Armstrong (promoted mid year, Transfer ARES WEF Jan 15). PTEs Rhys Simpson, Rod Ferris, Kaye Jessop, Chandler McKeown. Those that were with us but are transferring to the Reserve; Harley Hickson (Apr 14) and Will Ashwood (22 Nov), Mark Dransfield (Transfer RAINF Nov) and our resident Mover (Embarked Forces Supervisor) CPL Brent 'Ted' Widders. AAVN mbrs- CPL Jess Arpon and TPR Cameron 'Kiwi' Samuels. RASIG mbrs – CPL Matt Moore, CPL Mick Campbell and SIG Mark Parsons.

michael.adams@fleet.defence.gov.au

1ST AVIATION REGIMENT TRANSPORT TROOP

1ST AVIATION REGIMENT TRANSPORT TROOP

SGT Kate Duncan

1st Aviation Regiment (1 Avn Regt) Transport Troop (Tpt Tp) comprises a very small team who have achieved a broad range and volume of ground mobility support and driver training throughout 2014.

Personnel have been committed to exercises in: Townsville - EX Vigilant Simitar (three weeks), EX CATA and EX Hamel (nine weeks);

Bradshaw Training Area - EX Marlin Fatside (three weeks); and

Puckapunyal - Ex Chong Ju (including a return journey via the East coast) (four weeks).

Special mention goes to LCPL Engay and PTEs Foster and Lea who have been the regulars on these exercises, spending an extended period of time away from 'home' and their loved ones.

The Tp has also conducted a variety of driver training IOT build driver capability. The courses achieved were Dvr DG and CE, ADI, LR2 conversion, MR1 Scania, DEV, P2 and the year will be wrapped up with a C2 cse. CPL McLaughlin has been the lead DTO on these courses and enabled effective training and qualifications for both 1 Avn Regt and external trainees.

The unique equipment of 1 Avn Regt has provided Tp members to opportunity to learn a whole new vocabulary of Defence – ISU,

GPU, Hans Rig, RASO, UNSERV – as well as challenge their load restraint skills. PTEs Bensted and Smallwood have been 'shown the ropes' for restraining on the European-made Scania which has mismatched twist locks for the aviation-specific containers, while PTE Bentley has developed his MHE operator skills with loading wheeled loads.

Career development has also been achieved throughout the year with CPL McLaughlin completing Sub 4 SGT, LCPL Engay attending both TM and Sub 4 CPL and PTE Wallace completing Sub 1 CPL.

Overall, a year full of successes. The Tp will grow in 2016 due to the efforts of the UE team, which will enable better support to be provided to the Unit as the capability of the ARH develops.

Par Oneri

Tpt Tp 2014

TOCWO – SGT Duncan

Tp SGT – SGT Zagami

381 – CPL McLaughlin

Section Comd – LCPL Engay

Drivers – PTE Bentley

PTE Bensted

PTE Foster

PTE Lea

PTE Nuttall

PTE Smallwood

PTE Wallace



TPT TP-100 LOG SPT SQN - 1ST SIG REGT

EX NEPTUNE TRUCK: 16 – 20 JUNE 2014

LT Aaron Porebski

Transport Troop, 100 Logistics Support Squadron, 1st Signal Regiment is tasked with providing lift to both the 1st Signal Regiment and HQ 1st Division, including the provision of bulk fuel, bulk water and MHE support both in barracks and in the field.

In early 2014 an upcoming unit driver's course had to be cancelled. This left us with a significant quantity of fuel spare in the unit allocation, but crucially also a week free in the training program. A plan began to form for a troop training activity incorporating cross country driving through various National Parks across south east QLD, using the spare time and fuel that we now had in the training planner.

It was decided to visit Cooloolool Recreation Area – Great Sandy National Park, Burrum Coast National Park and Expedition National Park. After that significant work was required to establish both Non Defence Training Area bookings with DOTAM South Queensland and Group Activity Permits with Queensland Parks and Wildlife Service. Thanks are owed to WO2 Jim Paris from DOTAM South Queensland, whose knowledge and expertise was critical to navigating through the required administration and getting the final go ahead from Queensland Parks and Wildlife. The activity was named Exercise NEPTUNE TRUCK (Ex NT). In 1 Sig Regt parlance, the word NEPTUNE denotes an activity specific to 100 LSS, whilst TRUCK refers to Transport Troop activities.

Also included in the activity were attachments from across 1 Sig Regt – a detachment from Catering Platoon, a Vehicle Mechanic and Recovery Mechanic from Tech Support Troop, a medic from the Primary Healthcare Team and a signaller from 101 Signal Squadron.

Over the period 16 – 20 Jun 14, the Troop conducted training across the three national parks with Unimog, Land Rover and G-Wagon variants before returning to Gallipoli Barracks. This included crossing the Noosa River on the North Shore Ferry, driving soft sand and beaches at Teewah, Rainbow Beach and Woodgate, before heading inland to the rocky tracks of Expedition National Park. The Troop also had the opportunity to stop at Starkvale and conduct the hike into Robinson Gorge.

The activity was a unique opportunity for the drivers, who have limited time to conduct trade training in the busy calendar of 1 Sig Regt



and HQ 1 Div. Not only had many of the drivers not conducted any difficult terrain driving since completing their driver's courses, very few had any experience driving military vehicles in soft sand or on the beach.

At the time of writing, the Troop is currently preparing to deploy to Fraser Island for Ex NEPTUNE TRUCK 2. This activity will build on the success of the first Ex NT by exercising a humanitarian aid / disaster relief scenario that will see JNCOs from the Troop take command of transport detachments and conduct tasks across Fraser Island.

5RAR & 9LSC TRANSPORT PLATOONS

5 RAR TRANSPORT PLATOON 2014

The year started off with two new march-ins, CPL Quigley from Road Transport Wing and LCPL Winch from 2/14 LHR. With the new march-ins, there were also a number of members that were sent on deployments. PTE's Stewart, Carlyle and Ward deployed on TSE 71, CPL Reilly was deployed on OP SLIPPER and CPL Howell on RCB 105 until May. The absences continued when LCPL Winch was promoted to CPL, and was subsequently posted to 1 CSSB after 5 months in the PL. PTE Magyak has also spent a majority of the year away, completing his JLC, Subject 4 CPL and Transport Managers course. The TOCWO, WO2 Shipley went on long service leave in early February and will return in October.

With the high amount of absences in such a small Platoon, the truckies have had their work cut out providing transport support to the Battalion. The majority of tasks have included troop movement to and from the MTR, KFTA and MBTA. We had a big role in ensuring the COY's pers equipment, weapons and stores made it to and from the RAAF base when the COY's exercised in Tully, Hawaii and Malaysia. In early July the PL was tasked to move, as a whole, to the old recovery bay in the WKSP to allow the Assault Pioneers to raise and occupy the transport yard.

In late July, our manning was cut shorter when PTE Bawden posted to 9 FSB, PTE Logan discharged and PTE Stafford spent 6 weeks in Puckapunyal doing his HC1 course. Only recently has our manning been strengthened when PTE Pullman marched into the PL in September. The PL is also had PTE Richardson march in during October.

When the end of the year finally arrives, the PL will loose SGT Gray, who is posting to 1 CSSB, CPL Howell is posting to 13 CSSB, CPL Reilly to 10 FSB and PTE Stafford to 1 CSSB. Overall it has been an extremely busy year for our small team. The drivers have performed above expectations, especially when detached to other sub units. Everyone is looking forward to a well earned rest.

The team has worked incredibly well throughout the year. Every time a member was detached to another unit or sub-unit of 5 RAR the member detached would come back to the platoon with glowing reports. PTE Ward received a personal thank you in a letter from CO 1CSR for his outstanding efforts in supporting them during Ex HAMEL 14.

5 RAR TPT PL have proven they can operate at a level far above what would be expected from a platoon comprised of mostly junior drivers. This is due in large part to the outstanding efforts of CPL Quigley, CPL Howell, CPL Winch and CPL Reilly.

The work of 5 RAR transitioning to the Standard Infantry Battalion (SIB) created a lot of challenges and opportunities. The work is ongoing; however the platoon is well positioned to tackle 2015.

Of note, CPL Quigley received a Commandants commendation for his work whilst posted to the Army School of Transport in Puckapunyal, this award was well deserved and he continued to impress throughout the year at 5 RAR.

SGT Gray was awarded the Conspicuous Service Medal in the Australia Day Honours List 2014. He attended an Investiture Ceremony on 23 May 14 (his 31st Birthday!) at Government House in Darwin where the NT Administrator presented him with the insignia of the award.

9 LSC

PTE M Arathoon

During the year, 9 LSC conducted their IET training. This was run towards the end of April and start of May 2014.

The training took place at Wide Bay Training Area which is approximately 2 hours from the Amberley region.

This activity involved the participation of other units based within the core. Such units include 176 Air Dispatch, 9 FSB, 9 LSC, and other units attached.

During the training week, members were positioned in the field environment, or were assisting with the conduct of the exercise within the base camp at HQ. This took place for the duration of the week.

The week involved the section attacks on the positions. This was assisted by our illustrious OC showing us how to sneak into a location!

For those not undertaking field like activities, they were generally kept busy with Trade Training. Driving tasks were a common occurrence during the activity.

The only negative aspect from the exercise was the weather- but no one can be accountable for that!

Greenbank was the next mission- With various shoots being undertaken with various forms of weaponry.

This included the F88, F89, NAD, NVG, LF 1-6, and 9 mm pistol training for those already qualified.

There was a great emphasis on weapon handling and cleanliness - Ensuring that a high standard was always maintained.

The shoots were conducted during the day and at night in all forms of weather- Making it good training. There were a few kangaroos that also popped up as well which made it more of a challenge!

Once the Greenbank exercise was complete, it was off to the unit for an excellent BBQ lunch. This was catered for by the Congo Club. This was an ideal way to finish the exercise with an early knock being on the agenda also.

Overall, this was an enjoyable and challenging exercise for the lower ranks, and a good opportunity for us to work along side our superiors as well.

I found this to be beneficial to catch up with comrades from other units, and share the experiences with them.

Par Oneri – Equal to Task

TRANSPORT WITHIN THE MER FSE 1

TRANSPORTATION WITHIN THE MER FORCE SUPPORT ELEMENT ONE

MAJ Luke Condon

What had initially been established as a Force Support Element (FSE) that would fulfil the logistics requirements of the warlike and non-warlike operations of OP SLIPPER, OP MANITOU and OP ACCORDION has in a few short months increased in scope to support operations stretching the width and breadth of the Middle East Region (MER) incorporating OP OKRA and the minor operations. In order to provide the theatre level logistics effect required, FSE 1 RACT members across various Corps trades have been required to draw upon their skills. The RACT soldiers have demonstrated creativity and resourcefulness in order to ensure mission success.

RACT MEMBERS MAKE UP APPROXIMATELY 1/3 OF THE FSE

With many of the FSE 1 RACT members deploying for the first time, Force Preparation saw members receive their first exposure to the Bushmaster and ancillary equipment, such as ECM and PWS, as well as the UA-SUV. Further rehearsal of skill sets within CVS and confirmation of postal operations ensured that members were well prepared for their deployment.

Road Transport members operate across Afghanistan and the Arab states. Tasks range from general and heavy stores lift, to pax lift and VIP movement. Members are required to rely on their learned core skills from demonstrating and understanding TTPs and SOPs during RSO&I training in AMAB, through to the real time application of those lessons on the streets of Kabul or when conducting out side the wire (OTW) tasking. Utilising their subject matter expertise, RACT members are heavily involved in driver testing including; on and off base driver familiarisation, airside access driver training together with contract management of road fleets. The FSE 1 members are well versed in conducting their jobs in differing and demanding situations.



RACT members – KAF.

Postal Operators within FSE 1 enable the postal effect across the MER. With Australian Forces Post Offices (AFPOs) established all across the MER the Postal Operators (made up from road transport and marine specialists) are kept busy, but rewarded often with the knowledge that their toil has broached the link between ops and home. Currently there are postal operators situated at Dubai, Kabul and Kandahar with the ability to expand as required, as has been the case with the increase in the provision of postal support to OP OKRA personnel.



Postal Operators distributing Morale.

Cargo Specialists within FSE 1 embody the professionalism demonstrated by RACT members in generating positive relations in order to contribute to the theatre level distribution effect. They operate closely with the RAAF Air Load Teams and the RAN Liaison Officers (RANLOs) to enable the provision of support across the Joint environment and multiple operations. Termites work closely with coalition partners, such as the UK forces, across all nodes at all hours, and as a result have built strong working relationships. The Cargo Specialists also aid in the provision of MHE support across the MER to support tasking.

C2. RACT is also heavily represented within the command and control functionality of the FSE. The OC, CSM, OIC KAB, S33 and OPSWO are all RACT and provide direct input into planning and controlling joint logistics support effects. The diversity that the varying streams and specialities of the Corps provide has prepared them well to value add to the roles they fulfil.

RACT personnel make up a vital component of not just the FSE but other organisations including but not limited to movements personnel and Air Dispatches. These personnel have and are contributing to the wider operational effect along side the FSE ensuring that distribution within the MER is successful. The RACT Officers and Soldiers of FSE 1 make up a key component of the

TRANSPORT WITHIN THE MER FSE I

Task Element (TE633.9), ensuring the theatre level logistics provision of support to all ADF Force Elements is maintained to the highest standards, indirectly aiding in achieving mission success.

FSE-I RACT BREAKDOWN

OFFICERS – X 3 (MAJ – LT)

ROAD TRANSPORT – X 15 (WO1 – PTE)

CARGO SPECIALIST – X 7 (SGT – PTE)

POSTAL OPERATORS – X 5 (SGT – PTE)



Cargo Specialists preparing loads for air movement.



FSE 1 RACT Members - AMAB.

OP HAWICK - 9 TRANSPORT SQN

OP HAWICK DEPLOYMENT 26 JUL – 22 AUG 2014

LCPL Vivian Rosentreter

As Exercise Hamel drew to a close, a new and exciting chapter opened up for two 3 CSSB transport drivers. It was 'end ex' when we got the call for myself and PTE Stephen Meredith to be taken immediately from High Range back to Lavarack Barracks. At that stage we had no information on what we were required for or what location, other than a possible deployment opportunity. Upon arriving back to 3CSSB BHQ, we were briefed on the deployment to the Ukraine, following the tragic MH17 crash which occurred whilst we had been out field.

The deployment called for a PMV medical element which consisted of myself as the crew commander, the driver (PTE Meredith), a medic, vehicle mechanic and a RAEME boffin. A few hours later after having only an hour to say our goodbyes to loved ones and to pack, we were on a flight to Brisbane to meet up with the rest

of the team for the deployment. The next day we were on a C17 flight, along with the Role 2 medical team we were attached to, headed for the Netherlands. Touching base in Eindhoven there was still a lot of speculation on how the PMV was going to be utilised in the Ukraine. With the ongoing fighting between the rebels within the Ukraine and the presence of Russian military forces postured on the border, the first week of the deployment saw us on standby for possible insertion into the Ukraine.

Eventually, however, it became evident due to escalating hostilities within the Ukraine that the PMV would not be utilised. From there, PTE Meredith and I were sent back to Eindhoven Air Base to be tasked as transport drivers. Whilst in Eindhoven various tasks were given to us to transport personnel to and from various cities within the Netherlands such as Den Haag and Amsterdam. The major challenge for us was of course getting used to driving on the right side of the road and the occasional dodge of a bicycle. All in all it was an amazing opportunity to see a vast amount of the country. When not on driving tasks we got an opportunity to work along side the Dutch Air Force in Eindhoven,

who were an amazing team and wonderful to work with.

Overall the deployment was a great experience, and the experiences and memories formed from this trip will never be forgotten. It was an honour to be chosen to support the Dutch on OP HAWICK, and I hope however small our contribution was, our presence in the Netherlands helped that little bit more for the families of the MH17 victims.



MIDDLE EAST MOVEMENTS

MIDDLE EAST REGION MOVEMENTS

LT Wes Corby

Joint Movements Coordination Centre Middle East Region (JMCC MER) is another cog in the wheel of the machine that is known as the 1st Joint Movements Group, and includes JMCO Gulf States, along with detachments at Kabul International Airport and Kandahar Airfield. The JMCO Gulf States Detachment located at Al Minhad Air Base co-ordinates the movements of force elements out of AMAB into Afghanistan and the Gulf States. They also co-ordinate the movement of equipment in and out of Australia by sea. The Movement Detachments at Kabul and Kandahar control and co-ordinate all the movement of force elements within and out of Afghanistan. There are currently only four movement personnel in Afghanistan that are responsible for all the force elements that are permanently and temporarily based there. Some of their tasks include moving force elements to and from Australia through either chartered or sustainment aircraft into and

around Afghanistan and to the Gulf States using Australian, Coalition and civilian or chartered assets.

The role of movements can vary depending on the operational need and, as a result, JMCC MER staff (affectionately known as “Movers”) find themselves adapting plans on the run. Sometimes it might be for a small group of key individuals or a large rotation of up to 200 people. Whatever the task, a Mover tends to find themselves at the epicentre of higher level movement planning. They are required to build and maintain relationships with a variety of supporting elements and force elements, alongside their networks of coalition partners.

The soldiers that work at JMCC MER willingly accept a large amount of responsibility and find themselves having to brief and control force elements of varied rank - and do it without hesitation. They are given great amounts of Mission Command and their dealings with numerous civilian and foreign agencies see them embody the concept of the ‘Strategic Corporal’.



SEQLD CIRCLE THE WAGONS

SEQLD CIRCLE THE WAGONS

Maj Christine Pope

When a massive storm hit Brisbane just over 12 hours before the commencement of the event, I was seriously questioning whether our wet weather plan was sufficiently robust to withstand mother nature's challenge and if we would actually have any participants given there was a significant possibility that they would be re-directed to restore services to the community that had been pummelled by wind, rain and hail the day prior.

Fortunately the weather brought a cool change without a lot of rain and it was mainly 2CER that answered the call to clear the roads of fallen trees. So the day was underway with around 180 truckies representing the SEQLD units including 5 Transport Squadron, Land 121 Training Team, JMCO/JMCC, 6RAR, 1 Regt, 8/9RAR, 2/14 LHR and 26 Transport Squadron.

The intent of the Circle the Wagons event is to gather together current and past serving RACT members in the SEQLD region for a day of light-hearted competition but is ultimately to re-kindle old networks and thus rejuvenating Espirit-de-Corps and the pride associated with being a member of this fine Corps.

The day started with a straight up relay to get the blood pumping and the competition juices flowing. The activities evolved to be more transport orientated with a G-Wagon tyre change and short obstacle course, a blindfolded truckies hitch relay, blindfolded reversing competition testing the guides ability to firstly understand how to negotiate the vehicle around the course and secondly



effectively verbally communicate their plan to the blindfolded driver.

The classic challenge of around the Unimog tested participants agility and strength with 8/9 RAR proving their worth in this event. However the real challenge for the day proved to be the Mack pull. Two Mack fleetliners were lined up with ropes attached and two teams of ten strong, brave soldiers ready to give every ounce of strength for the pride of their unit. Some teams were led to a false sense of superiority with convincing wins until it was assessed that the camber in the road on one lane proved to be disadvantageous.

We broke the good news that all teams would have to complete the pull again on the opposite side to their first attempt to ensure that the competition was even. Although this was greeted with some rumblings, all teams dug deep and found the strength to haul the truck

100m for the second time. It warmed my heart to see spectators jump in to help some teams that were struggling with the massive effort because in the end it is not always about winning but rather helping your comrades when in need.

Overall, the all round strong performance of 26 Tpt Sqn proved too much for the composite team of Land 121, 6 RAR and 1 Regt who came in 2nd place, narrowly defeating 5 Tpt Sqn who ended up in 3rd place. A very big thank you to the Corps RSM, WO1 Ray Doolan for travelling from Puckapunyal to announce and present the winning trophy to 26 Tpt Sqn. Thanks are also deserving to 26 Tpt Sqn for offering their facilities to accommodate and provide the caterers for the event. I would also like to thank the Head of Corps Cell for generously funding the BBQ lunch for all participants, who without the donations from member contributions would not be able to support such excellent events.



HONOURS & AWARDS

CAPT PETER MCCARTHY RACT AWARDS



The recipient for December 2013 was LT Joanna Farrell receiving the award from COL Andrew Fidge – Representing RACT HOC.



The Recipient for June 2014 was LT Kathryn Smith receiving the award from RACT HOC BRIG Paul Nothard, AM, CSC.

OTHER AWARDS

Bravery Medal

Mr William Thomas DENNY AM, (RACT Colonel Commandant Central Region)

On the afternoon of 14 November 1997, Mr William Denny assisted in the attempted rescue of a man from a burning truck at Wannon, Victoria.

By his actions, Mr Denny displayed considerable bravery.

Commander Forces Command Bronze Commendation

Major Annette Elizabeth Wyatt

Commended for high achievement as Project officer and lead planner for the Theatre Gateway, 2nd Force Support Battalion.

The Soldier's Medallion

Lance Corporal Kathryn Hibbert

Awarded the Soldier's Medallion for exemplary service to the 2nd Force Support Battalion.

THE QUEEN'S BIRTHDAY 2014 HONOURS

Distinguished Service Medal (DSM)

Brigadier Andrew William BOTTRELL, CSC and Bar

For distinguished leadership in warlike operations as Director General Transition and Redeployment on Operation SLIPPER from December 2012 to November 2013.

Conspicuous Service Cross (CSC)

Colonel Anthony Gerard HAMBLETON, AM

For outstanding achievement as the Director Personnel Policy and Director General Personnel - Army within Personnel Branch - Army, Army Headquarters.

Medal (OAM) in the Military Division

Major Ian Matthew LAKEY

For meritorious service as Regimental Sergeant Major of Force Support Unit - One on Operation SLIPPER; Regimental Sergeant Major of 1st Combat Service Support Battalion; and Regimental Sergeant Major of Force Support Unit - Seven on Operation SLIPPER.

DOCM UPDATE

OFFICER CAREER MANAGEMENT UPDATE – RACT

MAJ Neil Peake

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 another interesting year in the world of career management. Ongoing implementation of PLAN BEERSHEEBA continues to create a number of opportunities within the Corps, as well as within the Corps Code 55 (any log) and Corps Code 00 (any corps) establishments. The amendment of the Force Generation Cycle to align with the financial year (as opposed to the calendar year) has also created some challenges, especially in regard to manning priorities. The purpose of this article is to give a general update on these issues, give you a snap shot of the health of the Corps and provide some key career management considerations prior to the commencement of 2015.

RACT Update

PLAN BEERSHEEBA continues to influence many aspects of career management. Positions continue to be raised and frozen throughout the Career Management Cycle (CMC) which requires us (and you) to be flexible and responsive to these changes. The creation of the PMV Squadrons within the CSSBs continue to be the biggest addition to the RACT establishment and 3 CSSB are the first to field this outstanding Corps capability within the Combat Brigades. From an officer perspective, this has provided an additional four command opportunities (OC and three Troop Commanders), as well as a CAPT 2IC. It is expected that this capability will be mirrored within the other Combat Brigades within the next two years, which will significantly increase the command opportunities for our junior officers within the Corps. As well as the Combat Brigades, the Army School of Transport has also gained the PMVs in order to train our officers and soldiers in the effective application of this impressive capability. This has created additional CAPT instructor positions within the Corps, which traditionally are the most difficult to achieve.

Aside from the additional positions being created as part of PLAN BEERSHEEBA, there has also been a shift in the rotation of the Force Generation Cycle that sees Combat Brigades rotate their readiness state mid-year. This creates issues for career management, as the CMC will remain in line with the calendar year in order to ensure that postings continue to align with the school year. The difficulty with this rotation plan is that manning, in many instances, will be offset to the Force Generation Cycle. The current rotation will see 3 BDE remain as the Ready Brigade until mid 2015 then rotate to the 'Reset'. In preparation for this there are a number of positions within 3 BDE, including all CAPT S4 positions within the Battalions and Regiments, which are Directed Vacancies (DV). Understandably, Commanding Officers want those positions filled until the Brigade rotates to the Reset but in many cases this will not occur, especially due to the shortage of GSO CAPTs in the system.

The priority remains those in the Readying phase (currently 7 BDE), which will ensure that their manning allows for appropriate certification and subsequent readiness. As a result of this you should expect that during the next CMC, the priority will be to fill 1 BDE, while 7 BDE will see a significant drop in priority despite still having another six months as the Ready Brigade. I ask that you take this into consideration when compiling your five years plans prior to your 2015 career interview.

Workforce Planning Data

Tables 1 and 2 are an update from the table provided in the 2013 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, correct as at 01 Oct 2014.

	0	1	2	3	4	5	6	7	8	9	10/10+	Total
LT	22	22	17	1								62
CAPT	18	17	21	22	12	14						104
MAJ	20	17	9	15	16	8	5	7	4	6	24	131
LTCOL		4	4	6	4	4	3	3	6	4	6	44
COL		3	2	1	2	1	1	1				11
												352

Table1: RACT (Officer) Rank by Cohort

	Total Asset by Gender		Trained Asset	Total Asset	TF Estab	Non-corps alloc	Total Req'd	Trained Headcount Gap
	M	F						
LT	45	17	62	62	52	7	59	3
CAPT	80	24	104	104	60	38	98	6
MAJ	94	37	131	131	37	48	85	46
LTCOL	36	8	44	44	4	11	15	29
COL	10	1	11	11				11
Total	265	87	352	352	153	104	257	95

Table 2: RACT (Officer) Asset and Liability

Table 2 details the asset (officers) vs. the liability (positions) equation for RACT. Based on data, the Corps is over its establishment by 84 officers, especially at the 04 and 05 rank (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 2014 unless officers 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 significantly slowed.

Influencing Career Management Decisions

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 2015 DOCM-A Tour as it will assist in preparing for your interview and assist your CA 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. Service needs continues to be the most significant consideration of the three.

DOCM UPDATE

- 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 your CA that you have used the Gazette to come up with available, realistic, suitable and diverse options.
- Attend the annual DOCM-A information tour in the first quarter of each year to ensure 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 opportunity for your CA 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.
- Keep your CA 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 and been recommended for promotion in your PAR. 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 (RMC-D, ADC, O/S exchange etc), 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 PARs on time, maintaining AIRN compliancy and nominating for required ACOTC courses.

Specific Recognition

Command and Staff College 2015

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

MAJ Pip Cleary
MAJ Ryan Holmes
MAJ Kel O'Brien
MAJ Dan Turner (Malaysian C&SC)

Sub Unit Command Appointments for 2015

The following officers are congratulated on their selection for Sub Unit Command in 2015:

Senior Instructor II Class, RMC – Duntroon	- MAJ Rebecca Elston
XO, Air Movements Training and Development Unit	- CAPT Ben McCaskill
35 Water Transport Squadron, 10 FSB	- CAPT Brett Hartley
9 Transport Squadron, 3 CSSB	- CAPT Matt Weldon
6 Transport Squadron (PMV), 3 CSSB	- CAPT Luke Tindale
Maritime Wing, Army School of Transport	- MAJ Nick Schoch
Land 121 Training Team, Army School of Transport	- MAJ Craig Mann
JMCO Adelaide, 1 Joint Movements Group	- CAPT Ian Mackey
JMCO Sydney, 1 Joint Movements Group	- MAJ Sally Graham

Instructional posts for 2014

The following officers are congratulated on their selection for instructional postings in 2015.

MAJ Tim Keffe – Instructor, Officer Training Wing
CAPT Callum Muntz – Instructor, Royal Military College - Duntroon
CAPT Dave Hosie – Instructor, Army School of Logistic Operations
CAPT Sean Gledhill – Instructor, Army School of Logistic Operations
CAPT Jeremy Mar Fan – Instructor, Maritime Wing, AST
CAPT Alasdair Newman – Troop Commander (PMV), AST
LT Richard Cherry – Troop Commander, AST
LT Cameron Scott – Troop Commander, AST
LT Justin Langford – Troop Commander, AST
LT Samantha Palmer – Troop Commander, AST
LT Aaron Evans – Troop Commander, AST
LT Oli Smith – Platoon Commander, ARTC
LT Andrew Connell – Platoon Commander, ARTC

DOCM UPDATE

Farewells

The following officers have discharged or transitioned to the ARES/SRES from the Foundation Group portfolio in 2014. Farewell and good luck for the future.

MAJ Miles Salom
MAJ Robert Barry
MAJ Viv Dolan
MAJ Pam Buxton-Barber
MAJ Phil O'Donnell
MAJ Robert O'Brien
MAJ Dan Kreutzer
CAPT Ben Ireland
CAPT Gary Wahlen
CAPT Richard Miller

Welcomes

RMC-D graduated six officers to RACT from the 2014 mid year class and they are joined by eleven officers from the 2014 end of year class.

RMC-D Graduates

Mid Year 2014

LT Brenton Chapman	- ADFA
LT Monica Merlo	- 10 FSB
LT Luke Morgan	- 1 CSSB
LT Brendan Nguyen	- 1 JMOV Gp
LT Kathryn Smith	- 3 CSSB
LT Fiona Sykes	- 10 FSB

End Of Year 2014

LT Gemma Berto	- 10 FSB
LT Nicholas Donohue	- 1 JMOV Gp
LT Aaron Evans	- AST
LT Steven Liowillie	- 9 FSB
LT Luke Monaghan	- 3 CSR
LT James Oswald	- 3 CSSB
LT Joshua Smith	- 3 CSSB
LT Morgan Spencer	- 10 FSB
LT Michael Van Zuylen	- 10 FSB
LT Keridwen West	- 10 FSB

Senior Officer Promotions

MAJGEN David Mulhall (Third RACT MAJGEN Appointment)
BRIG Michael Ashleigh
BRIG Cameron Purdey
COL Bunny Carrigan
COL Malcolm Brick
COL Paul Rosenberger
COL Glenn Taylor

Final Comment

As this is the last article I will be writing as Career Advisor RACT/AACC, I want to pass on my appreciation to all personnel within the Foundation Group that I have had the privilege to work with over the past two years. Career management is a complex and emotive beast, and I am under no illusions about the importance it has to each of you, both professionally and personally. Whilst I have tried to achieve your personal preference with each posting, this is not always possible due to the professional development requirements and service need at the time. In particular I appreciate the patience that many of you have shown over the past two years and I wish you all the very best for the remainder of your careers in Army and the Corps. Major Phil Cox will be your Career Advisor from 19 January 2015 and I wish him all the best over the next two years in the appointment.

PAR ONERI

DSCMA UPDATE

DIRECTORATE OF SOLDIER CAREER MANAGEMENT – ARMY

Major Justin Burdett

Ladies and Gentlemen of the Corps,

This year has been a very busy year for DSCM-A. This year has seen a renewed vigor in travel (more locations visited in 2014 than the last three years), postings and Promotion Advisory Committees (PAC) for Career Management Cycle (CMC) 2017 conducted. This has had a net effect of 1036 soldiers (PTE-WO2) interviewed in 2014 (60% of the Corps), 570 posting orders issued for 2015 (26%) and 480 (21%) soldiers presented for detailed consideration in PAC board for promotion consideration in 2017 to Sergeant, Warrant Officer Class Two and Warrant Officer Class One.

Those changes which commenced planning in 2012 having come to full fruition with the Enhanced Career Management Model (CA Directive 47/13 Army Soldier Enhanced Career Management (ECM) Model – Implementation) and the Warrant Officer Class One Career Management Strategy (WOCMS) - implementation (CA Directive 02/14 - Warrant Officer Class One Career Management Strategy (WOCMS) - implementation) being brought into service and adjusted to meet the current and future needs of the Army.

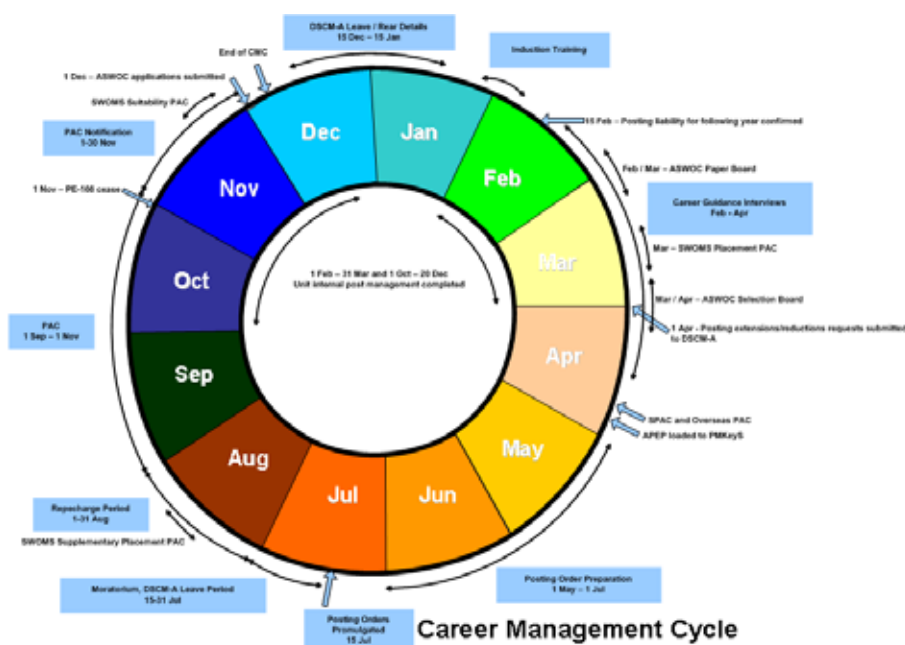
This article will aim to reinforce current DSCM-A messaging, the health of the Corps and opportunities for employment within RACT and wider Army.

The methodologies that underlie the DSCM-A Vision and values see DSCM-A staff conduct themselves with the utmost professionalism and ensure that soldier's career management is handled above all with transparency and involvement of not only the CoC but also the individual soldier occurs through all phases of tasks.

Revised DSCM-A Career Management Cycle (CMC)

2014 saw the reinforcement of the 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 endeavour to release the bulk of the posting orders by the end of the second week in July each year.



DSCMA UPDATE

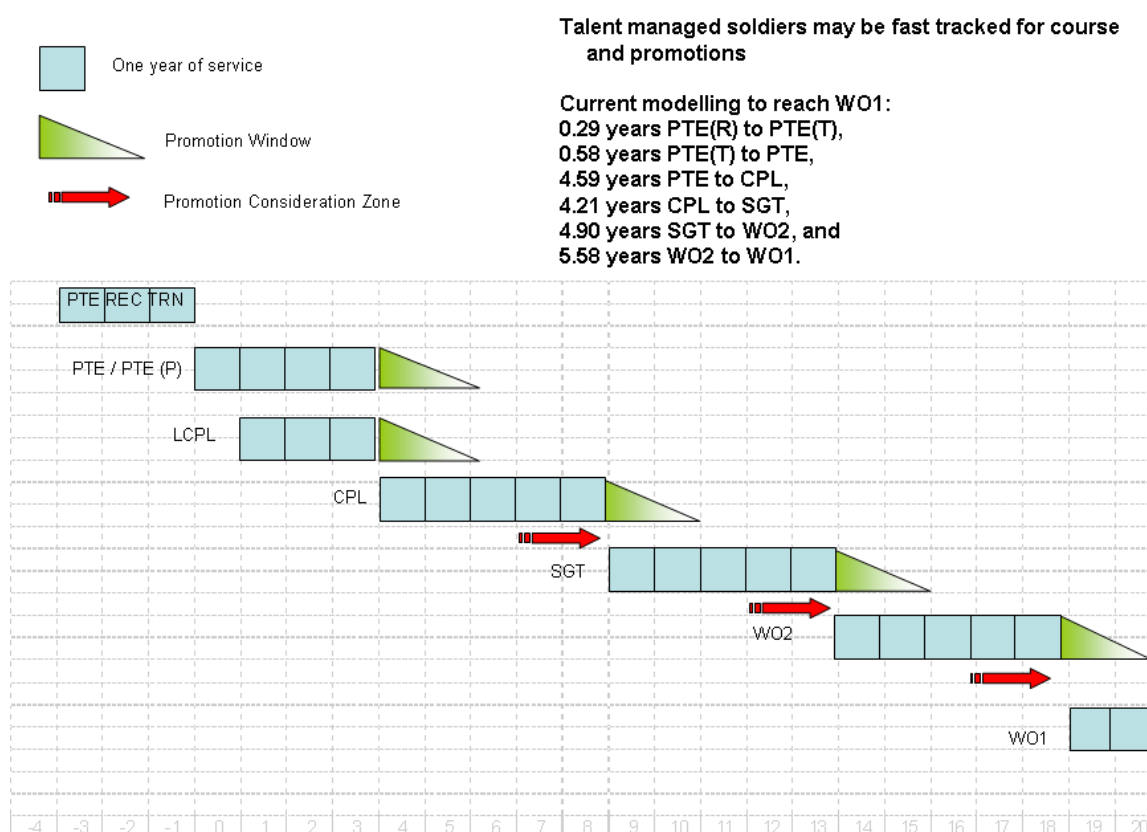
What's new/old?

Enhanced Career Management

Chief of Army was 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 are not to 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) a soldier is expected to be before first presentation to PAC is not until they have attained four years and four annual PARs within rank. Unless being managed under the talent management scheme.
- 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 PTE RACT ECNs **NOT** being critically managed by DSCM-A are ECN 035 and 099.

The current table provides a snap shot of expectations of time in rank for each rank. Of note is that as at 2015 all ranks being considered for presentation in a PAC board will require 4 annual PARs at rank IOT meet eligibility requirements.



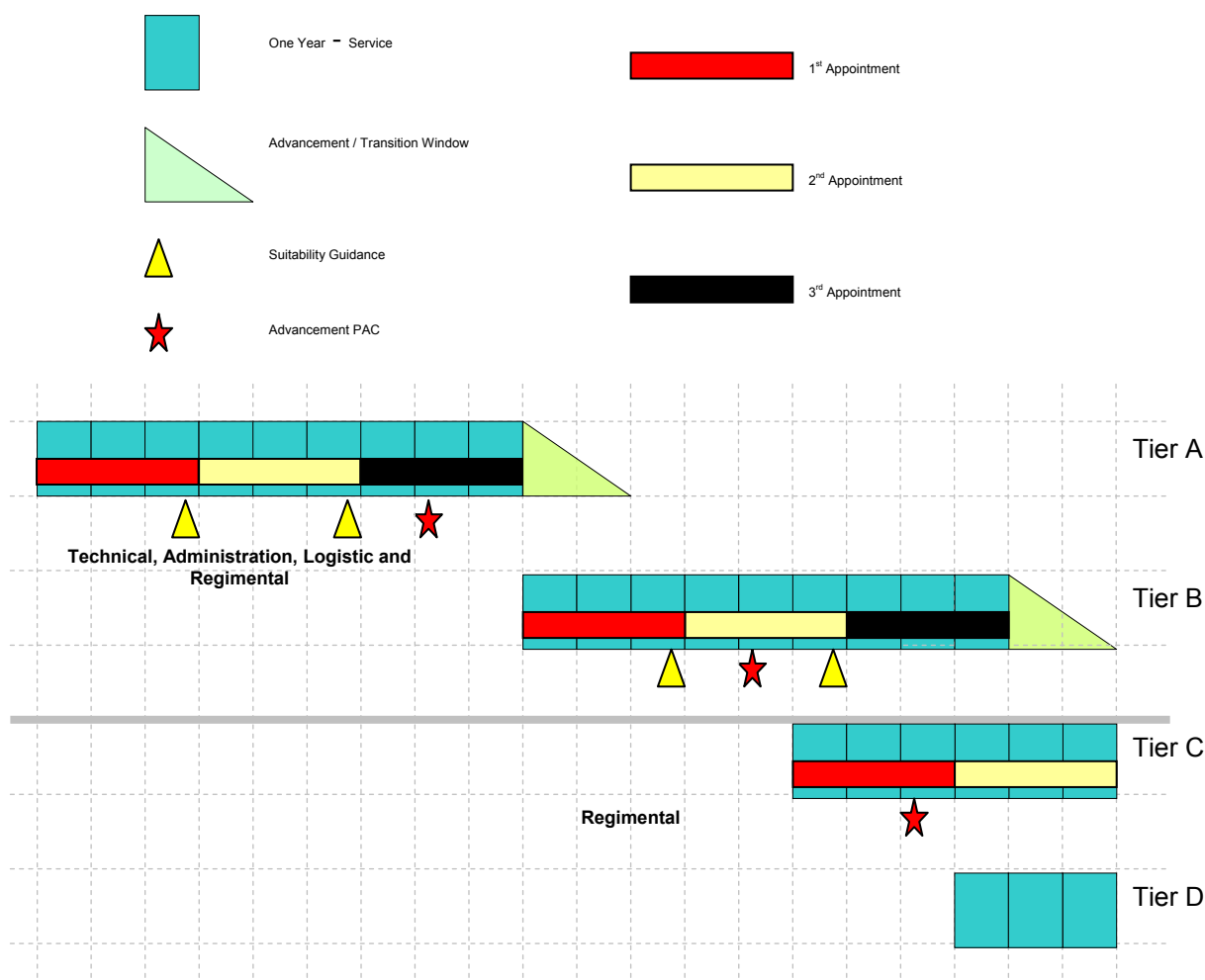
DSCMA UPDATE

WO1 Career Management Strategy.

In February 2014, the CA released Directive 02/14 - *Warrant Officer Class One Career Management Strategy (WOCMS) – Implementation*, which outlines the career management strategy for all WO1s. Under the strategy all WO1s will be presented to the Senior Warrant Officer Personnel Advisory Committee (SWO PAC) in the final year of their tenure, and RSMs in the 2nd year of their tenure. At the SWO PAC, individuals are placed in PAC suitability groups based on performance against their peers. The outcome of the SWO PAC will determine the posting outcome for the next PPC. The SWO PAC outcome may also determine that due to time in Tier and the number of appointments that an individual has had, that some personnel are to be considered for transition options. It is emphasised that for the vast majority of WO1s, service to CRA is unlikely.

Average Time in Tier.

The model below is based on three year posting tenures as the norm and three appointments before consideration for Tier advancement. Length of tenure can be amended to meet service need. It is acknowledged that model does not neatly fit all trades in Army, in particular as it applies to RACT trades, ECNs 171 (4 Tier A positions), 218 (2 Tier A positions) and 099 (2 Tier A positions). For career longevity, personnel in these trades on reaching Warrant Officer Class One, should seriously consider expanding their profile, to make them competitive for out of trade appointments. For example, having a Training Development background with qualifications.



DSCMA UPDATE

Opportunities

The raising of 2 x PMV Troops in 3 CSSB as part of Plan Beersheba in 2015 provides significant opportunities for personnel to gain skills in a motorised armoured platform. Future opportunities will see 7 CSSB with additional PMV Troops and the responsibility of training PMV drivers through Army School of Transport, PMV Troop.

Health of the Corps

ECN 035	PTE	LCPL	CPL	SG T	WO2	WO 1	Total
Establishment	35	6	33	29	26	11	140
Asset	72	4	34	30	17	11	168
ECN 099	PTE	LCPL	CPL	SG T	WO2	WO 1	Total
Establishment	55	10	16	14	10	3	108
Asset	66	11	15	14	9	3	118
ECN 171	PTE	LCPL	CPL	SG T	WO2	WO 1	Total
Establishment	104	19	36	16	11	5	191
Asset	93	20	29	14	10	3	169
ECN 218	PTE	LCPL	CPL	SG T	WO2	WO 1	Total
Establishment	46	9	30	23	10	3	121
Asset	58	6	26	22	9	2	123
ECN 274	PTE	LCPL	CPL	SG T	WO2	WO 1	Total
Establishment	758	156	274	126	82	11	1407
Asset	653	125	239	112	76	9	1214

Currently, RACT has grown significantly and the Corps has expanded by approximately 15 %. The table provides current establishment within the Corps. There is still a significant shortfall in ECN 274-5 and ECN 274-6 skills. 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.

Message to Soldiers: It is critical for all soldiers to take ownership of their careers 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.

PAR: Understanding the role of your PAR in the PAC process is critical. If you receive a PAR that summarises your performance with minimal reinforcing comments outlining how you have performed, you will not compete as well as a peer who has a detailed and thorough word picture providing examples and detailed descriptions on HOW they performed. Areas assessing officers need to focus on are against **Performance, Qualifications, Experience and Potential** and the key discriminators being Leadership, Trade, Potential, Interpersonal Relationships and Communications (oral and written) using key verbs to describe their performance such as; Outstanding, Excellent, Very Good, Good, Satisfactory or Poor. 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.

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 (MAE).

2015 Career Interviews: 2015 will see the Career Advisors visiting all major locations again. In order to ensure the time you have with your career advisor is maximised it is critical that you come prepared for the interview. Preparation should involve you having a thorough understanding of your Employment specifications and what jobs and posting are specified for your current rank and likely future rank appointments. During the interview your Career Advisor will ask you for your three posting preferences - if you are due for posting it is critical that you have thought this through and discussed them with your family. Your preferences must NOT be in the same geographical location.

DSCMA UPDATE

Consequences of your Actions!

To reinforce previous advice; 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 2014

ECN	RANK	NAME	ECN	RANK	NAME
274	WO1	K. Harris	099	CPL	D. Linnett
350	WO1	S. Smith	099	CPL	M. Duncan
035	WO1	A.J. Beckham	099	CPL	K. Preston
035	WO1	A.B.J. Harper	099	CPL	B. Bowker
035	WO1	S.P. Parren	035	CPL	G. Clarkson
171	WO1	J.R. Hall	035	CPL	S.M. Tanaskovic
			274	CPL	S. Murphy
274	WO2	D. Brady	274	CPL	L. Stone
274	WO2	J. Parrish	274	CPL	R. Patton
274	WO2	S. Cox	274	CPL	J. Dean
274	WO2	R. Leal	274	CPL	C. Aylward
274	WO2	A. Rankin	274	CPL	G. Lever
274	WO2	V. Boyle	274	CPL	P. Turner
274	WO2	J. Carmichael	274	CPL	C. Johns
274	WO2	M. Phillips	274	CPL	S. Hillman
099	WO2	N. Alcock	274	CPL	R. Beggs
218	WO2	R.M. Lovell	274	CPL	D. Cok
035	WO2	L. Ingle	274	CPL	A. Imms
035	WO2	L.E. Neill	274	CPL	B. Collier
035	WO2	D.G. Home	274	CPL	A. Houston
			274	CPL	T. Smith
274	SGT	R. Buchhorn	274	CPL	S. Fitzpatrick
274	SGT	M. Wiggins			
274	SGT	A. McPherson	099	LCPL	A. Ingram
274	SGT	I. Macdonald	099	LCPL	A. Rae
274	SGT	S. Rogers	099	LCPL	P. Brennan
274	SGT	H. Doubleday	274	LCPL	D. Barlow
274	SGT	C. Pook	274	LCPL	T. Smith
274	SGT	A. Torenbeek	274	LCPL	H. Austine
274	SGT	J. Haynes	274	LCPL	R. Godara
274	SGT	K. Jefferies	274	LCPL	B. Ralph
274	SGT	C. Keller	274	LCPL	C. Miller
274	SGT	S. Bayliss	274	LCPL	H. Bloomfield
274	SGT	A. George	274	LCPL	S. Maloney
099	SGT	P. McIlvaney	274	LCPL	C. Lovett
035	SGT	C.J. Sturge	274	LCPL	L. Searant
035	SGT	R.M. Tierney	274	LCPL	C. Mowbray
035	SGT	L.R. McNaughton	274	LCPL	A. Cross
035	SGT	S.M. Austin			
035	SGT	K. Hartley			
171	SGT	G.R. Ford			
171	SGT	C.G. Jackson			
171	SGT	S.A. Burgess			
218	SGT	M.T. Halpin			
218	SGT	J.M. Gough			
218	SGT	L.H. Noyes			
218	SGT	T.W. Plumb			

12 MONTHS AS A TPT MANAGER AT GOOGLE

12 MONTHS AS A TRANSPORT MANAGER AT GOOGLE

Major Marcus Luciani

In 2012 I took a one year sabbatical from the Army for a working holiday. The plan was to live and work in London with my wife and travel around Europe during time off. Working at McDonald's, driving a van or pulling beers in a pub were the occupations most likely to fund our holidays. Instead, I jagged a job as a Transport Manager in the company which topped Fortune's world's best company to work for that year: Google.

Since returning to Army quite a few people have asked about the job and the Corps Journal is a great avenue to share the experience. There are three questions that are commonly asked of me: What does a transport manager do at Google? What was it like working at Google? And, why did you come back?

This article shares the fresh perspective I have on my job as an RACT officer after a year working at Google. It's about how technology and information are likely to be the next revolutionary change in transport. It also shares the lessons I learned about the Army whilst being away from it and offers some tips on how to manage a year away from an Army career with minimal detriment to your profile.

What does a transport manager at Google do?

There aren't many jobs for people in transport at Google; but the images that you see on Street View are photographed by fleets of Google cars with cameras mounted on their roofs. My job was to manage the project which updated Street View images in cities in the UK and Ireland. This included managing 40 cars and drivers spread across those two countries.

Unfortunately a non-disclosure agreement prevents the sharing of specifics about specific technologies. What can be said is that the cars themselves were Opel or Vauxhall (i.e. Holden) Astras fitted with cameras on the roof and a computer inside the car. The technology inside was similar to GPS tracking systems commonplace in the civilian transport industry. A driver's day could be interrogated on a map and GPS data showed and recorded where all the vehicle fleet were at any time. In addition mechanical information and images taken by the camera were all uploaded in real time through a data connection.



UK Street View Car.

The desktop systems that processed data is what made the in-car technology shine. These systems produced, recorded and arranged information on driver location, efficiency, cost, performance and image quality. Desktop systems automatically generated reports and returns and presented information in logical and useful formats. Unwanted data was filtered out and bell-curve type graphs were produced such as cost per driver for effective km and effective kms per day.

This information meant most of the management effort was dedicated to the top 10% and bottom 10% of drivers. This freed up time to manage more drivers or complete other work. It also negated the need for a level of junior management between the manager and the drivers. It was possible to manage 40 drivers directly which is a 'span of command' beyond what is normal in the military.



Google Office, London.

12 MONTHS AS A TPT MANAGER AT GOOGLE

Central to the success of these desktop systems was the ability for the Transport Manager to work closely with a programmer to create new systems, improve programs and fix bugs. Programmers were readily accessible to direct users; it was like having computer programmers in a battalion ops cell. Programs were released early in their developmental stages and improved through collaboration. This model was highly responsive to the needs of the user and produced programs that were tailored to needs.

The big lesson from Google is that the future of transport lies in the capture and processing of data. Vehicle technology growth has slowed. Take for example the 30 years between the Land Rover and G Wagon. G Wagon is a better vehicle but that 30 years has seen only evolutionary not revolutionary change. The revolutionary change in the transport industry is information. It's already commonplace in civil industry and Army isn't blind to it either. While Army has begun digitisation of its vehicles and the Land 121 fleet will have connectivity for mechanical data analysis it is still in its infancy. We haven't yet implemented any systems for the benefit of logistic planners and managers.

What is it like working at Google?

The movie *The Internship* sparked a lot of interest in Google as a workplace. The London office was the typical office Google is famous for. The décor and furnishings were funky; there were coffee lounges, an indoor park, games rooms, daytime nap pods, a fully equipped band room, gym and a massage service. There was even an old London double-decker bus converted into meeting rooms. They also provided free food every day and drinks on a Friday afternoon. It was all designed to entice creativity, collaboration between staff, positivity and enjoyment.

Everyone at Google was highly motivated and super-positive. There was a genuine desire to achieve, innovate and produce something that made the company's products better. Finding help wasn't difficult if your motivation was improvement. It's fair to say that a decade of using the DRN didn't set me up for technological supremacy at Google but Army training and postings do prepare us well the civilian workforce. Army teaches good skills that enable integration into a corporate environment. Of course there are some gaps but they can be bridged reasonably easily and quickly.

After 12 years as an Army officer who joined straight out of school the Google experience revealed to me that there are some things



Issuing vehicles and 'CES' to drivers.

that Army people do incredibly well. I brought from Army to my Google team the knowledge to improve training, SOPs and equipment management. Army training systems are incredibly robust and instructors teach well. I was able to draw on my Army transport knowledge to improve driver training, 'CES' management and developing SOPs. It was also clear that the personnel management skills that we learn through training, courses performance feedback and coaching are not as readily found outside. I didn't realise it before working elsewhere, but Army people undergo much more leadership and management training than the average civilian.

Why did you come back?

Coming back to Army wasn't a difficult decision because of the people, lifestyle, opportunities and conditions of service which all add up to an attractive package. The year away refreshed my motivation towards my military career which after ten years was waning a little. It 'scratched an itch' to work in a civilian company without taking the leap of faith of discharge.

My experience was that RACT Career Advisers were supportive before, during and after my year away. With a good amount of notice, dropping a cohort and posting to a pool position you can step off the pathway and get back on it at the same place 12 months later. Army

has become flexible enough to accommodate desires like this in career management and my experience was that there was no detriment. Bringing some sort of performance report back is recommended as it can be submitted to your career advisor for consideration at PAC.

Conclusion

In a transport management role the technology used at Google was a preview into some of the technology Army may use in the future. While we are a bit behind in this area there are plenty of things that Army does well and it's a career worth coming back to. If you are interested in taking some time away to broaden your professional experience engage your career advisor early and it can be managed within the career framework. For me the year off was a great opportunity to get a different experience, broaden my knowledge then come back to Army with a fresh perspective and something new to contribute.

IT WAS THE BEST OF TRADES & WORST OF TRADES

IT WAS THE BEST OF TRADES, IT WAS THE WORST OF TRADES

WO1 S. Murray

It was the best of trades, it was the worst of trades – The words of Charles Dickens's aptly describes the situation regarding Army's Water Transport and in particular Marine Engineering trade (RAEME).

To understand the Marine Engineer and Water Transport trade perspective in general, firstly we must take a brief look into the historical events that defined them.

Once upon a time the Marine Engineer was a specialist in repair, service, maintenance, knowledge of watercraft and amphibious equipment. He was specifically recognised within his CORPS, both within the RAE and RAEME by the ECN 150 and 146-3 (Marine Fitter).

Since before Federation, soldiers in Australia have operated watercraft in various roles around the country. During World War II (1939-1945) the Army operated nearly two thousand watercraft, from Tobruk to the Pacific Islands theatre. Post war, our soldiers operated watercraft in Japan and Papua New Guinea and more recently in other conflicts such as Borneo, Vietnam, East Timor, The Solomon Islands and the Persian Gulf.

A major operator of Army watercraft was 32 Small Ship Squadron, raised in 1959 after it was acknowledged that the Army was restricted in its capability when faced with the dilemma of supplying troops, vehicles and equipment where there were no roads, few airstrips and little sea transport. To overcome this, the Army purchased four ex-World War II US Navy Landing Ships Medium (LSM) to be crewed and operated by soldiers of the Transportation Service of the Royal Australian Engineers (RAE).

It should be noted; the Royal Australian Navy at that time had no interest in this type of administrative sealift, and Army, with a long history of small ship and landing craft operations, raised 32 Small Ship Squadron, RAE (1939-1945) and more recently (1963- 1997) 42 Amphibious Platoon (RACT), 40 Water Transport Squadron Workshop (RAE) and Detachment 1 Watercraft Workshop (RAEME) all of which operated out of Woolwich and Chowder Bay.

Step forward into the 21st century, and the introduction of the Canberra class LHD (plus landing craft operated by RAN), the question remains "what will become of the Army Water Transport capability and associated Marine Engineers?" after all Army have played a long and distinguished role in ship-to-shore, coastal and riverine surface movement of Australian Defence Force assets in amphibious operations and provide the specialist knowledge, equipment and personnel to conduct these types of maritime capabilities to Army. This question becomes particularly apparent in the wake of Plan BEERSHEBA, and the Adaptive Army Campaign.

Unfortunately, with the introduction of Graded Other Ranks Pay Structure (GORPS) in 2008 the identity and specialist function of the Marine Fitter have become blurred. And it is only when the sharp end of the marine capability spear falters are the men and woman who provide the support, training and specialist skills are remembered. Army's maritime capability provides two distinct capability roles: ship to-shore, amphibious operations (currently in conjunction with the RAN), and independent water transport operations in coastal and riverine environments. Not to mention the SF, CDO and RFSU contribution to Army's amphibious capability.

The prospect of new capability such as the LHD has the potential to become a double edged sword. It can either really get Army Water Transport personnel motivated, enthusiastic and looking towards the challenges of the future, or it can destroy many years of proud and distinguished service in a uniquely specified role. The question we face is; is Army willing to let go of the very distinct capability role only Army's Water Transport and Marine Engineering trade (RAEME) can provide and place it into the hands of the RAN?

CORPS COL-IN-CHIEF. WHAT'S THE POINT?

CORPS COLONEL-IN-CHIEF. WHAT IS THE POINT?

MAJ C. Pope

With the recent visit of the RACT Colonel-in-Chief, Her Royal Highness Princess Anne to Gallipoli Barracks Enoggera, it begs the question, "What is their purpose?"

Interestingly not all Corps have a Colonel-in-Chief and some share the same, as is the case with RASigs and RACT with the Princess Royal. Other Corps Colonel in Chiefs are not even part of the Royal Family as with RAAMC whose Colonel-in-Chief is the current serving Governor General.

The RACT were very privileged to have secured some of the Princess Royal's time as she only had four days in Australia and elected not to make any public appearances but rather utilised her limited time to visit a number of selected charities that she is associated with. Around 60 soldiers from RASigs and RACT had the very rare opportunity to have a discussion with the Princess Royal. Her visit has raised the profile of our Corps and the good work that we do within the Army through articles that will be published in the Service Newspaper and RACT Journal.

The policy defining honorary appointments (DI(A) Pers 99-1 *Honorary Appointments*) states that their purpose is to, 'maintain a direct link between the Corps and the British Royal Family'. Although we had to share Her Royal Highness, The Princess Royal's time with RASigs, it provided an excellent opportunity to highlight the connection our current military has with the historic founders of our military traditions. Old Armies are steeped in tradition. As a relatively young country we adopted the traditions of the Empire, but as we mature as an Army, younger generations are losing the link with traditions. The fact that the majority of senior soldiers in the Corps that I questioned could not describe the role of the Colonel-in-Chief only highlights that my proposition is true.

Her Royal Highness, The Princess Royal has 23 other honorary appointments for three other Commonwealth countries. It is not for her to remain relevant to all these associations, but rather it is for the Corps to ensure that she remains relevant to us. Traditions are an excellent medium for creating a bond amongst its members and therefore pride within the Corps. This pride and *Espirit-de-Corps* can be a contributing factor to motivating soldiers to go the extra mile and perform to a higher standard.

So regardless of whether you are a Monarchist or not, the link to the Royal family and the preservation of Corps traditions is the responsibility of us all. We are the custodians of our Corps traditions and as such we are charged with upholding and maintaining the relevance and connection of our past with the future custodians of the Royal Australian Transport Corps.

RESPECT

RESPECT

WO2 P Morritt

The new addition to the values within Army

How do we respect someone or something, what does this mean to you? The definition of respect, within the Macquarie dictionary, has many definitions and I would like to take the opportunity to explore each of these and relate them to how I foresee we employ them within Army.

Respect - esteem or deferential regard felt or shown. - Macquarie Dictionary

I relate this to listening and valuing another person's belief or opinion, by considering their different opinion as valuable, irrespective of whether I agree or not. An example of this would be listening to a member talking about religion and value adding to the conversation, when I myself am not religious. Then I am able to express my own beliefs hoping the respect is reciprocated. I apply only an objective point view to afford a greater opportunity to understand and consider a value to place on their views whilst not undermining beliefs. Affording a two way conversation in which both parties respect each others point of view or beliefs even if they do not agree. Within the Australian Defence Force we are honoured and afforded respect by virtue of the rank we wear e.g. an officer is saluted by a soldier acknowledging the rank and not the person wearing it.

Respect includes having consideration or regard, however within the military sometimes there is no time to seek advice nor opinion as to how to complete a task. And this is reasonable, but the task can be issued in a respectful tone. If possible an open discussion should be considered to afford listening to other person's point of views, as their suggestion may lead to completing a task early or simplifying the process purely by respecting their ideas. Part of respect is listening to the other person and concluding that you are not always right or only have the correct beliefs. For example a junior soldier might provide advice to a senior member. The senior can see where the soldier is going with his/her theory and appreciates the idea; however, may well go with the original order as there may be a flaw in their plan that the junior didn't consider.

"I speak to everyone in the same way, whether he is the garbage man or the president of the university." - *Albert Einstein*

To hold in esteem or honour, to respect one's elders. Again, this can be attributed to the rank structure within Defence, by virtue of being a Senior Non Commissioned Officer or Senior Officer you are respected as an elder. You are recognised for your contribution of time and the merit of your performance which have allowed you to reach the senior rank with knowledge and life experience to identify what is right or wrong. The Army has more mature members joining after completing civilian careers. We need to also be mindful to honour the thoughts of a senior person whilst not having rank. Their contribution to a problem may well be the workable solution, due to their age and life experiences. This may well be closely associated with respecting someone's wishes. Whilst the ideas or thoughts of the person you are communicating with may not agree with yours, it does not give you the right to dismiss them, when a more positive approach would be to consider their wishes to work in with your plan.

The final one is to respect a person's privacy. This can be hard within Defence as we have a duty of care to our soldiers and we like to be a step ahead of any issues in which may arise. A common sense approach prevails here with affording members their own time e.g. prayer, family life etc. In conjunction with a members personal life respect needs to be given when complex case arises where the information only needs to stay within the confinements of those who need to know.

In summary, regardless of a person's: belief, religion, ethnic background, sex or sexual orientation, we should afford to respect them in every way, whilst it may not be our beliefs, it is one in which they value and trust and we should afford them respect, hopefully it will be reciprocated. Listen and understand as to what someone has to say, this is the honest way of displaying respect.

As far as military necessity will permit, religiously respect the constitutional rights of all. - *George McClellan*

Reference: <https://www.macquariedictionary.com.au/>

A SOLDIERS VIEW OF DEPRESSION

A SOLDIERS VIEW OF DEPRESSION

SGT N T Wiegold

People often use the word depression when they're talking about moments or periods of time where they feel sad or down. When life gets full on and deals you things like stress, disappointments or grief, it's really common and normal to feel down about it. However, if you continue to feel lower than usual for a really long time, or if you're not really knowing why you're feeling that way in the first place, there might be something more serious going on.

The official use of the word depression, which is often diagnosed as 'major depressive disorder', is used if these feelings persist for longer than two weeks and start to get in the way of your everyday life. Keeping in mind that depression is a condition that can only be diagnosed by a health professional but may be noticed by loved ones or people close to you at home or even in the work place. Depression ranges from mild to severe, and while there are many possible causes, it's hard to know if it happens as the result of life events (such as traumatic events or losing someone close to you), biological factors (like an imbalance in certain chemicals in the brain), both, or something else entirely. Everyone who suffers from depression will experience it differently.

Many people don't realise that depression doesn't just affect someone's mind and mood – it also affects their body. Some of the physical signs of depression may be that you sleep or feel sleepy all the time, or you can't fall asleep and wake up at normal hours, you may eat much more or much less than you usually would and perhaps experience weight loss or weight gain as a result. You can experience headaches and in some instances, you may have a sore or uncomfortable stomach, for unknown reasons. People may experience some of these feelings and behaviours at different times.

The difference with diagnosed depression is that the symptoms are more severe, happen more often and they don't go away over time. The symptoms of depression can sometimes go away if the stress that caused them is fixed, managed or removed, but this isn't always the case. You need to talk to a professional person ie psychologist/psychiatrist and you have to be honest with them and yourself. Don't sugar coat your feelings as this will only hinder the diagnosis and treatment. Once you have opened up and have truthfully answered the questionnaire, treatment can begin. You may not realise it, but by just turning up for an appointment your treatment has already begun. You can't expect to be fixed with just one appointment. This is just the start to a long road

ahead. It will take many review appointments before any changes may be noticed. The ones closest to you (spouse/partners) will begin to notice the change in your emotional state. It is also very important to attend your specialist appointments. The psychologist/psychiatrist needs to know of your progress or regress. Your emotional and mental state, whether it's positive, negative, good, bad or ugly, is an important factor in the road to recovery.

With medication – which is used in managing depression, reporting any small changes is of a huge significance and will ultimately help with sorting the dosage of medication required, or even changing of medication if need be. At some point you will most likely be asking yourself "Why has this happen to me?" "What will my family think?" "What will I do about work?" or "How do I go on?" The truth is, that it doesn't matter what people think of you. Depression is an illness and it doesn't discriminate.

Generally speaking, problems that you have been ignoring over time (years?), memories that you have suppressed, or have let build up inside you, need to be addressed. Eventually emotions come to the surface and sometimes in the strangest of ways. One day you may be sitting, working at your desk or even be in the middle of an important meeting. You may be thinking that you have it all together and in the bag, and yet it takes that one person to say something like "What's wrong?" You can't fight it and you won't be able to hold it in any longer.

The truth is deep down you have been waiting for this moment. The moment to get that start you need to release that load of pressure that has been built up inside you for so long. You want to get this off your chest and you know now that you do have a problem. This is where the first steps in coming to terms with your problems begin and acknowledging that you need to take that next step and talk about it.

Don't be scared. Don't think that people are judging you, just talk. Even that first step "talking" will feel like a weight has been lifted off your shoulders. Getting treated for depression will feel strange. Filling out questionnaires for the first time not knowing what will happen next. What if I answer this question with a "yes," will this be detrimental to me, my career, will I be judged? This is where you have to be honest with yourself and answer the questions truthfully.

By opening up about your problems, the specialist is now able to take steps in treating your individual needs and is able to advise you of strategies and treatment for your illness. If you're not sleeping at night, changes need to be made. The way you have been feeling and the amount of hours you don't sleep due to your

constant waking every hour, with your mind racing about little things that wouldn't normally worry you also needs to be addressed.

Having ordinary sleeping patterns, or insomnia, can be detrimental to your health and wellbeing. Not being able to totally unwind, switch off and relax can be confronting, if falling asleep means dreaming and recalling memories suppressed then this is why I can't shut my eyes, however you need sleep to heal. Your counsellor may recommend meditation. Slow breathing can affectively relax your body and mind and can aid in reducing your anger and anxiety. To this, relaxation exercises are also beneficial and may be continued for how-ever many treatments until you feel more at ease. If you begin to feel anxious or acknowledge any sign of anger coming on, do the relaxation exercise as taught and within a few minutes you do feel more at ease.

Medication may also be suggested to manage anxiety and depression under control. At first you don't really notice any effect of the medication until at least the 4 week mark. Being told you need medication can also have an effect on your wellbeing. Your family life can suffer along with your motivation at work and at home. You feel like you have no energy to carry out simple tasks that you normally would do without hesitation. Your work may suffer, in that you're not your usual self. You try not to let your mates or colleagues down – but you are not well. Do they really understand how serious things are? They have your back, but at the same time things play over in your head and you feel as though you are constantly letting them down.

Eventually once all medication and relaxation exercises have been in place you do start to feel a little better in yourself. You still have a long way to go but learning how to deal with depression will make life a little easier. By including your loved ones, you can assist them in trying to understand what you have/are going through. They may never completely understand, but they should be supportive.

Being honest with my wife about my situation, has opened both our eyes up about depression. I don't want to end up like my two mates, who recently took their own lives because they couldn't let people in. I've seen what their families have gone through and what impact it's had on me and I wouldn't wish this loss on anyone.

Talking and asking for help is one of the hardest things that I have ever had to do, but in the long run has been the best decision in my life that I have ever made. Don't let depression take over your life. You are stronger than that and you can beat this illness.

DOOMED TO FAIL - ARMY'S TRAINING SYSTEM

DOOMED TO FAIL – THE ARMY'S TRAINING SYSTEM

WO2 Kent Davies

Training Noun: the development in oneself or another of certain skills, habits, and attitudes. We use the word training as a catch all, a buzzword and a motherhood statement. Our training system is fractured and mired in competing priorities. This essay will examine the training system and the process which allegedly supports it to try and discover a way out.

Modernisation - We hear and read much about the requirement for modernisation in the Army. There are many new and complex equipments being developed and to take full advantage of them we need to train our soldiers. To take advantage of modernisation we will be required to adapt training and develop new training. Despite the conventional wisdom referring to "rising to the challenge" people don't. They default to their training. Currently our training system is failing.

Start at the end - The first thing the instructor does when writing a lesson plan is to design the test (test of objective). A theoretical or practical activity designed to allow the student to 'prove' that the body of the lesson has been inculcated. The reason the instructor does this is to ensure that the instruction contained in the lesson is geared towards that aim, that objective, the inculcation of training. In the 'big picture' what is the test of objective for the training system? What is the goal, what is the objective? To produce an employable and deployable soldier at the most junior rank. That is the expectation of unit commanders. It is expected that a soldier exiting the Corps schools is employable and if necessary deployable.

Design the test - How do we design the test? We've identified the end state. An employable and deployable soldier. So let's look at the definition above. We must develop in the individual certain skills, habits and attitudes. The rub is identifying them. The issue is that the focus has subtly shifted from the requirements of the Army and the soldier's Corps, to the soldier. We are testing the wrong thing. The focus is no longer on training, no longer on meeting the Army's needs, it is on qualification. The test for the training system has become a nationally recognised qualification rather than the skills, habits and attitudes required by Army. One must ask the obvious question here. Does a soldier need a qualification to be employable and deployable? No he does not. He needs skills, habits and attitudes.

Skills - Identification of the requisite skills is the first area in which our training system is failing. A real time example is required. Army identified a problem. People are being injured whilst being transported in the rear of B vehicles. Project TRANSafe was conducted to determine why. One of the results of Project TRANSafe's investigations was the inclusion of Chapter 6 in Defence Road Transport Instructions (DRTI), the Carriage of Personnel in the Rear of Military B Vehicles. Added to this was the requirement to provide training on all driver courses on Chapter 6 DRTI. Training Management Packages (TMP) were updated and training continued.

With the arrival of the Army Registered Training Organisation (RTO), B vehicle training was examined for convergence with the Transport and Logistics Industry (TLI) training package. A unit of competency (UoC) was discovered titled, Provide on board services to customers. This was inserted as a replacement for the training on Chapter 6 DRTI because it was seen as 'pretty much the same thing'. The end result of this example is that we have gone from training designed to address a specific need. From training drivers in the safest method of transporting troops in B vehicles to lessons that begin with the teaching point, "Customers are greeted in a polite and friendly manner." This shows that our training system has completely lost the ability to identify the actual skills required by the soldier to provide capability to the Army.

We have become so completely focussed on qualifications that we fail to identify the actual skills required. We assume that it must be a qualification.

Habits noun 1. a disposition or tendency, constantly shown, to act in a certain way.

The key to that definition is 'constantly shown'. The soldier must constantly demonstrate the skills we have taught him. We are not allowing this in our current training system. Courses have been shortened or where the duration remains the same, more and more subject matter has been jammed in.

What we have actually sacrificed is reinforcement training. The constant repetition of skills during training, that allow them to be inculcated completely and become second nature to the soldier. The immediate action during weapon firing for example, must be instinctive. The soldier must react immediately to the weapon stoppage so he can rectify it and continue firing. This takes time and repetition. We have taken that time away from the training establishments.

What has driven this? The quest for qualification. Our interpretation of competency based training is that once the soldier has been deemed competent in a skill, there is no requirement for him to do it again during training. To require him to conduct more training or practice therefore must be over training. The soldier passes an assessment at the absolute minimum standard, is deemed competent (qualified) and we move on to something else. How is it possible for the soldier to develop the required habit? It is not possible, but he now has a 'qualification' so it doesn't matter.

DOOMED TO FAIL - ARMY'S TRAINING SYSTEM

Attitude *noun* 1. position, disposition, or manner with regard to a person or thing.

The 'thing' we are discussing here is the skills. The soldier's disposition or manner regarding the skills he has apparently been taught. What will his attitude be if he is given a quick lesson, limited practice, assessed immediately and the subject forgotten? He will understand completely that this subject is not important by virtue of the limited time allocated to it. The rush to qualification or competence is framing the soldier's attitude. Worse, it also frames the attitude of the instructional staff. The stripping of time for developing skills and habits from the training program is clearly identifying to the instructor the importance of the subject at hand.

“The only thing harder than getting a new idea into the military mind is to get an old one out.” *Liddel Hart*

How did we get here? *The TMP*

Personal experience teaches the author that 95% of the issues with training conduct, management and administration suffered at our training establishments can be traced back to the quality of our TMPs. The TMP provides the information that is supposed to underpin the training of soldiers to provide capability to Army. If it is wrong then anything produced using it will be wrong.

The problems and errors in our current suite of TMPs are numerous. So, how did we get here? Strangely enough the problem is a TMP. The TMP used to teach the Training Designer's for which we have failed to identify the required skills. What is it that the training designer must be able to do as a result of attending this training?

From the Training Design TMP: "The aim of this course is to provide the learning and assessment required to train personnel in the processes and procedures of the Defence Training Model required to design training." This however is not what we are getting.

There is no examination of the workplace task, no determination of the skills required, no allowance for the development of habits, and attitude is described (to the author on his Training Design course) as "using all that equity and diversity stuff". One is routinely told that the problem here is that the course is a Training Design course, not a Training Development course. Quite true, yet training development is exactly what we are requiring these personnel to do. We have failed to identify the skill required, and we are training them on something different to what the workplace requires of them.

The key components of a TMP are Sections Two, Four and Five. Section Two is the curriculum, Section Four the resource requirements, and Section Five the training materials. These sections are where the training establishment looks to determine how to train soldiers. Who produces these sections? The Training Designer does.

The production of these documents is laborious, time consuming and difficult. If the Training Designer starts the production of a Module Learning Outcome (MLO) he is determining what must be taught. What is the Army's need? Then he must determine how long this will take. Is the requirement for theory, practical demonstrations, then practice then assessment? How will these skills be assessed? What resources are required to conduct the training and assessment? What training materials are required? Then we overlay the 'requirement' that soldiers 'get something' from their training and we require him to scour civilian training packages to find the 'something'. Because the civilian alignment is so important we end up teaching Unimog drivers about transporting people in coach buses.

The Army Registered Training Organisation (RTO) If ever there was a concrete example of the mythical 'Law of unintended consequences' Army's adoption of RTO status is perfect. The effects at coalface training establishments has been completely contrary to that which was expected, and the initial end state has been lost in a whirlpool of process.

The aim was basically two fold: To align Army training with the national training system, and to have Army training recognised by the civil sector.

The first was expected to bring with it economic benefits as Army would be able to purchase training which was already developed and approved and was nationally recognised. Army would not be required to develop unique training solutions to the development of skill sets which had a parallel in the civil sector. Recognition by Army of national qualifications would, it was hoped, reduce training time for non Ab initio enlistments and lower training costs overall.

Secondly, training received in Army would be recognised in the civil sector and soldiers could easily transfer from Army to civilian employment, and back again, as their qualifications would be completely transferrable.

DOOMED TO FAIL - ARMY'S TRAINING SYSTEM

The key linkage between these aspirations is two way recognition. Army recognises civilian qualifications and the civil sector recognises Army's.

Unfortunately the introduction of the Army RTO became a goal in and of itself. The unintended consequence was that the production of an employable and deployable soldier became secondary to alignment with the civil sector and the adoption of the civil sector's training systems and processes. The two way recognition requirement was translated into "the soldiers must get something from their training." The 'something' is civilian qualifications. The award of certificate level qualification or even a single Unit of Competency (UoC) became the skills, habits and attitudes required to be inculcated by the training establishments.

The production of an employable and deployable soldier just got a lot more complicated.

Workplace Training and Assessment The never ending round of reform and economy have set in stone the 'policy' that training courses must be as short as possible. This is no more than confusing saving and efficiency and mistaking movement with progress. The time constraints affect everything at both the TD level and the training coalface.

Instead of examining Army's needs and determining the best way to train soldiers to meet them, the goal is to fit the training into a pre-determined duration. An examination of nearly any approved TMP will show MLO and assessments which have no time allocated to their conduct to keep down the number of days required. Similarly the number of periods in a day is routinely changed to keep the number of days required down to the pre-determined limit.

Conduct site input Section Five of the TMP is the training materials. This section should contain such things as training programs, lesson plans, presentations, assessment tools, scenarios, Records of Attainment, in short everything the training staff need to conduct the training. The standard of these materials is wholly dependant dependent on the standard of Section Two, the curriculum. The production of these materials is also laborious and difficult and those responsible for the various phases of the Defence Training Model (DTM) simply don't want the job. The solution has been to make the production of these materials the responsibility of the conduct site.

To come to grips with what may seem like a small impost consider the RACT JNCO, posted to a Reserve unit, who is informed he is required to conduct a Land Rover Course in two weeks. According to our DTM managers he has exactly two weeks to produce the entirety of Section Five. What does he do? He dusts off the materials that were used last time. Has the training changed? Has it continuously improved? He does not know and he does not care.

Where to now? To move ahead and to produce training to support modernisation we have to start with the Defence Training Model. Its cycle is actually a source of complete confusion. Humans and systems, such as our training system, do not move in circles. They move from the start to the finish. All our training support systems work on that premise and all our training courses do the same, yet our Defence Training Model is a never ending circular model with no beginning or end. It may sound wonderfully corporate and inclusive but it just does not work. Redefining the model to the conveyor belt that it actually is would focus the energies of those involved in each phase as there is a clear start point and a clear handover point for the next phase.

The Defence Training Model, and those involved in it, must refocus on the actual end product, the employable and deployable soldier as expressed through the requirements of the TMPs. That means the production of the complete TMP as required by the Defence Training Model. Sloughing off the construction of Section Five to the conduct site is a recipe for disaster.

It is not going too far to state that 95% of the problems faced with training conduct, management and administration can be traced directly to the standard of the TMPs. This must be fixed. We must accept that we have gone too far and that there is no, 'good work to be saved' nor a 'solid foundation to build upon.' We quite simply have to start again from a blank piece of paper. Anything less represents a bandaid placed on a sucking chest wound. We must accept that everything comes with a cost. The employable and deployable soldier will cost time and resources. We either provide them or we change our requirements and accept a lesser standard.

The first step in this effort must be the Training Designer's training. We are failing in our most basic responsibility as a RTO in that we are not training our people for the actual workplace task we require them to perform. It is not relevant if we call them training designers or training developers. Like all workplace training it is the tasks that we require them to perform, the skill sets that matter. Training Designer's must be able to design and develop training to produce the required soldier free from artificial constraints and a slavish adherence to process.

The bedrock foundation of modernisation is training. Every new piece of equipment, every new tactical technique or procedure is a problem that has a training solution. Without providing that solution we cannot make best use of the capabilities delivered during any modernisation process. Reform of our training system is the fundamental input to capability required by the modernisation effort.

'SHARKBAIT' FROM JMCO ADELAIDE

'SHARKBAIT' FROM JMCO ADELAIDE

CAPT Chris Latham

Earlier this year, PTE Chris 'Rappo' Rapson, from JMCO Adelaide, was among a group of five divers braving a cold June morning underwater off the coast of Adelaide. The site of choice for the dive was a wreck known as the 'Claris', which is located near West Beach. Although the site is renowned for "Great White" shark sightings due to the presence of snapper, the dive was uneventful and resulted in the team relocating their activities further along the coast toward the vicinity of Glenelg Beach.

Glenelg Beach is one of Adelaide's premier beaches and not far from the end of the jetty there is an artificial reef made from old rubber tyres which is home to varied, yet fascinating

sea life. Shortly into the dive, the dive leader advised the presence of a shark and proceeded up to the accompanying boat with another diver. At the time, due to poor visibility, Rappo's attention was firmly fixed on photographing a crab, so he unknowingly decided to remain below with two of his dive companions.

It wasn't too long after, that a 4.5m Great White emerged from the murky darkness. Rappo happens to have a keen interest in sharks, and endeavoured pursuit in order to capture what turned out to be some very interesting video footage of the (perhaps hungry) Great White shark! Luckily, he was prevented from further following the Great White by his two sensible companions! The shark began a decreasing circle of 3-4 m around the group as they commenced their ascent to the safety of a shark shield. At the escape of its prey, the shark departed in search of another unsuspecting food source!

After the incident PTE Rapson downloaded his video footage onto YouTube and not long after became somewhat of a media celebrity for several days; being contacted for interviews by the Daily Mail Australia on line, Channel 9 and Channel 10.

When not diving, PTE Rapson is one of our more experienced soldiers who normally works at JMCO Adelaide as a Movements Control Detachment (MC Det) 2IC. In this role, PTE Rapson provides domestic and international passenger and cargo movement in support of Op SLIPPER, Op OKRA and numerous exercises including Ex HAMEL 14 and the Rifle Company Butterworth (RCB) rotations.



Photo Getty Images (original photo's taken by Rappo were too murky for inclusion).

JMCO PERTH - END OF AN ERA

JMCO PERTH – THE END OF AN ERA THROUGH THE EYES OF AN OC

Major Tony Smith

As the celebrations for the reigning in of 2014 are underway, the end of an era will be occurring as Joint Movement Control Office - Perth (JMCO PER) ceases to exist as a sub-unit of HQ 1st Joint Movement Group in its current entity. What will follow will be the establishment of a new look 1st Joint Movement Group as JMCO PER joins with JMCO Melbourne to come under command of JMCO Adelaide. As JMCO PER amalgamate under a new banner, the unit is to be colloquially known as 'JMCO South'. The main effect will be a change in manning as a large percentage of the ARA and the command element will be reduced to meet future demands.

From a personal perspective, my journey with JMCO PER commenced in January 2005 when, as second year Captain, I marched into the unit as the 2IC/OPSO. At this time, the world was in shock and dealing with the events that occurred in the Indian Ocean, countries were sprawling to respond to the devastation that the earthquake and resulting tsunamis had left behind. As I was welcomed into the unit I was immediately farewelling a number staff who were deploying on OPERATION SUMATRA ASSIST which left the office rather bare.

Long before my arrival at JMCO PER the unit, being small in numbers, was punching well above its weight and achieving major goals in the 'mover world'. Many of the unit staff had deployed on multiple exercises and operations, the breadth of experience being commensurate if not exceeding that of larger units that I had previously been posted to. As it turned out, the year 2005 was equally demanding with a major push out of Perth into the Middle East of the first Bushmasters and the Special Operations Task Group (SOTG). This was achieved via 15 United States Air Force C17's within a two week window. The operation was seamless with assistance for aircraft loading being provided by a detachment of 'Freighties' from 10th Force Support Battalion. The small combined element from the Corps achieved commendable results in providing effective terminal and movements support to a major operation.

During my tenure as the 2IC/OPSO, the heavy workload was split between two and four regular staff. We were supported by dedicated Reservists and a steadfast crew of

two Australian Public Service (APS) staff, both of whom did so with extreme dedication in supporting the unit's irregular hours, well above and beyond the APS requirement. This was to be business as usual in Perth with the ebb and flow of operations testing our resolve as well as our ability to sustain the continued drain on resources. We however survived and met our challenges, both personally and professionally.

As was the case with all JMCOs during this period, there was no shortage of ADF personnel and equipment to move in and out of the Middle East and, in most cases, all believing they were the highest priority with needs requiring special attention from a 'Mover'. Often pushed to their limits, 1st Joint Movement Group did an exceptional job in achieving what they did then and still continue to do so today. The workload over this period created much discussion at the highest levels within the ADF causing concern for potential 'burn out' of the movements trade and an inevitable weakened asset, but like most Aussie diggers, they persisted and provided the essential support to the end.

Prior to becoming a Movements Officer in 2004 I was a patriotic 'Tyre Biter' and, although my understanding of what 'Handbaggers' did was reasonable, I also had a healthy but mutual 'disrespect' earned from attending many courses over the years. It was probably the jealousy of opportunities more than anything else yet the banter provided much amusement. Although the trade has evolved a great deal since my early days in the Army, I can honestly say that I would have chosen my trade somewhat differently with hindsight based on where it is today. Movers have been kicking goals for a long time and though the roles and responsibilities have changed significantly since those early days, the trade has been an imperative capability of Defence.

JMCO PER has provided continued support to a number of operations, with some of the higher achievements including the previously mentioned deployment and continued rotation of the SOTG out of Perth International Airport and in the last few years, movements support to all Minor Operations around the world. When JMCO PER took on the role of managing 'Minor Ops', it was able to provide valuable respite to another JMCO, which was critical for the wellbeing of the soldiers at that time. Three years later and the ominous wagon wheel turns as the portfolio of 'Minor Ops' is handed back in preparation for the downsizing of JMCO PER in 2015. As the OC, I am proud of the Unit's ability to manage this portfolio regardless of the dislocation from the personnel deploying, which in the main were from the East coast. This being achieved regardless of our size and concurrently

with the deployment of ADF personnel from the Western Australian area of responsibility to other operations and exercises.

JMCO PER represents the true meaning of 'one team' with Permanent and Part Time staff supporting the same operations and exercises during the normal work day. The integration of parade times for Reservists into the daily routine of the Regular staff proved to be successful, and certainly essential in providing effective support to daily tasking as well as deployment on various operations. Reservists at all ranks and experience levels have provided invaluable support over the years.

One of the most valuable lessons I have learnt in my 37+ years in the Army is that nothing is forever. Change is inevitable and it has reached JMCO PER; once again requiring a flexible approach to how we do business in the future. The evolution of our Defence Force is critical to succeeding in an ever changing environment that requires us all to adapt in order to meet the needs of future conflicts and a potential environment of peace. Our leaders understand that necessity as they lead and guide us towards the future.

JMCO PER is now part of that evolution in preparing for what comes next. The unit will maintain its role in another form and serve another purpose but will continue to contribute as an almost total Reserve unit in supporting the movement effect for the ADF. I will finish by saying that I am proud to say I have served with what I consider to be an asset to the Corps deserving of the highest accolades. Movers are certainly more than Par Oneri.

ARMY AMPHIBIOUS CAPABILITY

WILL JP2048 PROVIDE ARMY WITH AN AMPHIBIOUS CAPABILITY FOR INDEPENDENT COASTAL AND RIVERINE OPERATIONS?

Captain G.S. Cole

Amphibious flexibility is the greatest strategic asset that a sea power possesses.

B.H. Liddell Hart¹

INTRODUCTION

1. Australia's Amphibious Concept (AAC) provides the Australian Defence Force (ADF) with a strategic-level concept for future amphibious capability in accordance with direction through the Defence White Paper 2009 (WP09)². In order to achieve a more robust and flexible amphibious capability, a major replacement of the ADF's ageing amphibious fleet had to be undertaken. The cornerstone of this future amphibious capability will be realised under Joint Project 2048 (JP2048) the Amphibious Deployment and Sustainment (ADAS) system³. In broad terms, JP2048 will be conducted over five phases with sub phases during a twelve-year period. The initial scope for JP2048 outlined an updated medium landing craft capability for Army in the form of the LCM2000 watercraft. However, due to manufacturing flaws this project was scrapped in 2011. Army continues to provide the only medium sized independent coastal and riverine amphibious assets to Defence via the current Landing Craft Mechanised Type VIII (LCM-8)⁴ and Lighter Amphibious Resupply Cargo 5 tonne (LARC V)⁵ fleet.
2. AAC includes the creation of the future Amphibious Task Force (ATF) based around the deployment and sustainment of the Amphibious Ready Group (ARG) and the Amphibious Ready Element (ARE). The design of this future ATF does not include the use or replacement of the current Army amphibious assets. The lack of inclusion of the LCM8 and LARC-V coupled with the lack of a plan in order to replace these capabilities is flawed. The decommissioning of the current Landing Craft Heavy (LCH) fleet without a fully funded replacement also exacerbates the future independent amphibious capability gap. Amphibious Operations within the Australia's Primary Operating Environment (POE) requires a watercraft capability that is able to operate independently within both a littoral and riverine environment in either a permissive or non-permissive battlespace.
3. The aim of this essay is to analyse the important role and flexibility that Army Water Transport assets provide within the littoral⁶ and riverine environments and highlight the lack of any suitable replacement assets within all phases of JP2048 ADAS. It will provide an overview of the Australian Primary Operating Environment (POE)⁷, Littoral and Riverine Environments and the challenges faced when conducting amphibious operations within these restricted environments. Additionally it will highlight current constraints of the new Navy amphibious capability under JP2048 as well as outline the capability gap resulting from not providing a replacement for any of the current independent amphibious assets. The recent Life of Type Extension (LOTE) of the current Army capabilities, although necessary, provides only a band aid solution to the amphibious requirement of the future and will require additional funding to ensure the safe operation and up keep of these ageing fleets.

AUSTRALIAN PRIMARY OPERATING ENVIRONMENT

4. The Maritime Operating Environment is broken into three separate and distinct descriptions; 'blue water' open oceans, 'green water' littoral and 'brown water' riverine and coastal⁸. Amphibious Forces need to be able to exploit the littoral environment by applying the full range of maritime combat power at the most advantageous time and location, utilising the tenants of Littoral Manoeuvre, Ship to Objective Manoeuvre (STOM), Distributed Manoeuvre (DM) and Sea Basing⁹. The POE within the Asia-Pacific Region as depicted in figure 1, includes up to 25,000 islands, 30,000 beaches and more than 85,000 navigable waterways which include littoral, riverine and estuaries. There are minimal established port facilities located within the POE able to take the new larger Navy vessels. This current lack of established or suitable port facilities including suitable road infrastructure will severely restrict Amphibious Operations without a suitable independent capability. Most islands within the POE also provide a number of additional challenges to watercraft operations as a result of being surrounded by reefs, having gentle to moderate beach gradients¹⁰, varying sea state, tidal and seasonal weather conditions.
5. In recent decades, Australia has played a vital role in regional affairs within the POE across the full spectrum of operations including; Peace Monitoring (Bougainville), Low Level Combat (East Timor), NEO (Fiji) and more recently HADR (Philippines). Army's LCM-8 fleet currently provides the only medium sized landing craft capability that is able to conduct independent coastal and inland water transport operations including intra and inter-theatre manoeuvre. They have proven their worth on a number of occasions in differing roles including ship to shore connectors from the Landing Ship Heavy (LSH) and Landing Platform Amphibious (LPA), independent logistic sustainment tasks on operations and exercises, HADR and DACC tasks within disaster zones and support tasks to RFSUs, 1st and 3rd Brigades. Domestic operations have

ARMY AMPHIBIOUS CAPABILITY

included independent operations as far south as Sydney and as far west as Derby, Western Australia via Cape York Peninsula. JP 2048, Phase 1A was to provide Army six LCM2000 watercraft as the new landing craft for the LPA. This project commenced in 2008, however it was later scrapped on 01 February 2011 due to the landing craft not meeting the required in-service specifications and being deemed not fit for use.



Figure 1. Australia's Primary Operating Environment (POE)¹¹

AMPHIBIOUS OPERATIONS IN THE LITTORAL AND RIVERINE ENVIRONMENTS

- Amphibious operations have previously involved a landing force lodging ashore and then pausing in order for combat power and logistics support to be established prior to breaking out from a well-established firm base. STOM seeks to avoid this operational pause by maintaining the force and logistics presence at sea and manoeuvring from the ship directly to the objective via air and sea assets¹², as depicted in figure 2. The landing site for this objective may include either a beach site within a reef or an area within the riverine environment due to a lack of established port facilities or road infrastructure. The flexibility of using STOM will achieve decisive manoeuvre by increasing speed, maintaining tempo and optimizing the element of surprise. AAC states the amphibious task force is required to insert two company groups by air and two by surface means within a 6-hour period of darkness¹³. Manoeuvre generated by simultaneous surface and air night operations while the ship remains underway, will be the typical means of operating. Watercraft may also be utilised as manoeuvre assets for the force once ashore, separate to but not independent from the Landing Helicopter Dock (LHD). The operating distance from the parent ship may include operations Over the Horizon (OTH) at a range of up to 90nm for extended periods of time. This distance will require the watercraft to have robust communications, battlespace situational awareness and precise navigation. Watercraft communications will be line and non-line of sight and will include providing communications relay functionality from ship to land based elements. Watercraft battlespace situational awareness will be achieved by integration with the ATF¹⁴.



Figure 2. Previous and Future Amphibious Operations¹⁵

ARMY AMPHIBIOUS CAPABILITY

7. When operating in a littoral environment, the projected landing forces will require the amphibious capability of the ship to shore connector such as the Landing Craft Medium Series 1E (LCM-1E) or alternatively some sort of water transport capability in order to distribute personnel and cargo within a 'brown water' setting, including inland waterway and coastal operations. The brown water environment will by nature be in enclosed waters that are much higher in sediment. The sediment tends to be thicker, more like mud than sand the further you manoeuvre inland. It is these waters that would reduce the efficiency of the LCM-1E jet propulsion system if the intake became fouled or clogged with debris, resulting in a much higher maintenance liability. Jet propulsion systems are not as efficient as traditional propeller systems when operating at low speeds within confined spaces. Operations within the littoral environment will require suitable watercraft to deploy by both day and night within differing riverine, estuarine and threat environments.

ARMY WATER TRANSPORT CAPABILITY/TRAINING

8. The LCM-8 is a highly capable independent watercraft which has proven to excel within foul and debris filled environments as they are propeller driven and are fitted with mud boxes and sea strainers. The endurance of the LCM-8 due to its fuel capacity and living facilities make it an ideal platform for operations within the littoral environment. Over the past five years, 35 Water Transport Squadron has conducted LCM-8 specific training exercises in both the coastal and riverine environments within Far North Queensland as depicted in figures 3 and 4. Exercise GREEN ANCHOR is an annual squadron training exercise which focuses on TTPs for operating in and patrolling the brown water space including tactical reconnaissance, force protection measures and camouflage and concealment within the riverine domain. The tactical scenario of these exercises includes opposing forces utilising an internal small boat section consisting of both Zodiacs and Aluminum dinghies. The squadron has also conducted training with Pre Landing Force (PLF) elements consisting of Small Boats Platoon from the 2nd Battalion, the Royal Australian Regiment (2 RAR), Royal Australian Navy (RAN) Divers and the Deployable Geospatial Support Team (DGST) in order to refine the requirements for reconnaissance conducted in the green and brown water environments.



Figure 3. Intra-theatre Manoeuvre Ex Green Anchor 12

ARMY AMPHIBIOUS CAPABILITY



Figure 4. LCM-8 conducting Riverine Exercise near Cairns

9. The LARC V is the only amphibious capability across the ADF that can transport cargo and personnel between ships offshore and beyond the beach (up to 40 km) through limited coastal passages, surf zones, across mud flats and over flat or low gradient beaches. They do not require an established beach to deploy ashore and were recently deployed as the sole ship to shore connector during Exercise PACIFIC PARTNERSHIP in Papua New Guinea. A critical role for the LARC V is the deployment of the Towed Flexible Barge System (TFBS) in order to provide bulk fuel delivery from ship to shore. This project has been reinvigorated in the past three years with additional trialing of the deployment of the TFBS system including the manufacturing of an Anchor Lowering and Retrieval System (ALARS). The lack of a current replacement will have a critical effect on both independent amphibious capability and the carriage and distribution of bulk fuel through JP 2059 the TFBS. Alternate roles for the LARC V include supporting the Amphibious Beach Team (ABT) in conducting beach reconnaissance as well as a recovery asset for beached watercraft. Currently there is no planned replacement for this critical capability post the LOTE, which would reduce the flexibility in providing amphibious support to operations beyond the waterline.

FUTURE NAVY CREWED LANDING CRAFT CAPABILITY

10. Phase 3 of JP 2048 will provide twelve LCM-1E ship to shore connectors solely crewed by Navy with four watercraft permanently embarked and crewed on both LHDs. The LCM-1E is a high speed landing craft using jet propulsion. It exceeds the LCM-8 in both load capacity and speed. However, it is limited in its ability to conduct independent coastal or riverine operations due to a lack of life support facilities. The LCM-1E is a Spanish made 'Military off the Shelf' (MOTS) medium landing craft which is only proven in the northern hemisphere as opposed to the environmental variations of the southern hemisphere. The watercraft has low sides with very limited protection against the elements and or shielding from the shore for night operations as well as not having any cooking or sleeping arrangements onboard. The main role of the LCM-1E is as an organic ship to shore connector, as it is not designed to operate independently from the LHD. If the LHD were required to be re-tasked outside of the JFAO the LCM-1E would also redeploy which in turn would leave the deployed forces without any amphibious capability.
11. As part of the introduction into service of the LCM-1E a number of operators and key staff of NUSHIP *Canberra* undertook a seven-week basic training course on the LCM-1E conducted in Spain. Four LCM-1Es have since arrived in Australia for further testing and trials with the Royal Australian Navy Test Evaluation and Acceptance Authority (RANTEAA). RANTEAA has already identified several areas of high risk that will require further investigation. The water jets produce large blow holes (on the beach) under the hull whilst conducting loading and unloading evolutions which can lead to an extended wet gap between the watercraft and the beach. The craft has no ability to self-retract nor possesses adequately strong bollards to assist this evolution. In addition, it is vulnerable to damage via sand being sucked back into the jet system. Finally, the lack of a fitted kedge anchor system provides no capability to hold the stern whilst in surf conditions or for self-recovery off the beach¹⁶. These current risks, if not addressed, will contribute to the future gap in capability for amphibious operations using landing craft.

ARMY AMPHIBIOUS CAPABILITY

CAPABILITY GAP

12. The current LCH fleet has been reduced by half with the decommissioning of three ships in late 2010. The remaining three ships are due to be decommissioned in 2015 with a possible replacement to be acquired through JP2048 Phase 5 (also known as SEA2048-5) with a planned delivery date of 2022. JP2048 Phase 5 is currently unfunded, and depending upon the proposed size of the replacement vessel, may be severely restricted in performing operations within the brown and green water environments within the POE. The capability gap of up to seven years without the LCH platform will restrict Navy's ability to conduct any independent intra-theatre and/or limited inter-theatre role for future deployments and sustainment of smaller forces within the region. The decommissioning of the asset without a one-for-one replacement is questionable, particularly in the north of Australia with regards to supporting any future regional HADR requirements. This decision considerably reduces the options available to government and ADF in providing viable solutions to differing contingencies.
13. The capability gap will be further exacerbated with the proposed reduction and removal of some of the LCM-8 and LARC V capabilities, possibly as early as 2017. The recent approval to extend the remaining capabilities out to 2026 requires additional funding to improve and sustain this ageing fleet which includes upgrading the current navigational suite to ECPINS as well as improved fit for purpose 'green means' communications. Army (in particular the RACT) needs to critically analyse the future direction of the Marine Specialist trade to include a potential replacement capability. The initial Plan BEERSHEBA focused on reducing the 35 WTS UE from the current three troops to just one troop by 2017. The impending dangers of reducing or even losing this proven and critical capability would severely affect the future ADF Amphibious Concept in providing an independent watercraft asset to achieve deep reach into both the green or brown water environments. The lack of these capabilities would also reduce considerably the flexibility of both Commander Amphibious Task Force (CATF) and Commander Land Forces (CLF) in the planning and conduct of all facets of STOM. The sustainment and maneuverability of the deployed force would be non-existent when the LHD was required to depart the JFAO for resupply, maintenance or re-tasking.

CONCLUSION

14. AAC through JP2048 from the outset was an ambitious undertaking by the ADF to develop an Amphibious Concept in accordance with Government guidance from WP09. The ageing fleet of Her Majesties Australian Ships and smaller amphibious platforms require new capabilities that are able to conduct the full spectrum of amphibious warfare within the littoral environment. Unfortunately the overall concept of JP2048 seems to have lost its focus in providing a replacement independent capability such as the in-service LCM-8 and LARC V which are able to provide extended reach into the coastal and riverine environments and beyond. The LCM-1E asset is well suited to provide a ship to shore connector capability to the LHD whilst it is on station to deploy the force within a green and limited brown water capacity; however the lack of ability for this asset to conduct independent operations for an extended period of time or distance is impractical. The future limitations of having no realistic brown water capability in order to conduct STOM within the POE will reduce the ADFs flexibility in the projection of force and may severely disrupt or affect the sustainment of future deployed ARG and ARE forces. The LCH replacement project requires full funding, but may end up being unsuitable to perform the many roles currently undertaken by the Army independent watercraft. This capability gap of a suitable medium sized landing craft to perform independent coastal and riverine operations as well as sustainment to deployed forces needs to be addressed at both Corps and Army level.

Notes

1. B.H. Liddell Hart 1960, Deterrence or Defense, Praeger, New York, p. 128
2. Australia's Amphibious Concept (AAC), p. 3
3. AAC, Introduction p. 3
4. EMEI Data Summary, LCM-8 has a crew of five, 2 x .50Cal HMG, range of approx. 510nm at 10 Knots and has a load capacity of 50 pax (Marching Order), 100 pax (Admin) or 54 Tonne and has a unloaded draught of 0.45m (forward) and 1.25m (Aft) and loaded draught of 1.16m (forward) and 1.58m (aft)
5. EMEI, Data Summary, LARC V has a crew of two, Crew pers weapons, range of 64Kiln radius at 10 Knots or up to 80 Kiln on land in one move, load capacity of 15 pax (Marching Order), 25 pax (Admin) or 5 Tonne and is able to operate up to a 60%gradient.
6. ADDP 3.2 Para 1.3 Littoral is defined as those regions related to or existing on a shore or coastal region, within direct control of, and vulnerable to, the striking power of maritime expeditionary forces.
7. WP09, para 6.38. The POE extends from the eastern Indian Ocean to the islands of Polynesia, and from the equator to the Southern Ocean. That area contains all Australian sovereign, offshore and economical territories, such as Cocos (Keeling) Islands, Christmas Island, Heard and McDonald Islands, Macquarie Island, Norfolk Island and also waters adjacent to the Australian Antarctic Territory.
8. I.P Jarvie CMDR, RAN, Discussion Paper, Brown Water Capabilities in Amphibious Warfare p. 2.
9. AAC, pages 10 – 13.
10. ADFP 3.2.1 Chap 10, Annex C, Appendix 2 -2, Beach Gradients are classified as follows; Steep: Greater than 1:15, Moderate : 1:15 to 1:30, Gentle: 1:31 to 1:60, Mild: 1:61 to 1:120, Flat: 1:121 to 1:200 and Very Flat: less than 1:200.
11. AAC, Australia's Strategic Basis for an Amphibious Capability p. 4
12. Watercraft Operations CONEMP Version 1.0 p.6 para 13
13. Watercraft Operations CONEMP Version 1.0 p.6 para 13
14. Watercraft Operations CONEMP Version 1.0 p.6 para 15
15. Ship-to-Objective Maneuver, p.13
16. RANTEAA – Initial Observations Report of JP2048 Phase 3 (LCM-1E) Capability (Post Spain Visit)

Bibliography

- ADDP 3.2, Amphibious Operations
- ADFP 3.2.1, Amphibious Operations Procedures
- AHQ, EMEI, Marine L130, Landing Craft, Mechanised, 8, Series 1 and 2, Issue 4, May 05
- AHQ, EMEI, Marine N120-3, Lighter Amphibious Resupply Cargo, LARC V, Issue 3, Aug 03
- Amphibious Deployment and Sustainment System, Watercraft Operations, Concept of Employment Version 1.0
- Australia's Amphibious Concept Version 5.2, Mar 10
- Australian Government, Department of Defence, Defending Australia in the Asia Pacific Century: Force 2030, 2009
- Department of the Navy, Marine Corps Combat Development Command, Ship-To-Objective Maneuver, May 2011
- Jarvie I.P. CDR, Brown Water Capabilities in Amphibious Warfare (undated)
- Jarvie I.P. CDR, Force Protection of Surface Assault Craft in Amphibious Warfare (undated)
- Liddell Hart, B.H. 1960, Deterrence or Defense, Praeger, New York
- RAN, RANTEAA - Initial Observations Report of JP2048 Phase 3 (LCM-1E) Capability (Post Spain Visit)

NAUTIS SIMULATION AST-MW

INTRODUCTION OF NAUTIS SIMULATION INTO AST-MW

SGT Mark Dunbar

On the 27 Aug 14, AST MW officially took ownership of the long anticipated NAUTIS Simulator package from VSTEP. The package consisted of twelve trainee simulators, two Instructor stations and all the simulation and assessment software that enables the system to operate.

VSTEP is a leading International developer of simulators and virtual training software based in Rotterdam, the Netherlands. VSTEP creates 3D virtual training applications and simulators that allow people to build their skills in a practical and cost effective way. VSTEP has several core product lines, focusing on virtual incident training for first responders (RescueSim), maritime training solutions for the civilian & military maritime industry (NAUTIS), training simulators to prepare camera operators to identify suspect human behaviour before a crime or terrorist attack takes place (EyeObserve) as well as crowd control trainers providing police commanders and training managers with an effective training tool for crowd-related incidents and demonstrations .

During the period 25 – 27 Aug 14, a representative from VSTEP, Mr Rutger van Eijden, delivered the train the trainer package to members of AST MW and selected personnel from 35 WTS. During this training it became more and more evident to everyone involved, the capability enhancement provided by using the NAUTIS in conjunction with traditional theory and practical training. Additionally, the potential for conducting end of lesson assessments and formative assessment, rather than having to practically deploy craft assessing, is significant.

The benefits to training delivery are clear as is the potential savings in resources, but it is not our intent for simulation to replace practice and confirm seaman-ship skills, rather effective use of simulation will enable students to maximise their sea time in a more efficient manner.

Another benefit is all weather training and assessing. While it is not often that the weather in the Townsville region is so bad that training and assessing can not be conducted, it is quite common that the weather limits the extent of the training area that can utilised. For example we can now create any sea state or climatic condition (fog, rain etc) which provides interesting and varied training opportunities. We are also able to conduct training using night and poor visibility scenarios in the classroom and assess them on the water knowing that they



NAUTIS in action.

have practiced these drills numerous times in the simulator making the activity safer for all concerned.

The simulator is also equipped with a variety of visually realistic training areas that we can employ; anywhere from Townsville, Sydney and even international ports including Rotterdam, New York Harbour and Dover just to name a few.

To ensure our training is realistic the Ross Island Barracks (RIB) wharf, the River, Townsville Port and Cleveland Bay area have been mapped in great detail. This will allow students familiar with the local waterways in support of common practical serials in the simulated space. At the time of writing AST-MW staff are writing training scenarios and simulation serials in support of the TMP and our proof of principle will be tested on the pending LARC (V) course.

Not all members of MSTs are 'tech savvy' and we are very fortunate to have SGT David Whitehead working with us to support our simulated training aspirations. There is room for improvement within the RIB simulated world, and it would be of great benefit if the mapped area around Townsville was expanded to include Palm Island Group/Hichinbrook Channel/Cowley Beach/Mourilyan Harbour to the North, and Bowen/Cape Bowling Green/Whitsunday Islands to the south. This would be a massive undertaking and definitely something for the future; however, it would afford the MSTs staff the ability to conduct extended passage planning and transits on the simulator, which is currently not possible.

In closing, the simulator is clearly going to afford the training staff at AST MW to deliver quality training and assessment in a highly realistic simulated environment, whilst increasing the basic skill levels of the students and saving resources in the process.



RETENTION IN THE CARGO SPECIALIST TRADE

RETENTION IN THE CARGO SPECIALIST TRADE

Corporal Christopher Moore

INTRODUCTION

In recent years the lack of retention in the Cargo Specialist trade has increased with many Corps transfers and direct entry Cargo Specialists doing their minimal Return Of Service Obligation (ROSO) then discharging. This can be due to a number of reasons which can be traced back to internal Defence and external in the civilian community and financial market.

This essay is written to provide my views and opinions on the reasons why there is lack of retention in the Terminal trade. This essay will detail reasons why retention is low; stemming from Defence and civilian influences and possible solutions in how to increase retention. The essay will describe:

- a. Minimal trade related training throughout the year and possible solutions and barracks related alternatives.
- b. The changing of regulation with Defence coming into line with civilian Work Health and Safety regulations and the need for all applicable members to obtain relevant High Risk Work Licenses.

TRADE RELATED TRAINING

At 30 Terminal Squadron, 10th Force Support Battalion, throughout the year trade related training has taken a back seat to all corps training exercises and lessons. This has been due to Materials Handling Equipment (MHE) ineffectiveness and repairs needed on equipment when exercises have been planned or courses camps being undertaken.

As a consequence of this a Cargo Specialists only exposure to TA or FDC is on major exercises such as Exercise HAMEL or TALISMAN SABRE or when deployed overseas on operations. This has been seen on numerous occasions when Cargo Specialist personnel have been asked simple questions such as 'What is a TA?' or 'What is an FDC?' but were unable to answer. Whilst on the Initial Employment Training (IET), Freight Delivery Note (ST112) and Movement Requisition (ST116) are explained to students and practiced but their exposure to them is very minimal with exception of exercises they do not touch them.

These problems can be rectified by training, not only on field exercises but also while in barracks as well, which is the major responsibility of the trades Junior Non Commissioned Officers (JNCO). Solutions to these problems are quite simple and easy to prepare and execute.

Simple training for ST112 and ST116 documents can be run at anytime while on barracks by any JNCO. This can be achieved by giving section members empty ST112 or ST116 with a scenario on the back and getting personnel to fill in the relevant information. By collecting these and going through the solutions the NCO will be able to see how well personnel remember how to fill the documentation out and what areas need to be worked on as individuals and as a section. This ensures their knowledge and understanding is maintained so they can fill out the paperwork correctly without needing to be helped or watched while on exercise or operations.

Without properly deploying to an exercise it is hard to replicate a TA with regards to matching its workload and cargo inflow from various military units and civilian couriers. There are multiple ways for Cargo Specialist personnel to gain exposure to a TA without deploying on a field exercise to understand the layout, resources needed and other factors they need to take into account. This gives everyone experience with unloading trucks utilising MHE, filling out and receiving ST112's, sorting cargo into bays and compiling floor statistics and current cargo held in the TA. Whilst erecting a mock TA is beneficial, to help the members truly understand the workings of a TA they must work on it for a minimum of 72 hours. This enables the sections to go through the shift handovers with other sections counterparts, setting out your bays and overflow areas, working on the one way circuit, laying out signage, setting up admin areas and in loading MHE which could take a number of hours.

Another way of exposing squadron members to TA's is to geographically get them to design their own in a group forum. Get a JNCO to go out and pick an area around the Townsville region they think is a good site for a TA. Get the members of sections into syndicates of two or three and take them out to the site and explain they are to draw up a plan of a TA detailing everything from where the cargo will be held, support elements needed, rationing plan, dangerous goods areas and security etcetera. Give the syndicates three days to draw up plans outlining what is required then present it to the section so each group can see the different possibilities or resources available or needed at a TA.

RETENTION IN THE CARGO SPECIALIST TRADE

ADDED ROSO FOR HIGH RISK WORK LICENSES (HRWL)

As of July 2014, the Australian Defence Force (ADF) came into line with the current Work Health and Safety regulations to comply with all civilian laws. This has had an impact with the need to get all personnel who conduct high risk activities to undertake civilian courses and obtain the correct HRWL for the work they are undertaking. In the Cargo Specialist trade alone, each member regardless of rank must hold a National HRWL for the HRW Equipment they operate in order to undertake their work.

This issue can be remedied by applying a ROSO to personnel who have undertaken these courses to ensure that Defence benefits entirely and their experience is passed on through training and mentoring of other members without this qualification. The imposed ROSO would help to retain these members long enough to ensure that a sufficient number of personnel are qualified and a deficiency will not hinder or arise through lack of qualifications.

Earlier in 2014 the Defence Force was paying civilian training companies significant amounts of money to run training courses and hire assessors to run personnel through these courses and sign them off as competent. This has now changed and Senior Non Commissioned Officers (SNCO) of certain trades have the ability to train and assess personnel and issue Military licenses for MHE, cranes and dogman. Additionally a select number of SNCOs are recognised by COMCARE to train personnel and assess them as competent to issue civilian HRWLs.

MORE POSTING LOCATIONS

Before the employment of civilians in the numerous freight sheds around Australia, Cargo Specialists and Operator Movements worked and ran them. Since their removal this has limited the amount of exposure that members now get to Cargo Visibility Systems (CVS) and how a freight shed operate.

This affects members who get deployed as they are deployed with little or no exposure to CVS and do not fully understand how freight sheds operate.

By employing Cargo Specialists in freight sheds particularly in Townsville through TDY, they would have an exposure to CVS and the running of freight sheds so they understand how they work and what is involved on a day to day basis. Members can understand how the freight shed works with putting cargo into bays designated for different locations, the sending of cargo to different designations and the manifesting and receipting of the cargo. Members will be able to keep up their CVS skills and refine them so they fully understand what they are doing if they get deployed they don't have to fully learn CVS from the beginning but only have to adapt to how they are running the floor stat and other facets of the FDC.

Two members from 30 Terminal Squadron could be there for one or two months on a rotational system so that everyone can get a fair go and understands what happens there. For members deploying overseas, working at JLU-NQ would be invaluable experience just before deploying and running their very own FDC. This way, when they do their handover it would not need to be as long as the new members would not need to be walked through simple CVS functions like making consignments or creating manifests.

CONCLUSION

Retention in the Terminal trade in the last couple of years has dropped due job satisfaction, lack of posting locations and the lazy attitude and unwillingness of JNCO's to conduct basic training to their soldiers to maintain their skills. These issues may delay the roll out of Plan Beersheba as the current manning of the Cargo Specialist trade is critical and they are having trouble manning current posting locations without the added burden of manning Combat Service Support Battalions (CSSB).

Editors Comment:

1. 30 Tml Sqn has annual Trade Specific Exercises such as EX SHAKEOUT - Section Level equipment set-up and check; EX ISOPTERA - Section/Troop Level trade specific activity to establish Section Level Freight Distribution Centres (FDC), Transit Areas (TA) and Distribution Points; and EX LOTS - Logistics over the shore Sqn Level activity (inconjunction with 35 WTS) receiving hand over of beach landing site, establishment of TA and conduct of Port Operations.
2. The concept of TA Lavarack - 68 Tp and TA Ross Island - 72 Tp was Created in 2012 and was used to practice the use of new deployable CVS kits. Software issues with the kits meant this system was recalled by JLC and has not been re-issued.

LAND 125 WEBBING

LAND 125 WEBBING SHOULD BE ISSUED TO ROAD TRANSPORT DRIVERS

SGT S.G. Whyte

In 2010 a study was conducted by HQ 17CSS BDE into the wearing of standard issue webbing whilst driving. This study involved interviewing road transport drivers at 26 Transport Squadron, Amberley, Queensland. The questions were aimed at hands on personnel being the rank of corporal and below. As well as questioning on the functionality, use and comfort of the current issue webbing, demonstration was also shown on the driver's ability to enter and exit the vehicle whilst wearing the webbing.

It was this last point that really highlighted the problems faced by drivers entering and exiting their vehicles. If the driver was to wear their webbing whilst driving a number of issues relating to safety and comfort were encountered. The first issue highlighted the seating position, with personnel unable to sit in a position in order for the seat to provide correct lumbar support. Similarly drivers were unable to secure seatbelts to a satisfactory standard and the vehicle controls could not be operated to the correct standard. These faults highlighted that the vehicle could not be steered appropriately and the foot pedals and gear changing procedures could not be conducted to the required standard. This also highlighted that while exiting the vehicle having to squeeze past the steering wheel slowed the member's ability to get out in a hurry.

The topic of chest webbing was raised at this point. The benefits of having all the pouches at the front, rather than behind you would eliminate the seating lumbar support issues highlighted earlier. Purpose designed vest style webbing would provide comfort whilst still allowing for the driver to be combat effective when having to conduct contact drills.

During the whole evaluation process the underlying comment from drivers was that they were not issued chest webbing. Those personnel deploying on operations are issued with the chest webbing, however would it not make more sense for personnel to actually wear and style their webbing prior to going on operational deployments. We are encouraged to train to fight, however should we not have the equipment we are going to fight in when conducting training exercises?

The previous issues were highlighted again later in the year when the unit conducted training at Shoalwater Bay Training Area. The unit conducted counter ambush drills as part of Combat Logistic Patrol training. The problems associated with exiting the vehicles were further exacerbated under the stress of battle drills. Drivers were catching the H-harness of webbing on window fittings and getting hooked up to the extent of breaking window latches from door frames. Some of the drivers found an alternate method of throwing webbing from the vehicle prior to exiting themselves, then putting their webbing on once on the ground. This was not the approved method as it took longer for personnel to react and conduct contact drills. On completion of the scenarios de-briefs were conducted and the same topic on the appropriate issue of purpose designed webbing came up. That is transport drivers should be issued the Land 125 chest webbing.

This article has highlighted some of the problems associated with the current in service webbing in Army. Until the Land 125 equipment has been issued to road transport drivers we will continue to tolerate the issues detailed in this article. Will the new chest webbing be fast tracked and issued to transport units? Probably not, however the soldiers of the Royal Australian Corp of Transport will continue the trend of adapt and overcome and will always be "Equal to the Task".

TECHNOLOGY & MILITARY VEHICLES

TECHNOLOGY AND MILITARY VEHICLES

SGT P. Starr

Throughout history military transport vehicles needed to be rugged and reliable. When I was working as a wheel wright I was given the task of restoring some military wheels for a gun carriage, I noticed the tyres were bolted onto the wooden fellows. I asked my boss at the time who was a third generation wheel wright and had served as an Army farrier before the 2 World War. He told me the tyres were bolted on so they would not fall off during battle (tyres becoming loose and falling off was a common occurrence in those days), as well as that the wheel hubs were steel with a white metal bearing again for durability and reliability.

As we look at mechanised vehicles throughout history since then we see basic mechanics and simple controls. Take for instance a 110 Land rover or a R Series Mack if they have a mechanical problem they can be fixed on the side of the road by an FRT or even by the operator if they have a mechanical mind. However as our fleet ages beyond the point of parts being available we have to look for replacements. Except for Thales at Bendigo, Australia lacks manufacturing plants for building military vehicles so we have to look overseas. Numerous other countries produce military vehicles for export, the most popular are from Europe or North America. They have embraced technology if not for the immediate benefits they produce, then for carbon emission standards relevant to that country.

Although these vehicles perform brilliantly in their countries of origin, trials in the large and harsh land of Australia quickly bring out the weakness and liabilities of the vehicle. Durability and survivability on the battle field appears to a notion of the past. The Mercedes G-Wagon has a linked network of eight controller modules that can interact and get information from each other in order to precisely control and monitor all system functions. There are two words that can be added to the above sentence between the words can and interact, that completely changes the suitability of this technology in a military vehicle and that is "Fail to". Computer systems that constantly record and produce reports is a useful tool for RAEME and in some cases reports can detect imminent failure which alerts the unit workshops. Sensors that monitor the oil levels in the engine, transmission and the running of many components can cause the vehicle to save its self when a fault arises by going in to a limp mode. These sensors can be a hindrance when they themselves fail and require the attention of qualified personnel with a diagnosis tool to find the fault or clear it.

I hear what you are saying, today young generation of soldiers are very tech savvy. They understand computer programming and have difficulty visualising mechanical principles in action. The practical hands-on soldier that could figure out and perhaps repair a fault are very few and far between; even if they were, these vehicles are not designed to accommodate their train of thought. Something as simple as a dip stick is no longer provided. Soldiers are prompted, by the dash display, to check engine oil.

Technology can be a useful tool however I believe the potential for failure on the modern battlefield far out weighs the benefits they provide. The level of technology being installed in vehicles are de-evolving the basic soldier skills of the RACT driver making them nothing more than steerers and VM's nothing more than diagnosis checkers and module replacers.

OUR UNWRITTEN HISTORY

OUR UNWRITTEN HISTORY

CAPT B.J. Morgan

At just 41 years old RACT is a relatively young corps. Formed in 1973, it might be easy to assume that we lack much of the operational history of many of the more established corps in the Australian Army. Indeed a reader of Albert Palazzo's fine history *The Royal Australian Corps of Transport: A History of Australian Army Transport 1973–2000* (2001), might well be forgiven for thinking so. Yet this would be to ignore the much longer history of our predecessor, the Royal Australian Army Service Corps (RAASC). Indeed transport officers and soldiers of the RAASC served extensively on operations during the First World War, Second World War, Korean War, Malayan Emergency, Indonesia-Malaysia Confrontation and the Vietnam War.



MTF-1 resupply convoy in Uruzgan Province, April 2010.

Despite this, one may struggle to find much mention of the role of transport personnel in books on the Australian involvement in these campaigns. Indeed the official histories of these conflicts, although often stretching into many lengthy volumes, mostly focus on warfighting and largely neglect logistics and the experiences of support personnel. Yet the scale on which these conflicts were fought means they would have been doomed to failure were it not for often significant feats to resupply the forward troops, undertaken and completed at great risk. Perhaps though too much of these activities are seen as routine to be of interest. Indeed there is little in the writing of Charles Bean about the divisional supply trains which steadfastly supported the Australian Imperial Force at Gallipoli, in the Sinai and Palestine, or on the Western Front during the First World War, nor is there much in Gavin Long's and the other official historian's work on support arrangements for Australian operations in North Africa, the Mediterranean, Syria or the South West Pacific Area during the Second World War.

Yet battlefield distribution in these campaigns, like in so many others, was often a difficult and dangerous task which was vital to the ultimate success achieved. On the Western Front during the First World War the British Army provided for the Australian forces only up to the railhead, while it was Australian Army Service Corps personnel that carried supplies forward and delivered them to the troops. Later, during the island campaigns in the closing stages of the Second World War, Australian forces were required to develop an extensive transport system largely independent of Allied assistance, operating in extremely difficult tropical conditions using the full spectrum of road transport, coastal watercraft, air drops and native carriers. Although Hugh Fairclough's book *Equal to the Task: PAR ONERI: The History of the Royal Australian Army Service Corps* (1962) has much to recommend it as a history, and goes some way to addressing this general lack of coverage, in its brevity much is left unwritten, whilst given its age and appeal to a fairly small audience it is increasingly difficult to obtain outside of the Defence Library Service, making it hard to access for the lay reader.

Repeating the trend, even the more recent involvement of transport personnel in Australia's campaigns in South East Asia in the 1950s, 1960s and 1970s often rates little mention in the respective official histories of operations in Korea, Malaya and Vietnam. And while Neville Lindsay's excellent book *Equal to the Task: Volume 1: The Royal Australian Army Service Corps* (1991) does a good



126 Tpt Platoon in Malaya, April 1957 (AWM MIS/57/0037/MC).

OUR UNWRITTEN HISTORY

job covering the history of the RAASC from its origins to the formation of RACT, providing a level of coverage above that of Fairclough and including not inconsiderable detail on operations in Malaya and Vietnam, it too is a fairly specialised work and can also be difficult to obtain.

Perhaps the most forgotten are the activities of transport personnel in Korea. Although the involvement of the RAASC in this theatre was generally fairly small with the Australian infantry battalions for the most part supported by British and US arrangements, there were transport elements serving with the Field Ambulance Section in the Australian Force in Korea Maintenance Area (AFKMA). Based in Pusan the AFKMA was set up in 1950 and operated until January 1951 before a more enduring system for supporting British Commonwealth forces was organised from base areas in Japan. Lamentably though little appears in our corps histories of their activities, with just a single line appearing in both Fairclough and Lindsay. Whilst this lack of coverage in many ways might be viewed as a microcosm of the general neglect of the Korean War in the collective memory of Australians, given the tempo of the fighting during this period, before the situation was eventually stabilised by the UN forces, it is likely that the experiences of these men would have been interesting to say the least, not to mention potentially instructive.

According to Lindsay (1991, p. 299) the first Australian soldiers in action in Malaya were personnel from 126 Transport Platoon. In December 1955, shortly after their arrival, the unit was ambushed by Communist Terrorists 80 km south of Ipoh during a task to the Cameron Highlands, but was able to break through without suffering any casualties with the assistance of the scout car and armoured car that were escorting them. The platoon was part of 3 Company, Royal Army Service Corps (RASC), a mixed British, Australian and Malay company, and continued to serve in Malaya for another two years before returning to Australia. Despite this, little of their experiences also appear in the mainstream histories of Australian involvement in this conflict.

Many of our younger soldiers may also be quite surprised at the level of involvement of transport personnel in Vietnam and would find that many of the sub-units and platoons still on our ORBAT today in which they have served actually rendered substantial service in this theatre between 1965 and 1972. A transport platoon served with 1 RAR following its initial deployment in 1965, while units like 1 Tpt Coy, 5 Tpt Coy, 26 Tpt Coy, 176 AD Coy and 85, 86 and 87 Tpt Tps all served with the 1st Australian Logistic Support Group following the expansion of the Australian commitment in 1966, operating from Vung Tau and Nui Dat in support of operations throughout Phuoc Tuy Province and further afield. Yet once again one would have to turn to the pages of highly specialised books such as Fairclough and Lindsay to find out much about their experiences, albeit still in all too limited detail, as they too rate little mention in Ashley Ekins' and Ian McNeill's otherwise highly detailed official histories of Australian operations in Vietnam.

The realisation then is that much of the detail of our history—as soldiers and the officers that lead them—is largely unwritten and remains in the minds of the men and women that were there. As the years advance this history is in danger of being lost as they, like all of us, face the inevitable reality of mortality. What then should we do to prevent this? Perhaps the Australian Army Transport Journal might play more of a role in highlighting the history of our predecessors by including more articles on our history, in addition to its more contemporary content. Whilst admittedly this too would only reach a relatively limited readership, at least it may go some way to ensuring that current generations of RACT personnel are aware of the service and sacrifices of those that have gone before them, and in so doing, encourage them to look deeper into the history of their corps of which we are all custodians.

Bibliography:

Fairclough, H. 1962, *Equal to the Task: PAR ONE: The History of the Royal Australian Army Service Corps*, F.W. Cheshire, Melbourne.

Lindsay, N.R. 1991, *Equal to the Task: Volume 1: The Royal Australian Army Service Corps*, Historian Books, Brisbane.

Palazzo, A. 2001. *The Royal Australian Corps of Transport: A History of Australian Army Transport 1973-2000*, Army History Unit, Canberra.

PORTON DAY

PORTON DAY

Warrant Officer Class Two AJ Bate

'One of the most stirring episodes I have ever seen. I was deeply impressed by the determined courage of the men. It was a most gallant and inspiring spectacle'

Commander in Chief, General Sir Thomas Blamey

INTRODUCTION

As with most ceremonial occasions within the Defence Force, it is important to commemorate and in doing so celebrate the achievements and sacrifices made by soldiers in service of their country. A good number of the stories behind these traditions have become blurred by time, and others lost. However, some of these stories behind the legends live on and through commemorative occasions.

One such important occasion is Porton Day. The Battle from which it is named occurred on 08 June 1945. It is usually commemorated in June with members of 51 Far North Queensland Regiment (51 FNQR), Australian Water Transport Association (AWTA), 10th Force Support Battalion and Army School of Transport - Maritime Wing as invited guests.

It is an occasion that is not only important to those within the maritime trade, but also for those who had some involvement within that battles that took place on the shores of Bougainville.



THE CAMPAIGN BEGINS

During World War Two the American campaign for the island of Bougainville lasted from November 1943 to June 1945. The American forces landed at Torokina in Empress Augusta Bay in November 1943, and established a shallow beachhead inside which three airstrips were constructed. This provided air bases only 200 miles from Rabaul, which at that time was the principal Japanese base in the South-west Pacific area. 1 The island had not been an objective in itself; it was merely a stepping stone for the northward advance of the Allies.

When the Australians, under Lieutenant General S. G. Savage, Commander of the Second Corps, assumed responsibility in November/December 1944, the main Japanese force was known to be concentrated in the south. The Japanese enemy forces on the island were in considerable strength, receiving their reinforcements from the southern region of the island transported by their Pacific fleet.

EFFECTS OF GEOGRAPHIC AND CLIMATIC CONDITIONS ON THE BATTLESPACE

During the campaign, many great battles were fought in the worst of conditions. In the northern regions, soldiers were forced to endure harshest of conditions working in typical jungle ridge country. The weather itself was unforgiving: hot, humid and raining most days. Soldiers suffered through the tropical illness and conditions that, today, would be avoided through medical advancements.

PORTON DAY

Often, the only line of approach to an objective was along a single track on either side of which the ridge fell sheer away. The loose soil on the slopes gave scant foothold on the flanks, and the attackers floundered and scrambled, rather than climbed.

Because of the steepness of the slope the attacking force could not bring fire to bear nor could the enemy, to any extent, without exposing themselves. Hence, the action quickly developed into grenade battles. A hail of grenades rained down as the two platoons clambered to the summit. The attackers worked in twos and threes with Owen guns and grenades. Selecting a weapon pit, the Owen gunners heaved themselves over the rim and poured in fire while the other men moved in and threw grenades. It was intense, bitter fighting. The new phosphorus grenades were used, their smoke blanketing the pillboxes while the infantry closed in for the kill.

In the south of Bougainville, it was a different story. The country there was flat with thick jungle, swamps, and a multitude of small streams criss-crossed by native pads. In the New Year of 1945 the characteristic Japanese tactics of infiltration, ambush and attack came to the fore, and the fighting began in earnest. Twenty-five-pounders often came in as support, but the flat nature of the country prevented the setting up of observation posts, and most of the shooting was done by forward observation officers working with infantry patrols.

Soldiers felt their way through jungle swamps often shoulder-deep, pinned down in the mud, sleeping in water, and hampered by a supply line kept open only by the sweat of the native carriers and by the tractor towed jeep trains. The story of south Bougainville was one of constant struggle against waterlogged tracks and supply difficulty.

Throughout the island maintenance of the road by the engineers was difficult, struggling against floods and pounding surf which gnawed away at the coastline, washing out the road and breaking through the swamps. Travel by land was difficult at the best of times so barges were commonly used for insertion of equipment, stores and personnel.

SORAKEN

After fifteen months of concealment, Japanese medium tanks had appeared in the north of Bougainville's main island. Heading across the Bonis Peninsula they were spotted on the road to Soraken plantation. By accurate bombing with thousand-pounders three tanks were destroyed and twenty enemy soldiers were killed by strafing. In a matter of hours, the tanks would have menaced our forward troops.

On the night of the 05 March 1945, "A" Company (Coy) of the 26th Battalion (Bn) embarked on the first of a series of amphibious operations which were to culminate in the crushing of Japanese resistance on the Soraken Peninsula. Troops went ashore on Saposa Island and within two days it was cleared. On the 10th they withdrew, leaving behind an infantry protected artillery observation post.

THE LANDING AT PORTON PLANTATION

At this time the war in Europe was over, Adolf Hitler was dead and Germany had surrendered. On 19 May 55/53 Bn was relieved by 26 Bn and on 03 June, 31/51 Bn came forward from Torokina to assist in strengthening the line across the base of the peninsula.

The Japanese were holding Buoi plantation in strength, and in an attempt to outflank it by movement from the sea, one company from the 31/51 Bn landed at Porton plantation at 4 a.m. on 08 June 1945.²

On this day, 08 June 1945, a company group based on 31/51 Bn established a beachhead at Porton Plantation, on Bonis Peninsula, northern Bougainville. Nearby 26 Bn continued the pressure on the Japanese from the south of the peninsula.



Men from the 31st/51st Battalion about to go out on patrol towards Porton Plantation from the Ratsua front, 9 June 1945.



PORTON DAY

Unfortunately, the second wave of landing craft stuck fast on the reef about seventy-five yards offshore. The landing party penetrated into the plantation but immediately met withering fire from enemy machine guns fired at close range.

At the same time, machine-gun fire was directed from the northern foreshores on to the stranded landing craft, preventing the unloading of stores and ammunition. Patrols inland were unable to make headway against the heavy fire of the now reinforced enemy who next surrounded the perimeter and heavily attacked it from the north and east simultaneously.

Forward observation officers brought down heavy supporting fire from our artillery, many of the shells falling as close as twenty-five yards in front of the defending troops. During the night, further attempts were made to land ammunition and supplies on the beach, but all night long, the shore was swept with murderous enemy fire, and the stranded barges were continuously the target for intensive bursts from machine guns.

In the ensuing action at Porton Plantation, the Japanese launched heavy counterattacks. Unable to be sustained, the troops from 31/51 Bn were embarked by Army watercraft.

The troops manning the small perimeter were attacked many times, but they gallantly resisted all enemy attempts to break their line. Ammunition was quickly running out, and it was decided to withdraw the force the next night, but after a night spent in repulsing counter-attacks, a very heavy attack early in the morning penetrated the perimeter and forced a withdrawal to near the beach. The withdrawal was now more urgent and the vessels of the 42nd Landing Craft Coy were sent in to run the gauntlet in daylight of increased enemy fire.

They succeeded in withdrawing sixty of the garrison. During the night further attempts were made to take off the remainder but only partial success was achieved. On 10 June under cover of a heavy bombing attack and a continuous artillery barrage, craft made the beach in the late afternoon and during that night the withdrawal was completed. The enemy strength had been greater than was anticipated, and he was able to reinforce the threatened area quickly. In his many vicious attacks on the perimeter he suffered heavily from the fire of Australians fighting one of the toughest defensive actions of the campaign.

The severity of the fighting was such that three Army watercraft were sunk by enemy action over the next three days at Porton Peninsular. The landing craft involved were AB731, AB1169 and AB1194.

Under Brigadier A. W. Potts, 23 Brigade (Bde) began the relief of 11 Bde on 23 June and 11 Bde moved back to Torokina for a well-earned rest.

Of the 190 members involved in the battle, 23 were either killed or missing in action, while 106 were wounded.³ The survivors were evacuated from Porton on 11 June 1945. The General Officer Commanding 2nd Australian Corps AJF, Lieutenant General S.G. Savage, stated that 'the bravery of the men in the Porton operation had not been surpassed by Australian troops in either World War One or World War Two'.

The 'Far North Queensland Regiment' served with distinction during the Pacific campaign during World War Two. Its biggest battle was for Porton Plantation on the island of Bougainville when 23 men were killed and 106 injured. In recent times, it has been used for peacekeeping in Bougainville.

THE CAMPAIGN DRAWS TO A CLOSE

Following the Porton operation, the enemy became very aggressive and he ambushed our long supply routes. In southern Bougainville, the time was fast approaching when the Japanese would be forced to fight the decisive battle and every opportunity was being taken to build up supplies and to rest troops in preparation for this. Little help could, therefore, be given to reinforce our troops in the north to protect their supply lines and it was decided to withdraw the 8th and 27th Bns to an area near Ratsua, where supply problems would be more easily met and where patrols, operating from these bases, would effectively prevent the free movement of Japanese troops in or out of the Bonis Peninsula.

From 11 July until early August, very heavy rains restricted activities. By 22 July, all rivers were in flood; the Mivo River rose to seven feet at the ford and flowing, between twelve and fourteen knots. During July, twenty-six days were wet and 2193 points of rain fell.

Both sides settled down to deep offensive patrolling with the enemy pushing a strong force back to harass our lines of communication. At the same time, however, offensive patrolling continued, always with the object of collecting information which would ultimately enable 23 Bde to come to grips with the determined Japanese in the peninsula. The end of hostilities came before this could be put into effect.

Through aggressive patrolling policy of previous brigades, continued offensive harassment reduced the morale of the Japanese troops. It was now known that many of the enemy were withdrawing along the eastern coast; the time seemed opportune to increase the pressure and to attempt to reach the east coast.

PORTON DAY

7 Bn entered into the operation with a will and, ably supported by mountain guns, had driven the enemy across the dividing range from which patrols frequently reached the east coast to annoy and harass the surprised Japanese. This was the situation when the Japanese opened the negotiations, which resulted in their ignominious surrender.

CONCLUSION

These were just a couple of stories from the campaign of Bougainville. Many stories of bravery and valour were reported and undoubtedly many not reported. Two soldiers received a Victoria Cross during the campaign PTE Frank Partridge for his actions in 8th Bn 23rd Bde at Bonis Peninsula on 24 July 1945 and by Corporal Reginald Rattey for his actions in 25th Bn 7th Bde near Tokinotu on 22 March 1945.⁴

Sixty years have passed since the Porton plantation landings. The importance of remembering and commemorating can not be under estimated for those within the maritime trade but also for those who had some involvement within that battles that took place on the shores of Bougainville.

The traditions and reputations achieved by those who have served within the water transport trade and its associated organisations over the years is something to be proud of. Self-sacrificing deeds such as those shown in the Bougainville campaign should give a sense of pride by all who once served, are now serving and will one day serve within water transport units it should be reinforced every year by the celebration and reflection.

It is our duty that we must carry on the traditions of those who have served when they are long gone as we do for Anzac Day. Water Transport has a rich tradition, and through the stories of those who have proudly served the nation, we can continue that sense of pride for future generations so that they will always be remembered.

Notes

1. Department of Defence 2005, '*Digger History 2*', ch 9.
2. Department of Defence 2005, '*The Far North Queensland Regiment*', p 3.
3. Cairns Museum 2005, '*Defence*', p 1.
4. Lionel Wigmore 1986, '*They Dared Mightily*', p 165 – 168
5. Davidson, Audrey (2005), '*Porton: A Deadly Trap*' Brisbane, Queensland: Boolarong Press.
6. Wikipedia, the free encyclopedia, '*Timeline of World War II (1945)*'
7. Wikipedia, the free encyclopedia, '*Battle of Porton Plantation*'

WRONG WAY CONVOY

WRONG WAY CONVOY

SGT J. Poxon

In the early hours of March 23, 2003 a convoy of United States Army vehicles were engaged by enemy fire whilst conducting a tactical move into Iraq. In what became known as the "Wrong Way Convoy", an unprepared, underequipped and poorly led convoy of US soldiers were faced with the ultimate test in procedures, equipment and command. The logisticians from the U.S. Army's 507th Maintenance Company and the 3rd Combat Support Battalion were travelling in convoy from Kuwait into Iraq. This ill-fated convoy seemed destined for failure from the outset. The nonexistence of maps and stretched communications highlighted the vulnerability of a logistic convoy and led to a succession of command errors. The decision to carry on driving through rows of U.S. Marine Corps M1A1 Abrams tanks (the American front line), placed these soldiers directly in the presence of an extremely adaptive enemy. The wrong turn into Nasiriyah was the final nail in the coffin.

The example of the 507th Maintenance Company's convoy highlights a military truth. That when faced with a powerful enemy one can still inflict significant damage by focussing attacks on logistic assets and opportune targets. This example highlighted to the enemy that they could produce a considerable effect in both the information/propaganda effort with a local 'easy' victory, minimise their casualties by attacking soft targets and maximising the effects of their limited firepower. The enemy learned well and learned swiftly. According to Thoms E Ricks in his book "Fiasco" the Polish led Multinational Division operating in Iraq's south estimated it spent a quarter of its time and resources keeping the two major supply routes (Tampa and Sue) from Kuwait open. He quotes the head of the US Army's 1st Corps Support Command, Brigadier Yves Fontaine who said that the attacks on logistics convoys increased to a rate of about 30 per week in 2005, which was double the figure from 2004. Australian Major General Jim Molan stated in his book "Running the war in Iraq" that the insurgency was destroying 10 fuel tankers per day and bringing Bagdad's electricity grid to its knees.

Why was it easy to attack logistics assets? Ricks provides a pointer quoting the 1st US Marine Division's official history as saying "Typically the Army drivers wore CD headphones, assistant drivers were most often asleep and few wore flak jackets or helmets. There were few crew served weapons mounted on the vehicles and these were often un-manned as they were uncomfortably hot in the blazing Iraqi sun." What can the Australian Army and the RACT learn from this and its implementation of the Protected Mobility Vehicle (PMV)?

The trade's role was, from the end of the Vietnam to the turn of the century, focussed exclusively on nose to tail convoys on bitumen roads without any real requirement for tactical considerations. RACT assets were routinely placed 'out of exercise' as the supported units didn't see any need to exercise attached logistics assets. Vehicle crews were reduced from two to one driver in the name of efficiency. Section Commanders were dismounted from their motorcycles and required to drive load platforms. Communications equipment was 'cross levelled' when it became scarce and RACT assets ended up with none or very little. The same thing happened with Night Vision and weapon systems. As various savings and reforms swept through Army, weapons and ammunition were taken from logistics soldiers and concentrated in Arms units where there was perceived to be a greater need. In terms of personnel we were quite often manned by the 'broken' personnel from Arms Corps who could no longer fulfil their Corps role but could be employed as drivers. This led directly to a degrading of essential skill sets for operating in an environment of threat.

In a rapidly evolving/adapting trade, we are now expecting more and more of our soldiers and JNCOs, which is perhaps beyond the capacity of some of today's Drivers. No longer is the Transport Driver just out on the road 'chasing white lines', or 'running water jerries' out bush.

In a long awaited move, the Road Transport trade has finally taken a forward step into the contemporary operating environment, and is restructuring with a change in attitude, increased responsibility and modern equipment aligned to operate in the modern battle space. This shift in attitude can be attributed to Army's recent operational experience; where through nearly a decade of unconventional operations the need to adapt and strengthen our logistic capability has been an obvious area for improvement. The necessity for protected logistics is a key lesson from these campaigns and is a requirement for an effective and sustainable logistical link to support operations. Despite this need to develop our competence to operate independently, our units and training establishment remain starved of mounted weapons, protected vehicles, body armour ensembles, communications equipment and more importantly appropriate doctrine.

The restructure of the Multi-Role Combat Brigade (MCB) under Plan BEERSHEBA is changing the way we are organised and equipped. We are moving towards battlefield relevance as an entity of worth with an enhanced capability. During the last decade of operations, RACT Soldiers and Officers have proven they can work effectively in small teams in an environment of threat, particularly as drivers. The addition of the PMV to the Transport Squadron within the MCB requires a shift towards operating a B Vehicle with increased protection, defensive firepower and communications in a crew environment. Our junior

WRONG WAY CONVOY

leaders at the rank of Corporal, Sergeant and Lieutenant will now require the training and ability to act competently as Commanders of PMVs on the battlefield in direct support of Arms Corps units. Our Soldiers will require the skills to operate as gunners, and radio operators whilst employing their core skill as drivers. We can't solely focus on the PMV either; LAND 121 Phase 3B will be rolled out into 1 Brigade in 2017, with pilot and conversion courses starting 2016; providing the Corps with yet another platform and capability changes. The introduction of all phases of LAND 121 brings with it more complexity than we have ever seen. The Digital Combat Radio System and associated Battle Management System currently being developed by JP2072 and LAND 75 will fundamentally change our understanding and application of communicating, add to this the current in-service suite of ECM and the expected understanding of theory and interoperability, and all of a sudden our Drivers are now communicators. The new platforms will be fitted with a suite of communications equipment we logisticians have only ever seen from a far, thrusting us into a world of fast thinking and fast talking.

Our current understanding and application of tactical convoy operations, interoperability and escort employment is limited. Those members of the Corps who have enjoyed operational experience have benefited greatly, however those who missed out and tomorrow's Drivers will be relying on those seasoned individuals to assist in shaping the direction of the trade. But we must remember one thing; it's not about preparing for the war, it's about preparing for a war. Meaning, we learnt our lessons in Iraq and Afghanistan, now let's refine and develop those lessons into action to prepare ourselves for the future operations.

In recent years Initial Employment Training (IET) has been adapted to become more modernised, including the introduction of training with body armour and live firing weapons from both static and mobile load platforms. The use of vehicle to vehicle communications has been reintroduced, however while extremely basic, it is still more effective than our current primary means of turning our head lights off in convoy. The need to restructure our IET is being driven by the direct operational experience of Australian and Coalition Forces operating in the Middle East.

The Plan BEERSHEBA restructure model outlines that by 2022 each MCB will have evolved to include a PMV Squadron within the Combat Service Support Battalion. Consequently, there is a pressing deadline for our commanders to have Drivers trained to operate PMV to meet the requirements of the Force Generation Cycle (FGC). Therefore, RACT has an eight year timeline to evolve. So now we have identified 'the gap' in training and a timeline, how do we fix it? I suspect that the true test of RACT's ability to operate PMV will be tested during such activities as CATA and judged by the measure of support provided within the MCB. Merit will be earned by individuals who possess the desire to compete alongside combat units to provide an effect as required by the call sign being lifted. However I fear that without a prompt change of attitude within the Corps, we are destined to fail to achieve and continue to be labelled as mere logistical personnel.

To properly embed the capability represented currently by the PMV and to prepare for new vehicles with different capabilities the trade needs a mind shift. We have, for many years, effectively sat on our hands in terms of doctrine and TTP firm in our belief that the LAND 121 product will somehow solve our problems. This represents a focus on the platform and not the capability it represents. The capability of these platforms is generated by the soldiers operating them and this is where we need to focus our attention. What are the skill sets required of these soldiers? What training do they need to do to realise that capability?

Currently the senior leadership of the Corps is debating the merits of a Concept of Employment for the PMV, engaging in conversations about when and where, under what circumstances the vehicle needs a Crew Commander and a vaguely defined notion that somehow the vehicle is being used for "something it wasn't designed for." How the vehicles will be used is totally dependant on the mission given to the supported unit's commander. The fact that the vehicle can be used in a wide variety of ways in a wide variety of situations is because of the design of the vehicle. That Army did not initially purchase it for those tasks is open for debate. We as a trade must focus on the skill sets required by the operators that will allow them to generate the capability the commander requires in any given situation. The question is, are we up to it?

The final evolution of the IET needs to encompass a PMV driver qualification in addition to the LAND 121 variant when it is introduced. This will ensure that any new Driver is able to arrive at an MCB unit direct from the school and be able to operate PMV or protected load platform in a threat environment. The current restructure plan of AST and the movement of All Corps PMV training under its umbrella will provide an opportunity to train all the trades Drivers during their IET course. The inclusion of the Basic Combat Communications Course (BCCC) is also a much needed step in the right direction, ensuring all Drivers conduct modules 1 and 2 covering the 152, 150 radios and the Enhanced Position Location Reporting System (EPLARS) in the mounted role. The PMV will provide the initial shift towards training Drivers to operate as part of a crew in a vehicle, simultaneously employing weapon systems, communications and the vehicle. There is also a requirement to train our junior NCOs and Officers to command convoys in a threat environment, participating in moving convoy live fire practices. This training (if implemented at the IET) will ensure we are providing a very capable product at the completion of IET, this will come with an increase in training time and funding, but in the long run it will provide greater capability.

WRONG WAY CONVOY

With enhanced capability comes the need to maintain qualifications, collectively and as individuals. The Corps needs to adopt a training and assessment philosophy, in which you will be assessed as an individual, as part of a section, as a Troop, and finally as a Squadron. After gaining an initial qualification (PMV Driver/Section Commander) as an individual, drivers are assessed for safety and compliance, section commanders for tasking target identification and engagement in static and mobile practices. Passing this opens the gate to the next phase, section, troop and squadron level collective training. At any point a member fails to meet the requirements for any of the above standard retraining would occur

The trade's evolution from a peace time Army post Vietnam to the current Army of today has forced us to adapt and enhance our equipment, culture and thinking. In the past we have rolled into operations with very little understanding of how to operate in an environment of threat, we witnessed this when we entered Iraq and Afghanistan. What we have now is a very capable and operationally experienced base of Drivers and managers. This will serve us well into the future, as long as we can retain the corporate knowledge and develop workable, relevant doctrine that will provide our "left and right of arc".

There is a need for IET to be shaped in order to prepare our future Drivers for employment within the MCB in any capacity, whether it be operating a load platform or a PMV. The trades role in the future operational landscape will demand we have greater understanding of tactics and tactical thinking, if we don't we will lose all relevance. This must be reinforced by the Subject 4 training continuum, ensuring our junior commanders and managers have the required knowledge and understanding to operate effectively and safely within the modern battle space. Larger scale collective training must have more of a logistic flavour in order for us to achieve better results. There are organisations in wider Army conducting dynamic training exercising the PMV Squadrons, but if this isn't supported by doctrine we are going back down the path of one organisation doing its own thing. The previously suggested training philosophy of individual, section, troop, squadron training would provide early identification of those members who require more or retraining, ensuring our people are well trained and robust enough for employment in any environment, operating any platform. This is the only way we as a trade can prove the Army with a capability that matches the capability (PMV).

The requirement to continue to evolve the way we operate whilst continuing to develop our capabilities, will ensure our operational experience will push us into the future knowing we are as prepared as we can be. There is a need for our NCOs to become more tactically sound, having an understanding on how we operate within the battle space. We must remember the Driver of yesterday can not be the Driver of tomorrow. We need this change, and if members of the trade are saying that they can't, they need to get out of the way of those who can. The current operational and threat climate highlights the possibility/probability of deploying into another complex environment in the near future. Some questions need answering; is the Corps steering us in the right direction; are we as drivers and section commanders of vehicles going to receive any manoeuvre training? An answer to these questions will determine if the Corps is serious about our capability change.

INTEGRATION OF PMV INTO RACT

THE INTEGRATION OF PMV INTO RACT

CPL W.F. Jensen

The integration of protected mobility into RACT has been somewhat of a long time in the making; from its humble beginnings as the new flash 'toy' within the ADF to the 'passing of the guard' from the Army's Cavalry units to RACT.

Within RACT, we need to be accepting of a vehicle that has more potential than a standard 'B' vehicle, especially when considering the variety of vehicles that our Corps will soon have in its possession. Mounted weapon systems and vehicle tactics will soon be taught at the IET level and subjects such as communications, a subject long lacking for RACT, will soon become the norm.

What of our roots? Are we creating a division within RACT? It is a topic that can be fiercely contested by both sides. It need not be, as both sides have reasonable concerns and views.

On one side, we have young soldiers straight out of IET being posted to PMV Troops. These soldiers are only just beginning to put their trade into practice and will potentially not conduct 'on the job training', such as tying down a load in real time or having the chance to up-skill their qualifications until they are posted. This could be too late as once they are posted the Army considers them to be 'senior diggers' and mentors to the next group of young soldiers. This could possibly be a daunting notion for members who know nothing else other than the PMV and its associated SOPs.

On the other side, we are creating a new type of truckie, dare I suggest a 'combat loggie', a notion that is not alien to our ABCA counterparts. Truckies who not only command vehicles, but can also effectively communicate on the radio and fire the weapon station concurrently, something almost totally unheard of within RACT.

That is not to suggest for a second that members of RACT are not war-fighters, nor capable - far from it. Our members are often called upon to accomplish feats far beyond the role expected of them. But where do we operate? What is our role within RACT?

The answer is very simple and stares us in the face. PMV has its own roles clearly defined, roles that we as truckies already perform: protected lifts, rear echelon security and convoy escort tasks. We work within the parameters of our Cavalry units on one side and Transport on the other. As PMV operators/commanders we need to have an understanding of all corps' SOPs and must have the ability to function within them. We currently have a vehicle that will make us less reliant on other Corps and as such, we become less of a burden on their assets, allowing them to conduct their primary role within the ADF.

Let's be more open to, and embrace change to carry The Royal Australian Corps of Transport into the future – PAR ONERI.



PMV TO THE CORPS

PMV TO THE CORPS

LT Lyndal Cunningham

The Protected Mobility Vehicle (PMV) was first introduced to 9th Transport Squadron early in 2013 with a small section commencing PMV operations during the major exercises last year. This year, the capability has grown with Bravo Troop transitioned solely into a PMV role. The troop initially contained headquarters and two sections of PMV and then expanded in April to have three fully operational sections. B Troop commenced online Ready Combat Team (RCT) responsibilities from February this year and since August the entire troop has been online in both the RCT and Ready Battle Group (RBG). The Troop currently has soldiers deployed on Op OKRA, and preparing for deployment on Op SLIPPER/HIGHROAD. A small contingent is left in the unit to maintain the 27 PMV currently within the fleet.

This year has been a whirlwind of training and development, both individual and collective, which has prepared the troop to a standard that they were deemed competent by Commander 3rd Brigade to deploy on operations. It required plenty of resilience and hard work to get to there...

The year kicked off very early on with B Troop involved in a Live Fire Mobility Exercise lead by B Squadron, 3/4 Cavalry Regiment. The mentors from B Squadron taught the foundation for all training: to Shoot, Move and Communicate. Although it is still argued as to whether a stage V Battle Run is a required competency for an RACT PMV operator, the troop no doubt benefited greatly from exposure to such training. They learnt the basics including shooting accurately, yet with aggression whilst stationary and on the move; how to manoeuvre as a section and provide protection for each element; and how to communicate clearly and concisely over the net. These skills were the foundation for all the training yet to come.

During the major exercise period, B Troop were deployed on the 3 RAR RBG War Fighter Exercise, 3 Brigade CATA 14 and Exercise HAMEL 14. During these exercises, amongst the many tasks that were completed, the key role of the Troop was to provide protected mobility to infantry Combat Teams (CT). The troop frequently operated independent of the CSSB, operating in Direct Support of the infantry battalions. Key lessons learnt were the integration of the Troop with CT early during force concentration to develop TTP, build trust and develop relationships. It was quickly discovered that being attached to a CT means having a CT live out of your PMVs for an extended period of time. The troop learnt many lessons from the CT elements and were given plenty of opportunities to participate in extra range practices and gain new qualifications, including 84mm and HK417, to name a few. Soldiers were equally as eager to pass on PMV knowledge and TTP to the supported units. Over the exercise period, the troop supported all three infantry Battalions from the 3rd Brigade and worked with at least four different CTs.

Next year, will see the raising of 6 Transport Squadron within CSSB. The current PMV element will return from deployment at some stage in 2015 and be able to inject their training and overseas experiences back into the development of the capability within RACT. In the end, no matter what is decided regarding how PMV will specifically be employed within RACT, the past year has been an excellent experience for all B Troop soldiers in expanding their skills, competence and confidence through supporting our brethren within a CT environment.

RACT OFFICER TRAINING

RACT OFFICER TRAINING: BUILDING ADAPTABILITY & VERSATILITY

LT Kathryn Smith

RACT officers, not unlike their colleagues in other corps, are increasingly operating in complex and demanding environments. This has prompted changes to the training continuum for new RACT officers to better equip them as commanders, managers and advisors in RACT and integrated logistic operations. The Logistic Officer Basic Course (LOBC) is the key foundation skills course for newly graduated RACT officers, conducted with brethren from RAEME, RAAOC, RAAMC and AACC. The LOBC is currently undergoing some significant changes in order to enhance training and allow greater learning opportunities.

Following completion of the GWagon course at the Army School of Transport, RACT officers move to Bandiana to complete the LOBC. On completion of the LOBC they are then required to conduct their Movements and Marine Terminal Operators courses in Townsville. In total corps specific training for RACT officers, post-RMC, takes nearly four months.

The newest RACT officers of 2014 have just completed the latest iteration of the LOBC, with promising results. The volume of information to take on board is vast, but the delivery of the August 2014 course proved to be effective and invigorating, with a strong focus on mentoring and realistic, integrated training. Guest SME instructors in transport operations delivered lessons to enhance corps specific learning and guest lecturers from other corps and countries shared their experiences in their fields of expertise for professional development across the board.

A range of planning challenges tested all trainees through a series of TEWTs, and tasks for CSST operations. These activities highlighted for trainees the complexity of logistic planning and the importance of early and constant liaison with other logistic corps.

To further enhance planning and management skills, trainees were then put through their paces as command post duty officers in the Command Post Exercise. This simulation exercise tested officers' ability to make decisions, manage tasks, complete paperwork correctly, track elements moving in and out of the scenario position and pass on information accurately in a timely fashion. For many this was a first exposure to running a command post and many valuable lessons were learnt.

The culminating activity for the LOBC was a ten day field training exercise in which trainees transferred several weeks of theory into practice. RACT officers were given a broad range of tasks to conduct, often in tight timeframes, including distribution points, drop zone clearances, troop lifts and shifts in the CSST command post as watchkeeper, signaller and 2IC. Staff fulfilled the roles of OC and 2IC for the scenario initially, before stepping out completely and allowing trainees to run the CSST. This was a new change to the field exercise aimed at challenging trainees further, with staff assuming observer trainer status rather than a directive role. The 'hands-off' approach proved to be highly valuable, allowing trainees to conduct their own planning and test courses of action, learning from good and bad decisions along the way. A further change was to include embedded staff in the roles of CSM, PI Sgt and specialist vehicle/equipment operators, which contributed to a realistic scenario, while at the same time providing helpful advice and enhancing corps specific knowledge.

In all, RACT officer trainees felt they gained a thorough and well-rounded introduction to Army logistics and RACT operations during the LOBC. In just two months officers gained exposure to a broad range of training, issues and staff in a training environment with a focus on mentoring and realistic, practical training. Trainees are now undertaking the next courses in the training continuum before taking on Troop Command roles in Jan 2015.



THE OPERATOR MOVEMENT ENIGMA

THE OPERATOR MOVEMENT ENIGMA

SGT Damien Gunby

This document has been produced to provide a commentary on the past and of the future of the Operator Movement (OPMOV) trade in the Australian Army, in my opinion.

During the previous 24 years the OPMOV trade has changed significantly in structure, manning and operational focus. The trade has been renamed from Assistant Movement (ASSTMOV) Operator with a predominately domestic focus (encompassing course travel, removals, freight and support to exercises/operations), to that of OPMOV with a heavy emphasis on exercises and operations.

In 1990, the Movement units were spread through out the country and were known as Movement Control Offices (MCO). Each MCO was part of a Logistic Battalion or a Logistic Company. There was at the time an MCO in every location that had a heavy concentration of troops. The ASSTMOV trade was singular and looked after the needs of Army only, with support given to the other two services upon request.

During this time there were a variety of posting options around Australia, and opportunities within each MCO to experience the different disciplines of the trade. One advantage of the MCO being placed in a Logistic Battalion or Company, was that the Movement Operators were able to experience Esprit De Corps between the various trades and corps. The Movement Operators all corps military skills (at the time) were of a high standard, and through the resources of a large unit the soldiers were exposed to a wide variety of weapons and military equipment. One disadvantage of the embedded MCO was that the CO/OC of the Logistic Unit was less likely to be cognisant of the movement related work load, when it came to unit activities. This also did not allow for centralised control of the Movement Trade, as each MCO belonged to a separate higher unit.

The MCO units across Australia were reformed into Movement Units (MU) in 1992, but they were still administered by the larger Logistic Units. Each State would have its Movement Unit with its various Detachments i.e. 3 MU Detachment Melbourne, 3 MU Detachment Puckapunyal etc. This was to prove a cumbersome organisational structure as there was a need to provide continuity training for all ARA and ARES MU members, and that would require moving all Detachment members from across the state into the one location.

The MU structure remained in place until 1996, when Head Quarters 1st Joint Movement Group (HQ1JMOVGP) and its subordinate Joint Movement Control Offices (JMCOs) were raised. The emphasis went from singular to Tri-service movements almost overnight. With the abolition of the MU and the creation of the JMCO, there were still numerous ASST MOV operators executing domestic movements i.e. removals. These operators were then embedded (Embeds) into the Removal Sections and were then absorbed by the Defence Centres in each location. The Embeds were then considered to be in Non Corps positions, and would not become an OPMOV until they were posted to a JMCO.

This advent created a knowledge vacuum in the Movement trade, as the Embeds were predominately JNCOs and SNCOs. Once the Embeds completed their tenure in the Non Corps postings they either then discharged or were integrated into HQ1JMOVGP.

The reintegration process was continuing during 1999, when Operations in East Timor commenced. During the INTERFET Operation, the majority of OPMOV personnel deployed in Theatre, had been posted to HQ1JMOVGP or its subordinate units. When UNTAET commenced, there were Tri-service operators being deployed as OPMOVs with no HQ1JMOVGP experience or training. There were at times animosity between the Army OPMOVs and the Tri-service operators as to the appropriate qualifications and experience held. The inadequacies in the relevant training never became a major issue because of the sheer volume of Movement Officers in Theatre planning and organising.

The Operations in IRAQ and Afghanistan were completely different to East Timor from an OPMOV perspective. The Movement Operators were required to be trained and experienced in the various forms of movement. The lack of movement exposure was easily evident in some Tri-service personnel (and some Army personnel for that matter). With that said, there were some RAAF members who overcame their lack of initial knowledge and became very good operators.

The underlying issue with the quality of deployed movement personnel is unfortunately their previous exposure and training. Before a soldier can become an OPMOV they need to successfully complete their Initial Employment Training, unfortunately the same cannot be said for the other two services. RAAF and RAN members are being posted to HQ1JMOVGP and subordinate JMCOs with no training except for an introductory two week seminar at Joint Movement Control Centre (JMCC) in Brisbane (this is also run for returning Non Corps posted OPMOVs). Road Transport Warrant Officers, RAAF SNCOs and Officers and RAN Officers are posted to HQ1JMOVGP and releasing Movement Instructions (MOVINST) without formal training. Some of these members are also being deployed overseas without ever serving in a JMCO. This does not allow for continuity of experience in Theatre and also creates a certain amount of animosity with the other personnel within the organisation.

THE OPERATOR MOVEMENT ENIGMA

The move of HQ1JMOVGP from Sydney to Bungendore to follow Headquarters Joint Operations Command (HQJOC) was not a popular one with numerous senior members of the movement trade. It is apparent the need for the COMD and WO1 Pers of HQ1JMOVGP to be co-located with HQJOC is very high. The need for the remainder of HQ1JMOVGP to be in Bungendore is less obvious. It would be quite achievable for the COS and remainder of HQ1JMOVGP to relocate to the offices of the JMCC in Brisbane. The JMCC could be reabsorbed into the JMCOs across the country (the JMCC always require additional manning from the JMCOs before deploying), and HQ1JMOVGP could make use of the excellent refurbished facilities. This would make the idea of a posting to HQ1JMOVGP more attractive and may make a difference in the retention of SNCOs and Warrant Officers in the trade.

The role of the WO1 (PLANSWO) in each JMCO is to a large extent unknown. In theory the PLANSWO works closely with the OPSO to plan for future Operations and Exercises. This is in itself a duplication of effort as the Desk Officers at HQ1JMOVGP are conducting the same planning. The PLANSWO is not even the lead disciplinarian at the JMCO as that task is actioned by the WO2 (OPSWO-CSM). The OPSWO and OPS SGT give direction to the Movement Platoon Head Quarters in executing movements for current Operations and Exercises.

It would be worthwhile for the Movement trade to remove all of the WO1s from the JMCOs and place them in HQ1JMOVGP. This rank is the most senior and experienced in the trade, and they would be able to make use of their knowledge to deal with the various military and civilian agencies. This would allow the rank of WO2 to be the senior soldier at each JMCO, and this would be a closer representation of an Army Sub Unit with a Major as the OC and the WO2 as the CSM. Whilst HQ1JMOVGP is a Tri-service organisation, each JMCO loosely follows the Army structure. HQ1JMOVGP should become a permanent posting for the WO1s. This would allow themselves and their family's stability for the twilight years of their careers. Certain other trades have limited posting options so this should not be deemed unreasonable.

The HQ1JMOVGP Tri-service structure is in name only, as it consists mainly of Army with a nominal RAAF member or two in each JMCO and normally only one RAN Officer in HQ1JMOVGP. It is more like a singular service with RAAF and RAN attachments. Each JMCO is controlled as an Army Sub Unit, with RAAF members being required to acclimatise to the Army Culture. This becomes problematic for militant RAAF members wanting to protect their service identity.

The future of the Movement trade is uncertain as it would appear that Defence is transitioning from a high operational tempo to that of mainly domestic related exercises. The previous 15 years have been exceptionally busy with the ADF deploying all over the globe, and needing the direct support of HQ1JMOVGP. With the expected down turn in overseas Operations, I would expect that the HQ1JMOVGP structure would be reviewed and an attempt be made to find cost savings. Due to the RAN controlling their own exercises and individual ship deployments, and the RAAF requiring minimal support for their exercises it would not be surprising if movements turns full circle and again become a singular service responsibility.

1ST NQLD BIRTHDAY BASH

THE 1ST N-QLD RACT BIRTHDAY SUB-UNIT CHAMPIONSHIP

LT Joshua Wilson

On 27 Jun 14, all Townsville based RACT Sub-Units descended upon The Third Combat Service Support Battalion in Lavarack Barracks, in order to celebrate the 41st Birthday of the premier logistics Corps, the Royal Australian Corps of Transport.

As part of the Corps birthday celebrations, each Sub-Unit submitted a team of eight of their best men and women to battle it out in a series of RACT Themed Minor Team Games. For the winning team of the Minor Team Games, the award was the honour of being the first to take home the 'Perpetual NQLD RACT Sub-Unit Championship Trophy', as well as the adulation of their North Queensland RACT peers.

The Minor Team Games competition consisted of five events, Mack Pull Drag-races, Cam Net Time Trials, A Dodgeball mini-Tournament, a Handbag Toss event (to get the Movers into the game), and finally a five-round Team Trivia event.

The Mack Pull was a highly competitive activity, with all members from each team pouring all of their efforts into getting their respective GS Mack across the line at the end of the approximately 50 metre drag-strip in the 9 Transport Compound. After the main competition heats had concluded, with all competitors suffering some epic lactic-acid effects in the legs, a novelty Officers Vs Seniors race was run. It resulted in the Seniors Team utilising their greater 'physical presence' to move their Mack effectively and steal away the win from the Officers.

Once the Officers managed to pick their self-esteem back up from under the wheels of the Senior's Mack, the competition moved to the Cam Net Time Trial arena. The teams were given the challenge of raising cam nets with support kits above their allocated Landrover GS. All teams were timed in their ability to fully raise and then pack up the cam net kit, with the clock stopped when the vehicle was again 'ready to deploy'. Fortunately the event concluded with nil casualties from any member conducting accidental gymnastics from the top of their vehicle, and all competitors showed they had not forgotten their BDC training from back in good old Puckapunyal.

With vehicle events complete, the Tournament moved to the PT Shelter, where both the Dodgeball and the Handbag Toss took



1ST NQLD BIRTHDAY BASH

place concurrently. The Movers stepped out confidently to show the rest of the Corps their innate skills with ladies accessories, which struck fear into the hearts of the Truckies, Boaties and Termites from the other Sub-Units. The teams managed to turn this around from Zoolander into Globo-Gym and channelled their best Ben Stiller impersonations in the parallel running Dodgeball event. This made for some exciting and action packed viewing as teams battled it out in a round-robin style event. Situational Awareness was a premium skill in this event, with plenty of dodgeballs flying at shoulder height or above and although no one was hurt, there were definitely a few bruised egos at the conclusion.

As a break from the Tournament and a rest from the physical activities, all competitors, spectators and officials moved down to the 3 CSSB boozier, The Wapiti, in order to enjoy a BBQ lunch and drinks. Once lunch had concluded and everyone had begun responsibly consuming a few beverages, the OC of 9 Tpt Sqn, MAJ Ryan Holmes led the final event of the competition, Trivia. Being sure to include subjects ranging from all walks of life, including a round specifically about our beloved Corps, the Trivia was a successful conclusion to an excellent return of RACT inter-unit competition.

When the Trivia wrapped up, the RACT Birthday formalities began. A custom designed RACT Birthday Cake was presented, speeches made, and the cake was cut by the youngest RACT member in 3 CSSB, PTE Tiffany Higgins, alongside the 3 CSSB Commanding Officer and fellow Truckie, LTCOL Colin Bassett.

Once everyone had gotten their hands on a slice (or two) of birthday cake, the winners of the 1st RACT N-QLD Sub-Unit Championship were announced. The home-side team from Charlie Tp, 9 Tpt Sqn managed to claw ahead in the points to claim the trophy, despite stiff opposition from the team from 35 Water Tpt Sqn.

The competitive spirit that those two teams maintained with each other the whole day, as well as every other team that competed made for an excellent day of fun and socialisation with fellow Corps members from NQLD. It assisted in building esprit de corps and pride in all members of RACT that attended from 3 Brigade and supporting units, especially during a very busy and changing year for all units and RACT in general. The competition will now become an annual event in the calendar of all RACT members in NQLD and hopefully generate as much if not more friendly rivalry between all the RACT units in this part of the country.



NATIONAL HEAVY VEHICLE REGULATOR

NATIONAL HEAVY VEHICLE REGULATOR

In August 2011 the States and Territories and the Australian Government agreed, through the Inter-governmental Agreement for Heavy Vehicle Regulatory Reform, to establish the National Heavy Vehicle Regulator (NHVR).

The purpose of the NHVR is to standardise legislation for heavy vehicles over 4.5 tonnes gross vehicle mass across all jurisdictional borders. Many aspects of heavy vehicle regulation remain unchanged, for example, all heavy vehicle registration, inspections, driver licensing and all matters related to the carriage of dangerous goods are still the responsibility of the relevant State and Territory authorities. The NHVR responsibility that most impacts on Army is the processing of permits for Oversize/Overmass (OSOM) vehicles.

On 10 February 2014, the Heavy Vehicle National Law and Regulations assumed its responsibilities across all States and Territories, except for Western Australia and Northern Territory. It was quickly evident that the NHVR was not well structured or resourced to meet the burden of OSOM permit processing and responsibility for intra-State permits was re-directed back to States and Territories. States and Territories were now subject to the newly implemented National Heavy Vehicle Law, so could not simply revert to their old processes and procedures and this caused significant confusion and delay in the issuing of OSOM permits early this year. This has caused significant problems for many transport organisations including Defence.

Currently the participating States and Territory are issuing, on a temporary basis, OSOM permits for Class 1 Restricted Access Vehicles (RAV) and, in some cases, Class 3 RAV for all intra-State movement. Moves that involve inter-State movement or Class 2 RAV are handled by NHVR.

The current OSOM Permit processing for Defence is that the Directorate National Logistics (DNL) Land Transport Desk is the lead agency for all OSOM permit issues. DNL has been issued with a NHVR Regulator Customer Number and manages all Defence OSOM permits applications for the NHVR participating States and Territories (ACT, NSW, VIC, TAS, SA, QLD). OSOM permit applications for WA are also handled by DNL. For the NT, HQ 1 BDE S4 manages OSOM permit applications for 1 BDE units and NT permit applications for all other units are managed by DNL.

Operating in conjunction with the NHVR is the Defence Road Transport Exemption Framework (DRTEF). The Framework specifies the exemptions applicable to Defence for the conduct of military operations and day-to-day activities. It imposes mass limits for Defence vehicles and combinations and explains specific exemptions relating to road rules that apply to the operation of Defence vehicles. It also categorises certain Defence vehicles as Special Purpose Military Vehicles (SPMV) where they exceed jurisdictional dimension and/or mass standards.

The NHVR, the WA and NT jurisdictional process, and the DRTEF set the overall legislative and regulatory structure under which Defence vehicles operate. The Defence Road Transport Manual (DRTM) defines the policy for the operation and management of road vehicles in Defence. The Manual also contains relevant instructions, training guidance and road transport management procedures to support the implementation of Defence wide transport policy.

All Defence drivers need to be aware of the requirements of the DRTM and the DRTEF. Formal advice on these matters is always available from the chain of command and the Services Chief Driving Instructors (CDI). Should formations or units require specific advice on the NHVR or State and Territory legislative requirements the Defence point-of-contact is Deputy Director National Logistics (LAND)

LTCOL Sean Fleming (Sean.Fleming@defence.gov.au) or Mr Gary Donoghue (Gary.Donoghue@defence.gov.au).

KOKODA SPIRIT

KOKODA SPIRIT 2014 A JOURNEY IN THE FOOTSTEPS OF HEROES

WO1 Ian Sojan

"The terrible physical and even mental agony of the advance through the Owen Stanley's cannot be imagined by anybody who has not seen this wild and incredible country" quote by George H. Johnstone - Argus war correspondent.

In the early months of 2014, members from units from within ALTC were selected to participate in a battle field tour of the Kokoda Trail. In November 2014, 10 selected members got the opportunity to walk in the footsteps of the brave soldiers that fought the Japanese on the now famous Kokoda Trail. This is the story of the preparation, training and the actual trek itself, a nine day journey of remembrance. Along the way each of the team provided a brief on a battle that took place along the trail, allowing each of them to be able to reflect on the brave feats of these amazing men involved and what symbolises the Australian diggers – courage, endurance, mateship and sacrifice.

Kokoda was arguably Australia's most significant campaign of the Second World War. More Australians died in the seven months of fighting in Papua, and the Japanese came closer to Australia, than in any other campaign.

The preparation and training

They say that when you walk the trail you will cover 96 kilometres, climb over 6 kilometres and descend the same amount. How do you prepare and train for such an activity? You get a good reliable back pack, you fill it full of gear and water. You weigh it, and then add more gear to make it as heavy as you can carry. You throw your overloaded pack on your back and you climb up and down as many hills as you can find wearing army issued boots, a t-shirt and cam pants. You spend countless hours in the gym and climb as many stairs as you can find. Throw in a bit of pool work as well as you need to be able to swim. Did I mention stairs, stairs and more stairs?

As part of this training the team scaled Mt Bogong (1,986 metres), and Mt Feather Top (1,922 metres), the two highest mountains in Victoria. Both mountains were still covered in snow so a week before the trek, the team travelled to Cairns to conduct a bit of acclimatisation training, a very steep climb up Walsh's pyramid (922 metres) and to finish our training off, Mt Bartle Frere the highest mountain in Queensland at an elevation of 1,622 metres. This included a very windy overnight stop with

some amazing views above the clouds. We then reconsidered what we really needed to carry and tried to get our packs down to as light as possible - approximately 20 kilos. We were as ready as we were going to be.

The Trail

What is today known as the Kokoda Trail had its beginning over 110 years ago. Kokoda Station was established in June 1904. After the station was established an overland track from Kokoda to Port Moresby was started. This track became part of a 200 kilometre long walking track that stretched north to south and linked Buna to Port Moresby. Today you can travel by vehicle to Kokoda from Buna in the north and to Owers Corner from Port Moresby in the south, leaving only the 96 kilometre section in the middle as a walking track.

The Kokoda track climbs over steep ridges and through deep valleys and across raging rivers. The track often climbed up gradients so steep that it was heart-breaking labour for burdened men to climb even a few hundred yards, let alone fight a battle along it. Much of the track is through dense rain forest, which enclosed the narrow passage between walls of thick bush. At higher levels the terrain is covered in moss, giant trees, and towering Pandanus palms.

The Trek

02 Nov 14 involved a flight into Port Moresby and settling into our hotel, going through our gear and looking at what else we could off load. We also met our trek leader Noel, who was about to start his 87th Kokoda trek. We were finally ready for the first day of our trek starting on 03 Nov 14.

Day one involved a flight in a Cessna plane (complete with "Terrain Ahead" warning sign flashing) up to Kokoda Station where we were starting. The first battle for Kokoda was fought here at the end of July 1942. We met the rest of our porters, including Geoffrey, who was to be our front guide and pace setter. We had a quick lunch and a tour of the Kokoda War Museum and grounds. This is an amazing place to visit and well maintained. Then at 1200 h, the words finally came from Geoffrey, which were to be at the start of every leg – "Lets rock and roll". This normally was followed by either "Up" or "Down". Day 1 was a fairly easy day with only 2 ½ hours on the trail and had us arriving in our overnight stop, Deniki, around 1430h. This is the first defensive position the



The 2014 Ex Kokoda Team acclimatising in Cairns.

Australian soldiers pulled back to after fighting a brave, and at times hand-to-hand, battle with the Japanese.

As we were soon to find out each day started with us rising at 0450 h, getting dressed into wet clothes, packing up our gear, shoving down some breakfast, and waiting for the word to move from Geoffrey, somewhere between 0600 – 0615 hrs.

Day two started off going up and up and up and stopping at the Isurava memorial. This is the site of a magnificent and solemn memorial that has been set up to remember the battles that took place here. The desperate Australian defence of Isurava – one AIF platoon [30 men] fought off eleven separate attacks, each of company [120 men] strength and produced more military decorations than any other battle in the entire war in the Pacific. This is where PTE Bruce Kingsbury, won a Victoria Cross for single-handedly halting a Japanese advance. After lunch we continued to Alola Village where we were able to see some amazing views back towards Kokoda.

Day three saw us again travelling up and down and conducting the first of many river crossings for the trek, some would be by makeshift bridges and others by getting our feet wet. We walked along the section of the track that the Australian soldiers in Sep 42 fought a gallant withdrawal along, then in Oct of the same



KOKODA SPIRIT

year attacked well fortified Japanese positions and won. This section of the trail was very steep and slippery and to make it a bit more memorable it rained was very hard going and the longest day at 9 ½ hours. We overnighted at Templeton's Crossing, which was named in honour of Captain Sam Templeton, who was the first Australian officer to lead his troops into battle in the PNG campaign and, sadly, also the first to die.

Day four saw the group make a side detour to Myola lakes. This is the site where many a blankets filled with ammo, rations, and supplies were pushed out of the "Biscuit Bombers by the air dispatchers. No parachutes in those days. We climbed through the Kokoda gap and reached the highest point of the trek on the side of Mt Bellamy (2,190 metres) and trekked through large expanses of choko vines and moss covered trees. We stopped at Launumu Village after 9 hours walking, sliding and climbing. It was the last of the big days and we were at the half way point.

Day five and we were briefed on what was to be the biggest battle of the Kokoda campaign – the battle of Brigade Hill where 6000 Japanese attacked 1000 Australian soldiers. It was a short day and had the team finishing in Menari at 1200h. Menari is where we met the last surviving fuzzy wuzzy.

Day six was the day of river crossings and more climbing; at least six heart breaking false peaks. It was another short day with only 5 hours on the trail finishing at the village of Nauro around 1100h. Luckily for us we were set up for the night before the rain set in.

Day seven started with 1 hour straight up followed by 3 hours of knee jarring down, then more up and down until we arrived in Ioribaiwa Village. Ioribaiwa was the furthest south, the closest the Japanese got to reaching Port Moresby before being driven all the way back to the north coast where they had come from.

Day eight was a special day, **Ioribaiwa to Owers Corner - the end of the Trek**. On the way the group climbed Imata ridge, and was briefed on the incredible feat of the Australians

soldiers, who dragged a 25 pound gun up the famous golden stair case into a position where they were able to shell the Japanese at Ioribaiwa. From here it was downhill to Goldie River for lunch and a well earned swim before making the final ascent up a very steep climb to Owers Corner. It was a bit of an anticlimax walking through the arches at Owers Corner, no band or large group of well-wishers. But then you realise standing with you is a group of tired, dirty, wet, but amazing people you have just walked across the Kokoda Trail with. This was a truly amazing and memorable moment. The next day was 11 Nov, Remembrance Day, so we stopped at the Bomana War Cemetery for a very memorable Remembrance Day Service conducted by our team leader, MAJ Chris Thurecht.

In November 2014, 10 members of ALTC achieved a significant event by walking in the footsteps of Heroes. This would not have been possible if it was not for the generous donations, and support provided by the various organisations and soldiers in Albury and Puckapunyal including RACT Corps Funds.

THE 2014 KOKODA TREK TEAM



Back row – CFN K. Olsen, WO1 I. Sojan(RACT), MAJ C. Thurecht(RACT), WO2 T. McDougall, CPL S. Vesty.
Front row – WO2 S. Weeks, SGT J. Pyper, CPL P. Murray, CAPT A. Durant, CPL M. O'Keefe.

EX LONG RIDE 2014

EXERCISE LONG RIDE 2014 – TO THE ROCK AND BACK

WO1 Ray Doolan – A/CRSM/ CDI-D

Whilst enjoying a friendly chit-chat with the Mayor of the Echuca/ Moama shire I was overcome by the soft rumble of 100 plus motorcycles entering the car park of the north bound Caltex service station just South of Seymour. They came in all makes, models and sizes as I politely excused myself to join the merry band of brothers and sisters who had departed Canberra two days previously. This was my first contact with fellow ADF, APS and civilians taking part in Exercise Long Ride 2014.

What was Exercise Long Ride 2014 you ask? It was a CDF sponsored activity to raise awareness and funds for the Prostate Cancer Foundation Australia (PCFA) in support of the aims of the PCFA: Research and awareness of Prostate Cancer. The exercise also allowed for the further development of Defence motorcyclists safety and bike handling skills. This was achieved by riding, fundraising and helping to educate the community about prostate cancer.

After a small presentation here in Puckapunyal, we all started up and headed for Uluru along a predetermined route. The route taken took us through Swan Hill, Tanunda in the Barossa Valley, Port Augusta to Coober Pedy before finally arriving at Uluru. The return leg saw most riders return via the same route, however, many took the opportunity to explore other never seen before locations, for example, Broken Hill, Nyngan, and the Great Ocean road to name just a few.

My riding companion for this epic event was WO1 Red Barron – RSM 17 BDE. We decided to have some fun along the way and started a "where is Red and Ray blog" on social media. How it would work is that we would provide a picture of a likely know landmark and ask friends and family to correctly identify our past and current location/s. Even when we displayed a photo of Mt Bogon in an attempt to throw our followers off our trail, it would be fair to say that quiet a few have also travelled this marvellous country of ours. I would recommend to anyone considering participating in the Long Ride or other similar activities to get involved.

Mr John Howard – RACT Corps Manager

Firstly I would like to thank all the members of the Corps who responded to my Exercise Long



Ride email with a donation to the PCFA. Your support and kind words were most welcome; again, thank you.

My involvement in two wheel fund raising activities began in May 2012 when I decided to join a Black Dog Ride to the Red Centre; helping to raise awareness of depression and suicide prevention. The only problem was I didn't have a bike so I borrowed my wife's scooter; a Piaggio X7 Evo 300ie which was capable of exceeding the NT 130 kph speed limit, if only just! The memory of startled looks from some motorcycle riders when overtaken by a scooter still makes me smile.



This is the second time I have participated in Exercise Long Ride to raise funds for the PCFA. In 2013 the exercise took us to Cairns travelling through central Victoria, New South Wales and Queensland returning via the coast; this year to Uluru. Exercise Long Ride provides the Defence community with a unique opportunity to participate in an activity containing adventure,

challenge, teamwork, risk and a definite and realistic aim. The aim of this years exercise was to raise awareness of men's health and in particular prostate cancer and to raise \$100,000 for the PCFA.

On 31 Oct 14 a cheque for \$318,000 was handed to the PCFA by the event organisers; **\$155,000 of that donation was raised by Defence teams from across Australia.** Air Chief Marshal Mark Binskin, AC, Chief of the Defence Force commented on the amazing effort of a truly national Defence approach and how Defence participation in the event is helping to demystify the myths about those who ride motorcycles and the community spirit of Defence people.

I would also like to thank LTCOL Kirsty Skinner, CO/CI AST and DHOC for her support and approval to participate in such a worthy cause. My recommendation to anyone thinking of participating in any future Exercise Long Ride is the same as Ray's, just get involved; the reward far out weights any personal financial cost.

Here are some interesting statistics from the ride: Collectively participants spent about \$1.6m when you factor in such things as food, drink, accommodation, maintenance, tyres, fuel and clothing; an amazing amount. Two sisters rode behind their father alternating with their mother in a support vehicle, the youngest pillion was eight years old and rode behind his grandfather for over 8,000 km (they took the long way to the rock and back), the oldest rider was 81, and a family of father, son and grandson rode all the way together.

EX LONG RIDE 2014



Ready to ride: Warrant Officer Class One Ray Doolan, Corporal Rhys Griggs, John Howard and Captain James Roe are the Puckapunyal Riders making the trek to Uluru to raise funds for prostate cancer. Pictured here are three of the motorcycles — a 250 cc Kawasaki Ninja, Yamaha V-Star 1100 and BMW R1200RT.

Picture: Chalpat Sonti

Riding for good cause

You know the Australian Defence Force takes a fundraising initiative seriously when its top officer personally takes part — and four Puckapunyal-based men are happy to have him along for the ride.

The men are part of the Long Ride 2014, in which motorcyclists from around Australia will head to Uluru from late September in an effort to raise money for the Prostate Cancer Foundation Australia.

Captain James Roe and John Howard

have both taken part in the ride before — last year they headed to Cairns and Port Douglas — and this time around they'll be joined by fellow motorcycling enthusiasts Warrant Officer Class One Ray Doolan and Corporal Rhys Griggs.

The ADF has got behind the initiative, last year raising \$85 000 of about \$200 000 overall, and has a target in 2014 of \$100 000.

Chief of the Defence Force Air Chief Marshal Mark Binskin, a keen motorcyclist, will

also be along for the ride as part of about 100 Defence riders and will visit Puckapunyal on the way (riders are effectively picked up en route).

Captain Roe said the Puckapunyal contingent had good reason for taking part. Prostate cancer is the second-leading cause of death for men (about 3000 a year) but if detected early is often treatable and curable.

"The Army has such a large constituency of males and obviously one of the key concerns is that prostate cancer kills

a lot of males," he said.

"One of my mates who is in his mid 40s also had his prostate removed. This is a good cause and it is relevant for Defence."

The riders are all self-funded with every cent raised going to charity.

To donate visit pcfafundraising.org.au/event/TheLongRide2014

Select the "Sponsor a Friend" tab and search for "Puckapunyal Riders". Donations of \$2 or more are tax deductible.

RACT ASSOCIATIONS



ARMY TRANSPORT ASSOCIATION INC. QLD.

Glen Hutley, Secretary ATA Inc.

As the above Association Header depicts, the Army Transport Association Inc is representative of a number of ex serving members of the Army's transport elements past and present including members of the RAASC, RACT and also RAE (tn), hence the three separate Corps badges. Some of the variety of the different types of Transport are represented in the header by: (from the left) an S Line Inter road train, a rough terrain fork lift unloading an LSM, a LCU, Air despatch packed vehicle, LARCV, and a convoy set to roll in SVN in 1966, as well as the Movements wagon wheel.

Historically, the Royal Australian Army Service Corps was effectively split in two, with the supply section of RAASC going to RAAOC whilst the transport element of RAASC, and the (tn) element of RAE merged in 1973 to form the RACT that we know of today.

From 1979 - 1983 the Qld RACT Association flourished but by the end of 1983, a shift in commitment of the 1 MD ARA RACT hierarchy found the Association activities in Queensland sadly declining to the stage where the only event being held was an annual Officer's dinner. From this sad situation, Colonel Commandant Peter Blyth attempted to resurrect the Association but unfortunately was not generally supported by the military itself. In 1984 the decision was taken to make one more attempt and under the guidance of Lt Col Ted Charlton, Lt Col. Les Power, Capt Ron Butcher, Sgt Jock Tarres and WO1 Ian Thomson the newly formed group with the unwieldy name of "Army Transport Ex-members Group (Queensland)" opened its membership to all ranks, with the aim of ensuring "continued camaraderie after leaving the service". This new group was at no time raised to undermine the activities of the by now

almost defunct RACT Association in Qld, but more to the point, to inject new life into, and to offer support to that Association. From this initial step the Association grew with a wide variety of ranks filling the numbers, covering the full gamut from Private through to Major General. The next step was to find a suitable spot for general smoko get-togethers and with the differences in rank considered, various sites were tested, from hotels to Sgt's messes until eventually Lt Col. Monty Williams and his PMC Maj. Leo Brown offered their 1 MC Unit combined mess as a meeting place.

Today the Association has an active membership of approximately 200 or so members of all ranks, predominantly resident in Queensland although there are a number of members living interstate and the Association keeps in contact with all members with a regular newsletter that is forwarded either electronically or by mail every second month, just a week or so before each smoko.

Smokos are purely social events, a chance to get together with old mates or just to speak with others who speak the same language (so to speak) and an average smoko consists of a cross section of officers and enlisted men and women, both regular and reserve, and spanning an age range from around 84 years of age through to currently serving members. Drinks are available through the "Mover's Inn" and refreshments are generally voluntarily supplied by the attendees themselves.

Apart from these general smokos that by now have become regular events held on the first Friday of every second month and generously hosted by JMCC Enoggera, the Association also organises the Transport and Movements section of the Anzac Day March and post march function, as well as two other major luncheon social events held in lieu of the regular smokos, in June and December, celebrating:

a) The RACT Corps Birthday held on the closest Thursday to the actual date as possible.



b) Our annual Christmas function, held in December which usually attracts a visit from "Surfing Santa" and his "Helpful Elf" distributing gifts to the attendees.

On top of these regular functions, over this past year has seen the Association run social outings to Stradbroke Island as well as attending various other Association events such as the Canungra Vietnam Veteran's Memorial Association's dedication anniversary, as well as organising the odd fishing and camping outing.

RACT ASSOCIATIONS



Over the past years under the watchful eye and guidance of the current President, Ron Butcher, and his committee, and with the assistance of Qld. Col. Commandant, Lesley Woodroffe, the Association is running smoothly and comfortably, but for it to continue doing so requires the input of younger members. Perhaps you may still be serving, or know of some lost souls out there who are ex truckies and looking for a social night out once every two months to chew the fat, socialise with like minded people and simply chill out in a relaxed atmosphere, if so contact the ATA Inc Secretary, at either 4 Newline Court Loganlea Qld 4131, or Email hutley@bigpond.net.au, and I will be only too happy to forward a membership application. For a meagre \$15 per annum membership, you will be set to enjoy the camaraderie of past and future acquaintances at the regular smokos in a convivial atmosphere, receive 6 newsletters per year to keep you informed of what is happening, and who is doing what, and to be a part of a proud group of old truckies who have all proven to be at some time or other:

"Equal to the Task"



ARMY TRANSPORT ASSOCIATION Inc.

ROYAL AUSTRALIAN CORPS OF TRANSPORT ASSOCIATION - IN SOUTH AUSTRALIA (INCORPORATED)

RACT 41st CORPS BIRTHDAY ALL RANKS & PARTNERS DINING-IN-NIGHT – MARION SPORTS CLUB, ADELAIDE, SATURDAY 31 MAY 2014

MAJ John O'Grady, President

Celebrations in South Australia were somewhat subdued after last year's hectic 40th Anniversary celebrations in South Australia. Nevertheless things kicked off to a very good start with the RACT 41st Birthday All Ranks and Partners Dinner which was held at 1900 h on Saturday 31 May 2014 at the Marion Sports Club.

The dinner has proven over time to be extremely popular, being was open to all RACT members past, present and the predecessor Corps and their partners. Thanks to the dedication of a few, including WO1 Andrew Walford, WO2 (R) Paul 'Tich' Tyson, WO2 (R) Neil 'Blue' Wonnocott and SGT (R) Adrian Horan, the evening was an outstanding success and was well attended by 93 guests. Thanks to WO2 Linda Mol, a regular feature of the dinner is the ever increasing 'slide-show' of photographs which are continuously displayed via flat screen LCD screens throughout the evening. This

sometimes embarrassing montage commences with 4 TPT & MOV GP in 1980 and continues until the present day showing photographs of local personnel and events in Australia and on operations overseas.

We were very fortunate this year to have with us a senior RACT guest attending the dinner; this being COMD 1JMOVGP, COL Simon Tuckerman as well as the COL COMDT RACT Central Region, COL Bill Denny and his wife Clare. Those attending included a number of 'olds and bolds' including a reunion group from Singleton Transport Unit (some of whom had not seen each other since Vietnam); as well as current serving personnel from units such as 16 ARL, 7 RAR, 9 CSSB, AUR, WO & NCO Academy and JMCO Adelaide.



WO2 David Beckman (right) and his team from 16 ALR relax during a dinner break.



COL Simon Tuckerman (centre) with the JMCO Adelaide team.

RACT ASSOCIATIONS



COL Simon Tuckerman speaks to diners about 'a day in the life of an RACT soldier'.



JMCO Adelaide group relaxing – PTE Leigh Playford, PTE Bernie Brytan and PTE Stacy Collins (all centre) with friends and partners.



SGT 'Didge' Henderson (9 CSSB)(left of centre in Mess Dress) with friends after the dinner.



WO2 Matt Ryan (WO & NCO Academy)(right) local RACT stalwart and 'Dining Vice President' for the evening with friends during a dinner break.

RACT ASSOCIATIONS

RACT MEMORIAL SERVICE, PORT LINCOLN, SOUTH AUSTRALIA – SATURDAY 14 JUNE 2014

Following on the success of last year's events at Port Lincoln; a number of RACT personnel again gathered at Port Lincoln over the weekend 13-15 June 2014 for several activities to mark the 41st Anniversary of the Corps. After last year's extremely busy 40th Anniversary activities; it was perhaps time for a quiet commemoration at Port Lincoln; particularly on the eve of the centenary of the outbreak of WW1.

Thanks to the efforts of MAJ (R) Brad Flaherty and RSM 9th Combat Services Support Battalion, WO1 Andrew Walford; the RACT Memorial Service was conducted on Saturday 14 June 2014 at the Port Lincoln Foreshore. The service was led by Padre Peter Lynn and was attended by approximately 30 people including the Mayor of the City of Port Lincoln, Councillor Bruce Green and MAJ John O'Grady who represented the COL COMDT RACT Central Region. In his address, MAJ O'Grady noted strong ties between the RACT and the people of Port Lincoln; the centenary of WW1 and the need to remember the sacrifice of those from our predecessor Corps in all wars; including those who came from the Port Lincoln area as well as those RACT personnel currently deployed on operations.

Several other activities occurred including a 'Circle the Wagons' at the Port Lincoln RSL on Friday night and a dinner at the Port Lincoln Hotel on Saturday night, suffice to say that these were both well attended and all going well should continue next year.

My thanks to all those who were involved with the planning, preparing and conduct of RACT 41st Anniversary events in South Australia. JMCO Adelaide and 9 CSSB are again to be particularly acknowledged for their heavy commitment during periods of high tempo.



Padre Peter Lynn, MAJ John O'Grady and LCPL Doug Monk (10/27 RSAR Band), playing the Last Post during the RACT Memorial Service.



WO1 Andrew Walford and Mrs Angela Walford (right foreground) with the RACT Dinner group at the Port Lincoln Hotel, Saturday evening, 14 June 2014.

RACT ASSOCIATIONS

RACT ASSOCIATION NSW

Truckie Generations Come Together

In April this year past and present generations of Sydney region truckies came together in the Randwick Officers Mess to reminisce and share Corps stories. The evening was hosted by 17 Brigade, the logistic support brigade for the Australian Army, at its HQ in Randwick Barracks. The HQ commands units throughout Australia in the transport, medical and supply areas. Its predecessor was the Logistic Support Force which in turn largely evolved from the old Land Command Transport HQ. The Brigade is commanded by Brigadier Andrew Bottrell, who is a truckie and a previous Head of Corps. It was a result of discussions between Andy and our Vice President, Bob Aley, that 17 Brigade organized the function.

The night was a great success and it was rewarding to see that, despite the age and background differences between the attendees, the old and new mixed together readily. It did not take long for both sides to discover that, despite the changes in Corps structure and equipments, we still shared the same common values and beliefs as to the importance of our Corps and its future. Thankfully, some things never change. There was an excellent turnout and it is intended to do this again as an annual event.



Tom Nicol and our Treasurer, Mike Cunneen, in deep and meaningful discussion.



Plenty to talk about. We even had a couple of wives being well looked after.



Brigadier Andrew Bottrell talking with Rod Howarth. Rod really enjoyed this as most of his experience with Brigadiers was standing to attention in front of them.



Mike Cunneen and Peter White get briefed.



Rex Hooper and company.



Our new General, David Mulhall with John Neenan. Jeff Wilkinson in the rear.

RACT ASSOCIATIONS



John Davidson - President



3RD MILITARY DISTRICT RAASC/RACT ASSOCIATION

The Association was established in 1963, as a result of an idea from WO2 Danny Hill 33Transport Company (GT)RAASC at South Melbourne and Ssgt Bob Dight of 45 Supply Company RAASC at Sandringham to combine both units together for social events. We currently have 140 members with 48 members in country or interstate areas.

VISIT TO 4 CSSB BROADMEADOWS 3 June 2014 The Association Patron, Colonel Rex Rowe, and I spoke to members of 7 Transport Squadron about latest developments in the Corps and membership of the Association. We emphasised the importance of getting new young blood with fresh ideas to join the Committee to ensure its longevity. The response was encouraging from the OC and members with one member joining on the night. Further discussions will be held with 7 Transport Squadron and 15 Squadron in Bendigo and Horsham. It is also planned to hold discussions with School of Transport in Puckapunyal in the near future.

CORPS PILGRIMAGE TO THE SHRINE 1 June 2014 The weather was against us, so instead of marching past the Eternal Flame and holding the service at the Corps trees, the service was held undercover in the Sanctuary. The Oakleigh Band accompanied the proceedings. Head of Corps, Brigadier Paul Nothard AM, CSC joined us after attending a Corps Association Dining-In Night in Tasmania. He made a special stopover to attend our service.

RESERVE FORCES DAY PARADE 6 July 2014 Again there was a good attendance with 20 members on parade and 8 members attending to official duties. There are 8 members of the Association on the Committee and the Chairman, Brig Neale Bavington, RFD ED (Rtd) is an ex-member of the RAASC and a member of our Association.

GOLF CLUB From our Association a social golf club evolved as a separate entity. The group meet each month at different courses which adds to the camaraderie of its members. The club has a membership of 50.

WELFARE Trustees are available to assist our members, the criteria being that they are financial and have been members for 2 years before submissions can be made to the Association.

Par Oneri



ANZAC DAY MELBOURNE 2014

The weather was kind to us and there was a good attendance, 26 members marched, along with 7 friends of members. Another 6 members were involved with March marshalling duties. About 40 people subsequently attended our reunion at The Drop Bear Inn Hotel. The photographs were sent to us by Kel Frake, who attended the Anzac Day ceremony in Thailand where he placed a wreath on behalf of himself and the 3MD RAASC/RACT Association.

RACT ASSOCIATIONS

ROYAL AUSTRALIAN CORPS OF TRANSPORT ASSOCIATION WESTERN AUSTRALIA



The Corps Association in WA celebrated its Annual Dinner this year at Anzac House (State HQ for the RSL) in Perth. The change of venue from Leeuwin Barracks was a bit more central, while in keeping with a military atmosphere. This was enhanced by an historic display provided by WO2 (Rtd) Bob Wise. Some 46 members and guests enjoyed the evening and it was concluded that the night and venue were a great success.

The Association in WA has been in existence for many years, but more recently has seen a drop in attendance. A unique feature of the WA Association is that all past and present members of the Corps are automatically members of the Association and there is no annual membership fee. The Association Committee is a small band of willing helpers voted in at an AGM. The key appointments for this year are President, Major Tony Smith, Secretary, Major Andrew Diong and Treasurer, Major (Rtd) Margot Tobin. The Association does not have a website, but can be contacted through email at ractassociationwa@gmail.com. Anyone wishing to contact the RACT Association in WA should do so using this email.

Each year the Association holds four events, Feb – Sundowner, May/June – Annual Dinner,

Oct – AGM and December a Christmas Sundowner. This year the Christmas Sundowner will be held at the Leeuwin Barracks Officers' and Sergeants' Mess on 5 Dec 14 commencing at 1700 hours.

In 2015 the Association intends on marching on ANZAC Day for the first time in many years. This is to coincide with the WW1 Centenary and hoped to be a feature into the future. Again, anyone who is interested is urged to make contact through the RACT Association email contact.

All past members living in WA are encouraged to register their email so they can keep in touch with what's happening.

RACT ASSOCIATIONS

1. 3MD RAASC/RACT Association Vic;
2. Australian Water Transport Association;
3. Army Transport Association;
4. RAASC Vietnam Associations:
 - 1 Transport Platoon;
 - Supply Platoons Association;
 - 87 Transport Platoon Vietnam 1966-67; and
 - Air Despatch Association of Australia (Inc);
5. RACT/RAASC/RAE (Tn) Association of WA;
6. 32 Small Ship Squadron RAE Association;
7. RACT Association (SA);
8. The Royal Australian Corps of Transport Association in NSW and the ACT;

9. RAASC Officers' Association NSW;
10. Army Antarctic Association;
11. 3 Transport Squadron Association (Inc);
12. 2 Transport Platoon RAASC Association;
13. The RACT Association of Tasmania; and
14. Aust Water Tpt Association (RAE) Vic Division.

Those RACT associations who would like their contact/website address included in next years Australian Transport Journal are requested to contact the RACT Corps Manager at ract.hoccell@defence.gov.au with your contact/website address.

RACT CENTRAL FUND UPDATE

RACT CENTRAL FUND UPDATE

The RACT Central Fund is a Non Public Monies Account established for the benefit of the Corps and allows Head of Corps to provide funding for activities that can not be met by Public Monies.

This year the RACT Central Fund has provided funds for:

- Corps birthday celebrations;
- Circle the Wagon activities;
- photo competition winners;
- a special badge draw;
- care packs for our deployed members;
- Student Careers days;
- the RACT Recognition Scheme; and
- a memento from the Corps to HRH The Princess Royal, Princess Anne.

As of the 30 November 2014 there were 371 members contributing to the RACT Central Fund; which is 11.18% of the Corps.

Income from subscriptions for FY 13/14:	\$20,140.11
Income from sales:	\$8,782.75
Income from interest:	\$7,930.59
Total Expenditure:	\$38,076.94
<u>Net Loss:</u>	<u>-\$1,223.49</u>

The loss is mitigated by the interest payments from a term deposit held at the Defence Bank.



RACT CENTRAL FUND UPDATE

RACT Central Fund Financial Members as at 30 Nov 14

Rank	Init	Name
MAJGEN	D.T	Mulhall
BRIG	M.C	Ashleigh
BRIG	A.W	Bottrell
BRIG	M.G	Kehoe
BRIG	P.M	Nothard
BRIG	C.L	Purdey
COL	J.J	Alexander
COL	M.G	Brick
COL	C	Carrigan
COL	J	Cotton
COL	J.R	Evans
COL	A.C	Fidge
COL	A.C	Gillespie
COL	A.G	Hambleton
COL	A.R	McCLean
COL	M	Miller
COL	P.J	Rosenberger
COL	J.K	Walk
COL	D	Webb
COL	L.I	Woodroffe
LTCOL	D.J	Beaumont
LTCOL	L.T	Bullpitt-Troy
LTCOL	P.D	Fleming
LTCOL	S.C.D	Fleming
LTCOL	I.J	Ford
LTCOL	N.B	Grierson
LTCOL	P.F	Hills
LTCOL	H.W	Marr
LTCOL	M.J	Miller
LTCOL	E.M	Modderman
LTCOL	S.P	Muldoon
LTCOL	L	Oei
LTCOL	J.H	Parkins
LTCOL	N	Peake
LTCOL	J	Phillips
LTCOL	T.J	Rouwhorst
LTCOL	K.M	Skinner
LTCOL	M.N	Stewart
LTCOL	A	Walker
MAJ	M.E	Adams
MAJ	N.E	Aplin
MAJ	J.S	Armstrong
MAJ	C.J	Bellis
MAJ	A	Booth
MAJ	B. J	Bridge
MAJ	J.A	Burdett
MAJ	D.A	Clark
MAJ	P.J	Cook
MAJ	P.C	Cox
MAJ	M.A	Eastgate
MAJ	C	Edwards
MAJ	D	Ellis
MAJ	A.R	Finlayson
MAJ	N.A	Foster
MAJ	B.R	Green
MAJ	C.L	Hinds
MAJ	R.J	Holmes
MAJ	B.J	Huggins
MAJ	P	Killen
MAJ	J.H	Kirkham
MAJ	I.M	Lahey
MAJ	L.M	Le Lievre
MAJ	M.A	Luciani
MAJ	E.L	Maiden
MAJ	S.G	Millsted
MAJ	R.M	Patterson
MAJ	G.L	Plain
MAJ	C.M	Pope
MAJ	G.D	Price
MAJ	J.A	Prucha

Rank	Init	Name
MAJ	D.M	Rojo
MAJ	A.G	Schmidt
MAJ	N.P	Schoch
MAJ	M	Scott
MAJ	G.J	Smith
MAJ	G.R	Tapper
MAJ	C	Von Wald
MAJ	R.E	Willard-Turton
MAJ	M.D	Young
CAPT	N.I	Adams
CAPT	B.T	Aldridge
CAPT	A.M.J	Boyd
CAPT	S	Brown
CAPT	R.E.M	Chipman
CAPT	G.S	Cole
CAPT	R.K	Dyson
CAPT	J.M	Edmunds
CAPT	C	Elston
CAPT	D.E	English
CAPT	LS	Freeman
CAPT	D.A	Hosie
CAPT	A. N	Humphreys
CAPT	R.J	Knight
CAPT	A.J	Laing
CAPT	V	Law
CAPT	A.F	Maddison
CAPT	B.I	McCaskill
CAPT	D	McLaughlin
CAPT	B.J	Morgan
CAPT	W. M	Morrison
CAPT	M.B	Moseley
CAPT	U.P	Nadalin
CAPT	M.J.L	Nelson
CAPT	M.A	Newsham
CAPT	J.M	Nicol
CAPT	R.P.A	Pearson
CAPT	H.Q	Phan
CAPT	M.J	Rayner
CAPT	B	Reedman
CAPT	M.J	Taylor
CAPT	C.F	Vakalahi
CAPT	R.M	Ward
CAPT	P.J	Weir
CAPT	MG	Weldon
CAPT	S.L	Williams
LT	S.K	Adamson
LT	T.J	Anderson
LT	E.E	Archibald
LT	S.D	Baker
LT	L.C	Broadfoot
LT	L.C.H	Burns
LT	B	Chapman
LT	W.J	Corby
LT	S.I	Cowan
LT	S.A	Croxford
LT	L.J	Cunningham
LT	D	Day
LT	R.T	Huynh
LT	H.R	Johnston
LT	J	Kirk
LT	B.A.	Krieger
LT	B	Larke
LT	K.A.J	Lloyd
LT	S.J	Longman
LT	M	Lorimer
LT	J	McKinnon
LT	S.W	Meikle
LT	M.N	Merlo
LT	C.E	Monaghan
LT	A.J	Newman

Rank	Init	Name
LT	J.E	Pacione
LT	S.L	Palmer
LT	J.E	Payne
LT	M.J	Pszcolinski
LT	N.T	Renolds
LT	J.M	Reynolds
LT	K.A	Smith
LT	F	Sykes
LT	K.D	Tilse
LT	J.B.	Wilson
LT	C.C	Wood
WO1	P	Bodsworth
WO1	G.K	Cavanough
WO1	G.T	Collins
WO1	A	Coughlan
WO1	D.	Cracker
WO1	PA	Dawe
WO1	R.H	Doolan
WO1	A.P	Eddie
WO1	MRJ	Frampton
WO1	J.M	Giampino
WO1	KA	Golden
WO1	RA	Hardy
WO1	K.C	Harris
WO1	R.M	Jericevich
WO1	G.B	Johnson
WO1	D.A	Kear
WO1	S.B	Kelly
WO1	A	Killen
WO1	M.G	Lambe
WO1	W	Le Lievre
WO1	M	Lenicka
WO1	R.W	Nixon
WO1	N	Rothwell
WO1	G.E	Sharp
WO1	S.N	Smith
WO2	A	Bate
WO2	A	Beckham
WO2	M.K	Bressow
WO2	A.D	Bullpitt
WO2	M.J	Davies
WO2	M.D	Doyle
WO2	K.J	Dunn
WO2	J.A	Feetam
WO2	P.D	Frawley
WO2	A.J	Goss
WO2	J.A	Greer
WO2	A.B	Happer
WO2	B.R	Hart
WO2	J	Harton
WO2	M.W	Hobbs
WO2	L.I	Lak
WO2	M	Leayr
WO2	M.W	McConkey
WO2	M.P	Moody
WO2	T.W	Morgan
WO2	P.J	Morritt
WO2	S.M	Nash
WO2	S.R	Neal
WO2	G.P	Orlicki
WO2	T.G	Penrose
WO2	M.W	Rawlings
WO2	J.M	Ritchie
WO2	D.S	Russell
WO2	M.G	Ryan
WO2	P.L	Sidwell
WO2	K.R	Smith
WO2	J.A	Stewart
WO2	J	Swenson
WO2	A.W	Tarr

[illegible]

Notes:

1. The RACT Central Fund had 371 financial members on 30 Nov 14 (two subscribing members cannot be identified).
2. The RACT Strength State on 30 Nov 14 was 3,319 personnel including GRes members:
 - a. 699 Officers; and
 - b. 2,620 Other Ranks.
3. The Percentage of RACT personnel contributing to the RACT Central Fund on 30 Nov 14 was 11.18%.

RACT 2013-2014 PHOTO COMP WINNERS

RACT 2013/14 PHOTO COMPETITION WINNERS



1st Prize: PTE Hayden Bloomfield. The Thunder Run.



2nd Prize: PTE Roger Tang. PMV's in a Row.



3rd Prize: PTE Jay Harrison. Mog Magic.

FAREWELLS

FAREWELL FROM THE ARA AND GRes

It is on the shoulders of those who have gone before us that we now stand



Farewell to COL Anthony Hambleton, AM, CSC - 32 years service.



Farewell to LTCOL Rolfe Audrins, CSC and Bar - 27 years service.



Farewell to WO1 Brad Davis - 38 years service.



Farewell to WO1 Mark Cockburn - 25 years service.



Farewell to WO1 Greg Collins, CSM - 34 years service.



Farewell to WO1 Christopher Hodder, CSM - 31 years service.



Farewell to WO2 Denis Ramsay - 25 years service.



Farewell to CPL William Mann - 46 years service.

THE LAST POST

THE LAST POST

Sadly missed but not forgotten

Colonel Peter Marshall Tweedie (Retired)

Passed Away 8 February 2014

Service Category: ARA

Enlisted: 16 January 1975

Discharged: 6 February 2005

Lieutenant Colonel John Spurway (Retired)

Passed away 21 January 2014

Service Category: ARA

Enlisted: 7 July 1964

Discharged: 16 February 1986

Captain Mark Andrew Edebone

Passed away 27 July 2014

Service category: ARes

Enlisted: 19 January 1981

Corporal Brian Robert O'Neill

Passed away 4 November 2014

Service Category: ARes

Enlisted: 2 February 1991

Private Corressa Daphne Magdalene Chan

Passed away 26 April 2014

Service Category: ARA

Enlisted: 28 February 2011

Private Daniel Steven Garforth

Passed away 20 November 2014

Service Category: ARA

Enlisted: 5 November 2012

If you need to talk, call the ADF All Hours Support Line on 1800 628 036 or Lifeline on 13 11 14

“Lest We Forget”





Private John Simpson Kirkpatrick assisting an unidentified soldier, Gallipoli, circa May 1915. Image courtesy of the Australian War Memorial.

www.ract.org.au

[MINISTER](#) | [NAVY](#) | [ARMY](#) | [AIR FORCE](#) | [DEPARTMENT](#) 



RACT

Equal to the Task

[HOME](#) | [ASSOCIATIONS](#) | [JOURNALS](#) | [DOCS](#) | [HISTORY](#) | [GALLERY](#) | [CONTACTS](#)

Welcome To The RACT Website

LATEST NEWS
[READ MORE](#)

RACT 2014 Corps Conference
The 2014 RACT biennial Corps Conference was successfully concluded on Friday 4 Apr with over 140 RACT personnel in attendance; the combined Tobruk...



Twitter

Tweets

 **RACT** @RACT_Transport
Registration for the 2014 RACT Corps conference, Order the Wagon and Tobruk Dinner is now available at [ract.org.au](#)

 **RACT** @RACT_Transport
Viktor of Corps has released an Order of the Day in relation to the 40th Anniversary celebrations. The Order can be found on the RACT website.


Tweets by @RACT_Transport

Facebook

 **RACT - Royal Australian Corps of Transport**

 **RACT - Royal Australian Corps of Transport in Mount Panorama Circuit**
November 18

Bathurst 500 Grid Walk



Youtube

offload.mpg



YouTube 6:00

©2014 All rights reserved. Website by Fresh Creative | [Sitemap](#) | [Login](#)