



**Royal Australian
Corps of Transport**

Equal to the Task



Par Oneri - Australian Army Transport Journal

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Corps of Transport - *Collectors Edition No.2*

Issue 47, 2015



Royal Australian Corps of Transport

Equal to the Task

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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
C/-HQ AST BLD 814
Tobruk Barracks, Puckapunyal
VIC. 3662
ract.hoccell@defence.gov.au

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RACT transport

Key Head of Corps Cell Appointments 2015

Head of Corps: BRIG Paul Nothard, AM, CSC

Deputy Head of Corps: LTCOL Kirsty Skinner

Corps Regimental Sergeant Major: WO1 Robert Jericevich

Corps Manager: Mr John Howard

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Inquires should be directed to the Corps Manager.

Email: ract.hoccell@defence.gov.au

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Head of Corps 2015

Brigadier Paul Nothard, AM, CSC

I trust that you and your families had a merry Christmas and an enjoyable and relaxing festive season. 2015 was another busy year for Army and the Corps and I think we all deserved a well-earned break. Special mention to those members of the RACT who were deployed over the festive season – please be sure to thank your families and loved ones for their sacrifices as well.



2015 has been an exciting year for the Royal Australian Corps of Transport and I was privileged to be the Reviewing Officer for the parades that marked the raising of the 6th Transport Squadron in Townsville in February and the 12th Transport Squadron in Darwin in June. These two new Protected Mobility Vehicle Squadrons will take on the protected mobility capability in their respective combat brigades and both have already achieved significant milestones in the development of this vital role. I have been extremely impressed with the enthusiasm and dedication that our RACT soldiers have shown in taking on this new role. The third new PMV Squadron – the 2nd Transport Squadron – is being raised in Brisbane in January 2016.

I have been very fortunate to travel widely as Head of Corps in 2015, particularly since assuming command of the 17th Combat Service Support Brigade. I have visited a variety of RACT sub-units and at every visit I have encountered committed soldiers and officers. I have also used these occasions to present framed prints of the Corps Banner Parade to the key personnel on the parade and all sub-units who were active on the Army Establishment on our 40th birthday in 2013.

2016 will be another busy year for the RACT with the Corps Conference being held in Puckapunyal from 16-18 March 2016. The theme of the conference is Amphibious Operations and the topics for small group discussion will be announced in February 2016.

2016 also marks the Centenary Anniversary of the first air drops conducted from powered aircraft in Mesopotamia. This will be celebrated during the Airborne Reunion in Sydney from 23-30 April 2016. I am sure past and present members of the Air Dispatch community will participate in these celebrations.

This will be my final missive as Head of Corps, as I will be handing over the responsibility to Brigadier Cameron Purdey, effective from 27 January 2016. It has been a great honour and privilege to serve as the Head of Corps for over three years and I would like to thank everyone in the Corps for their support and assistance. The Corps has a proud history and is performing extremely well in support of Army capability on a daily basis. We have a great deal to look forward to in the coming years and I know our officers and soldiers will be equal to the tasks that come our way. *Par Oneri*

Deputy Head of Corps 2015

Lieutenant Colonel Kirsty Skinner

2015 has been a dynamic year for the Royal Australian Corps of Transport with the raising of 6th Transport Squadron and the commissioning of the LHD Canberra and Adelaide, with their Ships Army Establishment. These mark a significant milestone in the development of the Amphibious Capability.

Accompanying this growth in RACT sub-units, there has been an increased number of submissions to the Corps Journal. The themes have been as diverse as unmanned ground vehicles and aerial delivery, to RACT soldiers within a Modular Company Level Combat Team, to command and leadership. Once the journal is published in 2016, an email will be sent by HOC Cell asking for votes for the best article.



2015 marked the consolidation of Corps Property; including the creation of a 3D replacement of the royal crest and creation of the tapestry banner. A small order has been placed for the double banner (both sides of the banner) and the single banner (the front view) for presentation during the RACT Corps Conference. These banners will be available to purchase from 2016 but will require three month advance notice until the supply chain is proven.

In 2016 ECN 274 Employment Category Review will be taken to Army Employment Category Management Stakeholder Steering Group (ASSG) and significant work is ahead of the Corps to accurately reflect the roles and tasks of this trade. The paradigm of manoeuvre, shoot and communicate which encompass navigation, weapons and range skills needs to be articulated for the current fleet and the Land 121 vehicles.

The Corps Conference will be held Wednesday 16 March 2016 – Friday 18 March 2016 with the theme of Amphibious Operations. Anyone who would like to present to the Corps Conference should contact Mr John Howard and outline the topic they would like to discuss and expected duration.

As I conclude my tenure as DHOC RACT I would like to thank Mr John Howard for his commitment and dedication to the Corps – without his hard work neither the RACT Corps Journal nor Corps recognition would be possible. I would also like to thank the contributors to the Corps Journal who have placed their names and reputations behind their thoughts, all with the aim of improving the RACT. *Par Oneri*

Corps Regimental Sergeant Major 2015

WO1 Robert Jericevich

I have had the immense pleasure to fulfil the position of Corps Regimental Sergeant Major since January 2015, this is something that I have been working towards for most of my career and to have the privilege is a career highlight.

Much has changed within the Corps; we have made a quantum leap pertaining to new equipment types being introduced into service and the challenges ahead regarding how they will be employed under the construct of Plan Beersheba. 2015 has also seen Army School of Transport commence training on the Protected Mobility Vehicle and Communications, this will ensure that the Royal Australian Corps of Transport is well prepared to meet the ever changing technical needs enabling a more dynamic and diverse soldier into the future.

Training is key; Transport is well poised to meet the ever growing needs of Army, providing greater capability than ever before through the use of new equipment types and additional skill sets. These are exciting times for all trades within the Corps; however, as mentioned this will require a concerted effort with an emphasis on mastering the basics.

There has been significant work done within the Maritime trades, sea trials with the LHD's along with the passing of the Sea Worthiness Board has ensured crew certification is aligned with Defence Sea Worthiness.

In 2016, 176th Air Dispatch Squadron along with the Association will celebrate the anniversary of the first air drop which was conducted during the Battle of Kut on 15 Apr 1916. I anticipate that the RACT Banner will be paraded as they celebrate this achievement.

The Corps Banner has been well represented this year during the following ceremonial occasions: Army Logistic Training Centre Bandiana for the Logistic Officers Basic Course dinner, 1st Combat Service Support Battalion ANZAC Day march Darwin, Centenary of the founding of the 2nd Division Sydney, 3rd Combat Service Support Battalion parade Townsville.

On a nostalgic note, it is pleasing to see that the Army School of Transport Headquarters is located back at Tobruk Barracks Puckapunyal, spiritual home of the Royal Australian Corps of Transport. I am delighted to see the passion across the Corps is alive and well. It has been a busy year for the Corps, much has been achieved and I look forward to the challenges ahead, 'Par Oneri'.



Representative Colonel Commandant 2015

Brigadier Jeff Wilkinson, AM

Year 2015 finds the RACT increasing in size and involvement of the retired Corps members.

The 100th Anniversary of the Gallipoli landings was commemorated by the RACT in NSW by exceptional attendance at Dawn Services and parades.



The Coogee-Randwick-Clovelly RSL ANZAC Day Sub-branch Service held on Coogee Beach was attended by an estimated 12,000 participants as opposed to the usual many hundred. Major General Andrew Bottrell CSC and Bar, DSM, a former Head of Corps, delivered the ANZAC Day address. The General's promotion in March 2015 is the fourth two star appointment for the Corps. I extend the heartiest congratulations of the RACT Family to General Bottrell on his well-earned promotion.

The RACT was well represented at the Coogee Beach dawn service by local residents and members posted to 17 Combat Services Support Brigade. Other members of the RACT Family attended their local events, including in Canberra where some 40 members marched this year, led by our Head of Corps Brigadier Paul Nothard AM, CSC.

The Sydney ANZAC Day parade was also very well supported by the RACT with well in excess of 100 marching; in spite of the parade marshalling challenges presented by the unprecedented number of participants in the parade this year.

Corps activities in NSW this year included a Circle the Wagons event 8 Oct 15 at the Randwick Barracks Officers' Mess which was especially well attended by serving and retired member of the Corps; as was the annual RACT NSW and ACT Association Sydney Harbour cruise 22 Nov 15.

As I reflect on some 50 years Army service and private sector employment, some guidance I wish I had received at the outset I share with you below:

- Courage, resilience, determination, initiative, teamwork, hard work and compassion provide the best path to success, and are the best measures of it.
- Set your goals in stone, but your plans in sand as the latter only get you to the start line.

- Leaders who do not show respect to each other can hardly expect followers to respect them.
- Soldiers trust two things; character and competence.
- Respect can't be given by position or title.
- Comrades may forget what you said, but they never forget how you made them feel.
- Select for promotion on character and values as much as talent. The true test of character is what you do when no one is looking.
- You learn best in hard times. Experience is not what happens to you, but what you do with what happens.
- If it is not you, then who will step up?
- With your comrades, be inspiring, respectful, accessible, accountable, honest, balanced and fair, authentic, empathetic, compassionate, and most importantly have fun.

I wish you and your families, particularly to those members serving overseas, a safe and Happy Christmas, and good soldering for a rewarding 2016, 'Par Oneri'.

Colonel Commandant North Eastern Region 2015

Colonel Lesley Woodroffe

My fifth year as Colonel Commandant for Queensland has been as enjoyable as the previous four although quiet by comparison.

Involvement with the Army Transport Association has still played a big part in my connection with past members the Corps. I have managed to attend some of the Friday evening 'Smokos' held every two months with the much appreciated support of the JMC staff who not only open their 'boozers' but assist with the security access. Someone made a comment about the number of photos there are with me cutting cakes but the joy of that duty is that I get to cut them with people who deserve a mention. I have included one here with me cutting this year's birthday cake with Nelleke Swinfield (wife of the late LTCOL Colin Swinfield) who has been welcomed very much as member of the RACT family.



As usual, this year I have enjoyed joining the ATA on important days such as ANZAC Day (as seen here with the rest of the happy crowd behind MAJGEN (ret) David Ferguson and at lunch afterwards); the Corps birthday and presentations such as that pictured with long-serving president of the ATA CAPT (ret) Ron Butcher being presented with a Head of Corps Certificate of Appreciation for his service to the Association by me and MAJGEN (ret) Ferguson.

Unfortunately we cannot survive a year without losing some of our own, particularly as Queensland is the chosen retirement place for so many. I have made an effort to represent the Corps in as many of these memorial services as I can.

3rd Combat Service Support Battalion saw the official raising of a second transport squadron, 6 Tpt Sqn, with a parade (reviewed by the Head of Corps) to mark the event taking place on 3 Feb. I was fortunate to be able to attend and look forward to reading in this journal about how that squadron's first year has turned out. Unfortunately that was my only visit to Townsville this year with lack of funds preventing my attendance at the North Queensland dinner as I have done in some previous years. The pay-off however is that I can (and do) look forward to the Corps Conference in March next year.

Members of the Corps in Queensland and their units were of course heavily involved in exercises and by all reports were more than equal to the task. This was the first time that the 7th Combat Brigade fielded the Ready Battle Group so those units had a demanding certification requirement to meet.

A Circle of the Wagons is planned for later this year in South Queensland and I look forward to watching the competitors meet the various challenges presented to them and enjoying a different pace than they have had to maintain for the year.

As I write this, a truck from 26 Tpt Sqn has pulled into Victoria Barracks in Brisbane. This has reminded me of the requests that have been made, through me, for this squadron to provide support. Today's truck was to transport some artillery pieces from the grounds of the barracks for some refurbishment, on behalf of the museum. Early in the year they collected and delivered tents after a severe hail storm left Victoria Barracks with a seriously-damaged mess. On the third occasion they provided support for a funeral of an ex-member. On each of these occasions the response has been immediate and positive. It makes you proud to be RACT, 'Par Oneri'.





Colonel Commandant Western Australia 2015

Colonel Doug Webb

I hope this edition of the Transport Journal finds you all well and enjoying life, whatever that might entail. 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 was unable to attend a 13 Brigade update early in the year, but hope to go to the one in October. The Brigade update is an initiative by the Commander 13 Brigade to inform Colonels Commandant and associations that support the Brigade of what the Brigade is up to.

This past year has been fairly quiet from my point of view, especially with no Corps Conference to attend. The Corps Association marched on ANZAC Day for the first time as a group. We hope our small number grow over the coming years.

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 2015

Colonel Bill Denny, AM, BM

The RACT punches above its weight in the Central Region!

The Corps is active and well in the Central Region and is punching well above its weight. Corps related activities are regular, popular and draw good numbers of serving and former Corps members whose service spans over fifty years.



The driving force behind many of these events is the recently invigorated RACT Association. Driven by the enthusiasm of Major John O'Grady and supported by eager serving and former members, the Association has had a new beginning, a long term future and thanks to WO1 Andrew Walford, even a recently minted Corps Association lapel badge!

The last twelve months has seen a variety of activities the first of which was an impressive Boots and Saddles vehicle mounted parade held on Remembrance Day last year. It was a fine way to acknowledge the long term service to JMCO Adelaide rendered by Major O'Grady and WO2 Linda Mol.

Other regular events included Circle the Wagons functions which have been a popular drawcard and are a great way for current and former Corps members to get together and swap stories. It has been pleasantly surprising how many attend these functions which have included many who travel from regional SA to attend.

Another impressive development has been the increased numbers participating in the City of Adelaide ANZAC Day Commemorative March. This year, thanks to the efforts of CPL (R) Dave Duncan there was a contingent of 60 current and former serving RACT personnel marching behind the RACT banner!

April saw a major Corps involvement in a Freedom of Entry ceremony for the City of Marion. An excellent way for the Corps, as a part of 9 CSSB, to meet the locals.

The Corps birthday is always celebrated with an All Ranks and Partners dinner – this year the Candle Light Dinner provided a pleasing variation to the theme and was a great success.

August saw Corps members prominent in the 9 CSSB activity “Khaki on the Green”. This was a key 9th Brigade recruiting event designed to show a range of critical Corps skills and competencies; it was held at Warradale Barracks and drew a pleasing public response.

1st Brigade have been busy in SA and the NT; and Corps members have been a driving force in many key exercises as part of the Force Generation Cycle for Army; which have occurring in the recently revamped and expanded Cultana Training Area. I look forward to opportunities to visit them in the New Year. September saw the raising of 12 Tpt Sqn in Darwin which is the subject of a separate article by OC Major Dean Clark.

Most recently JMCO Adelaide held two parades to confer the newly earned Meritorious Unit Citation upon both the unit and its members. It was a fine way to recognise a demanding job very well done over an extended period.

The final event for the year will be a Circle the Wagons function to be held on 13 November at the Combined Ex-Services Mess, RSL House, Torrens Parade Ground in Adelaide.

So as the year draws to a close the Corps in the Central Region remains truly “Equal to the Task.”

Colonel Commandant Victoria and Tasmania 2015

Colonel Rex Rowe

I recently had the pleasure of spending some time at Anglesea Barracks with the President of the Tasmanian Association, LTCOL Doug Wyatt (Retd) and the OC of 44 Transport Squadron, Major Annette Wyatt. Doug launched his latest book, "Par Oneri 44", in October which details the history of 44 Transport Squadron from 1952 to 2015. Doug tells me that he has now authored an astonishing 15 books!



Major Wyatt hands command of 44 Squadron to Captain Doug Doherty (on promotion) at the end of the year. Annette has done a fantastic job as the OC of the Squadron (again) and she has our thanks and best wishes for her next appointment at HQ 2 FSB.

Moving to Victoria, I must thank the recently retired President of the 3MD RAASC/RACF Association, John Davidson, who has been a pivotal office bearer for a considerable amount of time. John and his Committee made a number of extremely hard decisions which have been instrumental in shaping the environment to ensure the ongoing longevity of the Association. John's crowning achievements have been the incorporation of the Association which has moved it to a more business like model, but more importantly, the re-establishment of firm linkages to serving members of the Corps. It would be remiss of me to not mention the excellent support accorded to John by two other long standing Committee members who have also recently retired, John Pearce (Vice President) and Bob Tyler (Secretary). My sincere thanks to all three gentlemen for their service to the Corps and the 3MD RAASC/RACF Association.

The 3MD Association, now headed by Bruce (Stretch) Jarvis, have hit the ground running with visits to the JMCO at Watsonia, a Committee meeting at 7 Transport Squadron and planned visits to 15 Support Squadron in Doveton and Bendigo. Stretch and his team are already kicking goals with new membership at an all time high and an increased focus on making the Association professional, relevant and accessible to all serving and retired members of RAASC/RACF. A function was held on 23 October 2015 to officially welcome several new members to the Association.

Working in the Capability Acquisition and Support Group of Defence provides me with a unique opportunity to observe the equipment which is flowing down the pipeline for our RACT personnel. We are currently in the process of delivering improved items of the soldier combat ensemble (body armour, webbing, packs, pouches and eye and hearing protection) as well as the enhanced version of the Austeyr rifle. Three other projects are in the process of moving towards Government approval for enhanced survivability in a CBRNE environment and the replacement of our Night Fighting equipment. A contract for the provision of around 1000 Hawkei light armoured vehicles has just been announced under Project Overlander. All of this despite the ongoing strategic debate relating to ships, submarines, drones and fifth generation fighters!

Finally, I look forward to the upcoming 4 CSSB Freedom of the city of Broadmeadows, followed by a Regimental Dining In Night on 21 November 2015.

Letter from Captain Nick Wright, CVO, Royal Navy



BUCKINGHAM PALACE

3rd September 2015

Dear Paul,

The Princess Royal has asked me to thank you very much for your letter dated 5th August 2015 kindly updating her on the activities of the Royal Australian Corps of Transport. Your Colonel-in-Chief much enjoyed reading your update and, of course, will remember her visit to Enoggera Barracks in October 2014 for many years. Hopefully there will be another opportunity for her to visit the RACT in the not too distant future but, as I am sure you will appreciate, her visits to Australia are relatively few and far between. Please could you ensure that if any RACT Officers are visiting London on Army business that you email me and I will see if an Audience can be arranged as The Princess always likes to hear first hand about the Corps's activities.

Your Colonel-in-Chief was pleased to read that you have been appointed Commander of the 17th Combat Service Support Brigade in April of this year and she was also pleased to read that Andrew Bottrell had been promoted to Major General, a great honour for the RACT.

Thank you again for writing and your Colonel-in-Chief sends all members of the Corps her best wishes for your continued success.

Hope all well.

Yours ever,
Nick

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

Brigadier PM Nothard, AM CSC

Trade Updates

ECN 035 Operator Movement Trade

LTCOL Lara Bullpitt-Troy, STM
WO1 Martin Lambe, SMA

2015 continued to be a year of high tempo within the trade, with ongoing support to operations, exercises, and a multitude of raise, train, sustain activities. It has also seen some noteworthy achievements within the trade. Congratulations to WO1 Richard Hardy OAM for recognition on this years honours list for his outstanding contribution to the trade, and also to 1st Joint Movement Group for the award of the Meritorious Unit Citation for members deployed on Operations in the Middle East 2001-2014.

Employment Category Review

This year ECN 035 Operator Movements underwent an Employment Category Review (ECR) that was initiated in 2012. The review found that the capability the trade provides is effective and meets Army's and the ADF's needs. The AECM Stakeholder Steering Group (ASSG) held in August, therefore determined that there was no requirement to progress to an Employment Category Review Endorsement Meeting (ECREM), and the ECR was closed. A further outcome of the review was that ASSG endorsed the intent to explore a *possible* IR submission or pay case, seeking to lower the trigger for PG 4. Evidence continues to be built about new responsibilities, achievements and challenges of the trade to assist in building a case when this is pursued in 2016.

Trade Training

In June 2013, a decision was made to suspend the Subj 4 WO Manager Movement Course as training reviews had indicated that the course was no longer viable and did not meet current capability requirements. A detailed analysis and development of a new TMP through Development Group and HQ 1JMOVGP found that the previous course outcomes were not aligned to the 1JMOVGP Mission Essential Task List (METL). The revised TMP was required to reflect current capability requirements and to achieve differentiation between the functions performed at the Operational HQ (Desk Officer) and JMCO/JMCC (OPSWO/PLANSWO) level. As the final course in the OPMOV trade training continuum it was viewed as the last opportunity to directly teach and impart skills and knowledge to SNCO progressing to OPMOV Warrant Officers. After much development work, a pilot TMP was promulgated at the end of 2014 and a cooperative effort between AST and HQ 1JMOVGP began in earnest to develop a viable training package to be delivered as a pilot course in the first half of 2015. The pilot course achieved all of the desired outcomes and with further enhancements will deliver a challenging course in the future and I'd like to thank everyone involved for their effort and input.

The remainder of the OP MOV continuum (IET, SUB 4 CPL and SUB 4 SGT) has also commenced review in order to better align with employment specifications and the delivery of 1JMOVGP Joint Mission Essential Tasks.

Joint Movements Information System (JMIS) Update

The Joint Movements Information System (JMIS) (the replacement for DPDS), has been implemented across the ADF and was used on EX Talisman Sabre. Training has been rolled out on an updated Unit Movements Officers Course and through regional JMCOs. The system has proven to be more user friendly, and ongoing development is occurring to improve functionally and tracking of changes. JMIS is in its infancy for use on operations, as it is not currently available on DSN. This will be addressed in 2016. In the interim, 1JMOVGP are accepting both DPDS and JMIS to enable units to transition easily.

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 SMA at martin.lambe@defence.gov.au

ECN 099 Air Dispatch Trade

LTCOL Neil Peake, STM

It has once again been a dynamic and progressive time for the Air Dispatch Trade. The 176th Air Dispatch Squadron (176 AD Sqn) has continued to increase its involvement in the conventional space, and trade members within the Air Movements and Development Unit (AMTDU) have provided significant support to the introduction of new aerial delivery capabilities into the ADF. Whilst the article written by 176 AD Sqn details specific activities that have occurred over the past 12 months, I think it important to emphasise some here noting the impact they will have as Army continues to develop under PLAN BEERSHEEBA.

A key outcome of 2015 for the Air Dispatch Trade was the contribution that 176 AD Sqn made to Ex TALISMAN SABRE and Ex HAMEL. Given the operational commitments of our conventional and unconventional units over the past decade, aerial distribution serials in these premier exercises have typically been limited. 2015 saw a stark reversal to this trend as the Squadron was given an increased opportunity to demonstrate the versatility and value of this distribution method. Given the scope of the tasking, which included aerial delivery of resupply stores and equipment ranging from ration packs to US Forces up to a nine tonne bulldozer, the Squadron was required to deploy elements in Darwin, Townsville, Amberley, SWBTA and Sydney; all operating in concert to support Australian and Coalition forces. It was a significant achievement and valuable experience for those Squadron members that had not previously been involved in a major combined exercise.

This involvement in the ADF's primary certification exercises was just one indication that the Air Dispatch Trade continues to play a significant role in the operations of our land forces. The introduction into service of the C27J Spartan is gaining momentum and the recent commencement of trials and evaluation indicates that the involvement of this highly capable, tactical aerial delivery platform will soon further enhance the impact (and workload) that 176 AD Sqn will have in future exercises and operations. Additionally, the expansion of contingency planning within SOCOMD has seen an increase in aerial delivery tasking, especially in support of the Special Operations Engineering Regiment. This year saw the first successful airdrop of a JD-450 Dozer and Skid Steer Loader - equipment that will be essential if the online Airborne Engineer Regiment is ever called on to repair a recently secured airstrip to facilitate the arrival of follow-on forces. Combine this workload with the ongoing support to RAAF certification training, including the reintroduction of

platform drops from C130J Hercules, it is no wonder that 2014/15 has been one of the busiest in the Squadrons history.

176 AD Sqn's support to OP OKRA in 2014, while briefly mentioned in last year's article, is worthy of further attention given the manner in which it was executed. Less than 48 hours after being tasked, a detachment of Air Dispatchers and Parachute Riggers deployed to the MEAO to provide vital Humanitarian and Disaster Relief (HADR) into Northern Iraq. 48 hours after their arrival, the first loads were dropped by RAAF C130Js. The timely and efficient manner in which the Squadron was able to provide this support is a true testament to the professionalism of all involved. This task was a clear example of why aerial distribution can achieve an effect over extended lines of communication when no other means is available. Well done to the OC, MAJ Bronwyn Thomas, the Detachment Command Team, CAPT James Clarke and WO2 Simon Joyce, and all those that contributed to this significant chapter in the history of the Trade.

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

This year AMTDU has been dealing with a range of complex tasking as follows:

- **C1 HADR trials** - AMTDU is currently conducting testing and evaluation of expired T10 Parachutes in their incorporation for HADR single-time use air drops.
- **Joint Precision Aerial Delivery System (JPADS) testing** - Further development of the JPADS. While the formal rigging procedures of the load are not yet signed off, there is progress being made for AMTDU to eventually be the Unit capable of providing this deployable capability.
- **C27J** - A recent commencement of the trials and evaluation associated with the newly acquired RAAF aircraft. AMTDU have been providing advice and support for the conduct of Air Drop and Air Land procedures.
- **Helicopter Underslung Lifting Equipment (HUSLE)** - This is the asset used for external lift of those vehicles that require a load spreader beam and will be widely employed in support of the Amphibious Ready Element.
- **C130J** - Continued role expansion of the C130J. This included the conduct of a 33,000lb Heavy Platform drop in early 2015.
- **CH47F Introduction** - AMTDU has been providing advice and engineering certification assistance to the External and Internal Lift components of the new Chinook.

The list above clearly highlights the valuable role that AMTDU staff plays in the progression of Defence capability. This is especially true over the past 12 months given the ongoing replacement of the Blackhawk and Chinook fleets, as well as the introduction of the C27J.

The Air Dispatch Trade has been under the spotlight in the past few years, with some hard questions being asked about whether reductions should occur due to the withdrawal of the conventional airborne capability and a subsequent reduction of airdrop serials in major ADF exercises. Events over the past 24 months, both operationally and domestically, have given the members of 176 AD Sqn and AMTDU an opportunity to showcase the value of aerial distribution. Given their successes, I am confident that similar opportunities will be presented in the future.

ECN 171 - Cargo Specialist. “Termites”

LTCOL David Nathan, STM

SO1 Logistic Operations, AHQ, Canberra, (david.nathan@defence.gov.au) and;

WO1 Ian Sojan, SMA

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 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.

2015

Another exceptionally busy year 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.

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. The Employment Category Review was finalised by DGPERS on 19 Feb 15 and the key outcomes are as follows:

- IMPS has changed for ECN 171 from 1 to 4 years, effective from 01 Jul 15. The amendment of the IMPS will reduce early separation from Army of ECN 171 and will assist in the sustainability of trade, particularly in 30 TML SQN.
- Enlistment age for ECN 171 has changed from 17 to 18 years of age to facilitate HRWL.

High Risk Work Licensing (HRWL)

In addition to the overview provided in the 2014 RACT Corps Journal, the following is an update on the status of High Risk Work Licensing. Training is as follows:

Some HRWL training for the Ships Cargo Specialists is being achieved via a contractor in Sydney (C6 and RI), as Defence does not currently have the time (C6) or capacity (RI) to deliver the training and assessment. Basic Rigger and Intermediate Rigger are two examples of HRWL that have to be sourced outside of Army due to Army not having the equipment or experience to conduct the training. HRWL training within 10 FSB is being conducted via AST, utilising COMCARE as the regulator. AST manage CN, C2, C6, C1, DG, RS and all Telehandler training. There is still an issue in getting the Civilian HRWL (5 year licence) placed onto PMKeys. This is a significant issue when units request exported training and the names of the instructors do not have proof of the HRWL entered onto PMKeys. Work is in progress to change the Army Equipment Operators Log (AEOL); however, is not an immediate solution.

SOVO Vol 3 rewrite

SOVO Vol 3 C&D Veh 2011 is undergoing it's annual review which specifically addressing changes in training and licencing for HRWL. HQFORCOMD Instruction, *Business Rules for Reviews and Management of Standing Orders for Vehicle Operations (SOVO)*, of 20 Nov 14 details the process

for updating SOVO for endorsement by DGT. Due to the large amount of input required from different Training Advisers, it is unlikely that the update of SOVO Vol 3 will be completed this year.

New Equipment

In July 15, Army led a Life of Type Review on ADF's crane fleets. Army's 20 and 30 tonne fleets have now been in service longer than intended, and it is no secret that the fleets are feeling the pressure. Replacement of these cranes is likely to occur as part of Project Land 8120. Advances in crane technology mean that the 'medium' cranes procured under this project will likely be of similar size to the current Tadano fleets, but with a capacity of around 50-55 tonnes. Land 8120 is expected to deliver in 2019-2021. In the mean time, the current fleets will remain in service, supplemented by access to lease and hire arrangements for cranes and other MHE that are managed by CASG. DCA Directive 31/14, *Access to and Management of the Standing Offer for C and Selected D Vehicle Hire* contains details on how units can access these arrangements.

Impact of TACOPS and HR2 training not being provided at AST

Due to training sustainability at the Army School of Transport a review of panelling priorities was conducted at the Army School of Transport (AST). A decision was made in Jun 15 that ECN 171 will be removed from the ECN 274 Basic Drivers Course as IAW the MAE there is no requirement for TACOPS training (HQFORCOMD/OUT/2015/X5198462). The impact will be felt first in the 2016 171 IET. For 10 FSB, this will result in an increase in unit level run courses (HR2) to ensure that PTE obtain the pre-requisite for their C6 course. AST-MW will increase the IET course by five days where some components from the TACOPS module will be covered. 30 TML SQN has factored the HR2 courses into the SQN and BN training program; however, this will be an increase to an already substantial training liability in the conduct of MHE courses. The greatest impact will be for individuals that are posted directly to ships as there will be very limited opportunity to achieve HR2 training and certification.

The more broad impact of having different levels of training and competency within the RACT may not have been adequately assessed. What the RACT has been able to offer to operational planners in the past is a base line of skill and competency across the Corps. The benefit of having multi-skilled and competent operators provided flexibility, particularly where there are operational manning constraints. Differentiation of base line skill sets reduces that flexibility and potentially impacts segments of the Corps that can operate B vehicles 'outside the wire' in an area of operations.

MHE for the LHDs

The following is an update on MHE solutions for the SAE on the LHDs:

Medium:

HMAS Canberra (requirement: 3): 3 x leased MHT-780 already in place. Leased until Jul 17 with the option to extend.

HMAS Adelaide (requirement: 3): 3 x leased MHT-780 inbound for Adelaide in Feb 16. Leased until Jul 17 with the option to extend.

HMAS Adelaide – In the interim (Oct 15 – Feb 16)

- a. Transfer MVT675 and MHT 7140 from HMAS Choules (no longer required by HMAS Choules).
- b. Transfer of a MVT675 coming out of trials for re-cert/re-categorisation from JLU-E.

Light:

HMAS Canberra (requirement: 3): Quantity 2 x M30-4t from HMAS Tobruk. Replaced with a procured solution meeting the MRMHE-L specification NLT Dec 16.

HMAS Adelaide (requirement: 3): Quantity 2 x M30-4t from JLU-NQ, qty 1 from JLU-E. Replaced with a procured solution meeting the MRMHE-L specification NLT Dec 16.

More broadly, the good news is that there has been effort to align L17 MHE-L requirements and the JP2048 MRMHE-L requirements, reducing bespoke fleets and simplifying fleet sustainment.

ECN 218 Army Maritime Trade

LTCOL James Parkins, STM

The Army Maritime Trade has seen another busy year, as I'm sure the 35 Squadron update has proven and I will leave the 'coal face' update to them. In this short update, I will touch on the future Army watercraft capability, the current manning of the trade, and briefly on what I see for the near future of the Trade.

Last year the Trade and Army were relieved at the Life of Type (LOT) extensions endorsed for the LCM8 and LARCV. This was the second step toward the maintenance of the Army Maritime Capability into the future. The first real step was instigated by HQ 17 CSS BDE in 2012 with its paper on the future requirements of Army and its maritime capabilities. This was the 'waving of the flag' to Army that Army Maritime was an essential capability that was falling to the side in the shadow of other major capability developments and Force restructures. Since then there has been a significant amount of work done in Canberra in an effort to clearly identify the future requirements of Army in the maritime space. In capability development and procurement, the identification of the Service requirement is the key precursor to the identification of the equipment/capability that is to be procured – i.e. the kit we will get. As such, the Army Experimentation and Research Management team have been tasked to identify Army's future maritime needs and the types of equipment/capabilities (in a general sense) to meet those needs. This involves the bringing together of Subject Matter Experts from all areas of Army to conduct desk top experiments aimed at identifying those needs. Whilst these Coastal, Littoral, Estuarine and Riverine (CLEAR) experiments are still ongoing, early indications are that there will be a requirement to expand the roles and tasks of the Army Maritime capability. To this end, I must say that from what little I've seen, and the enthusiasm of those involved, I believe that there is an exciting future ahead for the Trade. I caveat this with the fact that nothing happens quickly in the capability development world and that there are numerous sign-offs at numerous levels of Defence and Government required before prediction becomes reality.

As far as the maintenance of the Trade goes, AST Maritime Wing has been doing a stellar job. Army has been working toward the long term sustainment of the Trade, having to work its crystal ball to predict losses and plan recruiting to suit – a job well done. In the period September 14 to September 15, the Trade lost 12 members to discharge and transfer, whilst it qualified 21 new members through their IETs. Some basic statistics of the Trade are as follow. We have 127 ECN 218 positions, and 125 members of the trade. This is not truly indicative of the overall state of the Trade however. We have an excess of 14 PTEs, and deficiencies at all ranks above that to WO1. The bulk of the deficiencies by rank are at the CPL and SGT level with seven and four positions vacant respectively. This is where career and soldier management can be restrictive. The Soldier Career Management Agency can not just wave their hand and say "fill these positions". There

are time in rank and qualification requirements that restrict the Management Agency's ability to just fill all vacant positions as would be expected. The positive is that at this rate, the Trade will be in a strong and sustainable position in the near future (that being a couple of years as trade management works in the long term).

So from here, where does the trade go? I have identified the work going on to shape the future Army Maritime capability, and how the trade is managing on the personnel side. In the short term, Navy has just introduced the Canberra Class Amphibious Assault Ship capability to increase the ADF amphibious capability. As we learn and grow into this capability, the role of Army Maritime as a force enabler and multiplier is going to be better recognised, and ultimately better utilised by the wider Army. In the longer term, the outcomes of the CLEAR experimentation will guide Army and provide direction for Capability Development in the future of the Army Maritime Capability.

2015 RACT Road Transport Trade Update

LTCOL Eric Modderman, STM

WO1 Peter Smith, SMA

Warrant Officer Class One Smith and I feel extremely privileged to represent the road transport trade at events such as Corps Committee meetings and Corps Conferences. This brief article provides the opportunity to alert you to some of the key issues that will influence your employment as an RACT road transport professional.

The Defence Road Transport Manual is the primary policy document for the operation and management of road vehicles in Defence. DRTM provide instruction, training guidance and procedures that support mandatory Defence-wide application of transport policy. Maintaining the currency and applicability of DRTM is therefore essential and this year edition 8 of DRTM has been developed for approval by Chief of Army as the sponsor.

Development of edition 8 has resulted in 141 amendments. Of note, DRTM have adopted the NATO standard in relation to guiding and supporting graphics have been updated to reflect this development. Updated graphics are also being introduced to reflect the introduction into service of the land 121 fleet of vehicles, terminal and maritime guiding requirements, "Par Oneri".



Bushmaster



Kenworth T909



Mack Superliner

Army School of Transport

AST Update 2015

LTCOL Kirsty Skinner, CO/CI AST

The Army School of Transport directly commands four wings – HQ Company in Puckapunyal; Road Transport Wing in Puckapunyal; Land 121 Training Team in Melbourne, Bandiana and Amberley; and Maritime Wing in Townsville. Within Puckapunyal this structure improved clarity between the functions of HQ Company who own NCO Troop, Movements Section and Communications Section; and the driver training function of Road Transport Wing.

There have been changes to the conduct of driver training within the Army School of Transport, notably the inclusion of PMV Driver Training; removal of ECN 099/171/218 from the Basic Drivers Course.

In support of the ECN 274 Employment Category Review (which will occur next year), Defence Workforce Modelling provided a report which advised that the ECN 274 trade was unsustainable due to training blockages within AST. As a result, a review of Driver Training was conducted which identified that the Manual of Army Employment requirements for ECN 099, ECN 171 and ECN 218 did not require these ECN to attend the Basic Drivers Course, rather these ECN required the licence acquisition of the LR2J/MR2.

As a result these ECN have been removed from the Basic Drivers Course panels and placed on the contract delivered LR2J/MR2 courses. These changes have freed the Basic Drivers Course to focus on ECN 274. To mitigate the loss of the 22 day TACOPS course ECN 171 and ECN 218 IET courses are being modified to include a five day TACOPS which is contextualised to the Cargo and Marine environments. This work will not be finalised until 2016.

There have also been developments in Marine Specialist training which reflect the continual improvement towards Sea Worthiness compliance with the inclusion of the Watercraft Testing Officer – a new course which includes a requirement to complete three yearly training to remain ‘current’ as a Watercraft Testing Officer. Now that the NAUTIS simulation system has been embedded into Marine Specialist Training for over one year, the benefits to the trade have been evident in the quality of the soldier who enters the trade.

Within Cargo Specialist training the re-sequencing of the IET course has resulted in improved retention of information by students. Through JP2048 a port staging area has been built in Townsville and the Cargo Specialist Training Section has utilised this to realistic training from JCB to 80T Tadano.

I would like to acknowledge the contribution provided by OC Road Transport Wing, MAJ Craig Skipper who will move to Land 121 CIT at AHQ; OC Land 121 Training Team MAJ Craig Mann; OC Maritime Wing, MAJ Nick Schoch and OC Headquarter Company, MAJ Gary Edwards. The sterling efforts of these members and MAJ Scott McMahon, OPSO AST enabled the school to train over 3000 students in the school house, and over 8000 through exported training.



New AST Sign for Tobruk Barracks.



RAASC Centre Opening Plaque.



AST Corps Birthday Cake Cut.



HQ AST.

Communications Troop AST (A New Entity for the School)

WO2 Lajos Lak, COMMS TP COMD

In mid 2014 as the OPSWO for AST it was mentioned that there would be the raising of a new troop within HQ AST in 2015, known as COMMS TP. The only problem was who to post in to be the TP COMD, well this is where I come in. I put up my hand to take on the challenge of raising a new troop (from the ground up), and what a challenge it has been. I am not complaining, far from it, I am just letting you all know that when it is trade related we all know what to expect with new things, when it's not in your blood it can be quite confusing at times. FORCOMD, ALTC, DFSS, NITAT, SOARTY and SoARMD all had a few different ways of wanting to implement or assist with this small task and we needed their advice.

In the end, as a TPT WO2, I have learned 482 new acronyms, how to implement COMSEC to a unit that hasn't dealt with COMSEC much, most importantly how to make it work and not go crazy. I cannot take all the credit for this, without the outstanding efforts of the other staff on COMMS TP (mainly the good SGT L. "Tony" Blair) there would not be any lessons to present, assessments to deliver or any decent content to keep the troops interested and awake.

What do we actually do you ask? We deliver the three modules of Basic Combat Communications Course's (BCCC as it will be known from here on in) to each and every RACT ECN trainee that comes through AST. This has been occurring since 01 Jul 2015. Including some ECN's that need the RACT IET drivers course as a pre requisite for their trades. 226-Recce Mech's, 165-GND Crewman Mission SPT.

We deliver training in three modules, they are, Mod 1: 120166 – Harris HF dismounted training AN/PRC-152 (5 days), Mod 2: 214150 – Harris HF mounted AN/PRC-152 and EPLRS (1 day) and Mod 3: 214151 – Harris VHF Mounted AN/PRC-150 (2 days). This training is currently being delivered before each IET course and will be reviewed in 2016 to see if it is feasible to deliver between the MR2 and the TAC OPS phases.

Thanks to all who helped get COMMS TP off the ground at FORCOMD, ALTC, DFSS, NITAT, SOARTY, SoARMD for all the assistance.



Antenna's which were specially erected to the MI Block at RTW Puckapunyal for the purpose of Comms training.



CPL Daniel Bakewell conducting a lesson in one of the two specially designed classroom's for Comms Training.

Non Commissioned Officer Troop AST

SGT Dean Smith, SGT INSTR NCO TP

Non-Commissioned Officer Troop (NCO TP), Army School of Transport (AST) to date has had a busy year in 2015. NCO Tp is responsible for the conduct of promotion and development courses for ECN 274, RACT up to the rank of sergeant. In 2015 NCO Tp has conducted a total of twelve courses ranging from Transport Management, Subject Four Corporal, Driver Testing Officer and Subject Four Sergeant training a total of 222 personnel with an average of 18 students per course.

Throughout the year NCO Tp staff have and continue working towards the continuous improvement of these courses. Within this period NCO Tp has enhanced the Transport Management Course by the introduction of the electronic servicing board as well as utilising E-Learning packages for selected lessons replacing instructor facilitated classroom lessons. The E-Learning package was trialled with success mid way though the year and other lessons within courses are being evaluated for viability of using these packages IOT replace instructor facilitated lessons.

Throughout 2014 the Subject Four Corporal course was reviewed and in 2015 this work has continued placing an emphasis on the re-development of this course. A focal change within the course structure is the understanding of the Military Appreciation Process and the application of the appreciation process at Corporal level in the complex war fighting environment.

NCO TP would like to thank external units which have provided support throughout 2015. The visiting lecturers have provided invaluable skills, knowledge and experience and coupled with the Doctrine taught, have enhanced the course outcomes.



NCO TP Staff 2015 left to right, SGT Aaron Thomas, SGT Glenn Harris, WO2 Trevor Morgan, SGT Dean Smith and SGT Duncan Fredrickson.

Operator Movements Troop AST

SGT Joshua Hampton, SGT INSTR OMT

Operator Movements Troop (OMT) is responsible for providing Initial Employment Training, all Subject Four RACT Movements and Movement Officer Courses for ECN 035 Operator Movements and RACT Officer career progression courses. The troop was relocated from Ross Island Barracks Townsville to Tobruk Barracks Puckapunyal in late 2014. The relocation saw a full change of OMT staff for the start of the 2015 training year.



This photo is of CPL Percy (HQ AST-OMT) conducting a reconnaissance of a potential site for Summative Assessments at Geelong Depot. Due to the change in location of the Operator Movements Troop from Townsville to Puckapunyal this year, new locations needed to be identified as potential assessment and teaching tools to be used during the assessment phase of the Subject Four Corporal Course. During this phase students are required to conduct a Non Technical Route Reconnaissance and CONOPS Brief.

In the first half of 2015 all courses and learning materials were reviewed and in most cases rewritten due to the relocation of the troop. The troop also implemented the new Training Management Package for the Subject Four Warrant Officer Movements course which ran for the first time in two years. By the end of 2015 the troop should see a total of nine courses completed and approximately 60 Officers and NCO's trained in the trade.

2016 will provide new challenges for the troop with staff vacancies expected for the majority of the year. 2016 will also see the implementation of new Learning Management Package for several courses, "Par Oneri".

Wing of Change

MAJ Craig Skipper, OC RTW
LT Aaron Evans, C TP COMD RTW

Change

2015 has brought many changes to RTW and these changes are designed to positively impact the RACT and the drivers being trained for Army. The overall construct of the Wing has been altered and RTW has implemented the introduction of PMV training into the wing, along with the addition of an extra contracted driver training troop, G Troop. In addition, in Jan 2015, RTW completed the HOTO of NCO training, and NCO Tp transitioned to the direct command of HQ AST and Advanced Troop relocated to Brisbane to L121 Training Team. The RTW focus remains largely unchanged; however, the Orbat now consists of four Initial Employment Training (IET) Troops, three contracted driver training Troops and two PMV Troops. RTW has grown significantly due to the introduction of new vehicle fleets and it is now the largest RACT sub-unit in Army and RTW retains the responsibility of conducting vehicle driver training on the full range of military vehicles for soldiers across numerous ECN.

With the implementation of PMV training, RTW has strived to improve the quality of IET training through the implementation of additional skill sets such as enhanced navigation, revised shooting skills, enhanced communications, 8 Tonne trailer training and more. Advances in techniques needed for RACT to drive, shoot, move and communicate directly align to the introduction of the L121 vehicle fleets and the corps protected capability. In-line with this, the Wing has trialled changes to the Tactical Operations (TACOPS) phase of the Initial Employment Training.

PMV Troop

In Jan 2015, PMV training became an RACT responsibility and Motorised Combat Wing was relocated from SOARTY and integrated into RTW to become PMV Tp. The move brought a fleet of 29 Protected Mobility Vehicles and 16 instructors from both Logistics and Arms corps, providing RTW with the ability to run back to back All Corps PMV drivers courses throughout the year. PMV Troop has successfully conducted numerous courses and provided significant contribution to a new and revised PMV training continuum. This change has directly contributed to Army's ability to raise and provide qualified drivers for the new PMV Squadrons within the Combat Service Support Battalions in all three Brigades. PMV Troop provides qualified drivers on the



PMV Range Practice Journal Article.



EF 88 Drills Journal Article.

PMV, communications systems, cross country driving, defensive driving, public thoroughfare driving and the conduct of a PMV static shoot.

Tactical Trials/ IET Troops

In order to facilitate the implementation of PMV driver training and Land 121 vehicles, RTW has trialled changes to its Driver Training TACOPS phase, aiming to produce a highly qualified driver soldier that can move, remain protected and communicate whilst conducting logistic tasks. This has required upgrades to the conduct of the B vehicle navigation package, MT counter ambush and range package. Navigation trials have seen soldiers carry out cross country navigation in B vehicles and an introduction to celestial navigation. Changes to the range package include the conduct of single vehicle static and sneaker shoots from a protected platform, familiarising drivers with the weapon mount and firing techniques. This training has provided soldiers with a broader scope of vehicle training prior to posting to units.

Instructor opportunities

As an instructor, driver training is the number one priority, however RTW has also been able to provide its staff with a vast array of opportunities to acquire new vehicle and range qualifications. 2015 has seen instructors within the Wing attend the PMV Drivers courses, various range qualification courses. We have also seen phase out of the Land Rover 110 and the addition of G-Wagon courses. This has opened up new and exciting opportunities for instructors and also assists them during the conduct of the driver training courses within RTW. The RTW aim is to produce a higher quality of soldier within the corps through the use of highly skilled instructional staff. Over the coming years, RTW instructors can expect to be exposed to brand new equipment, training as well as advanced simulation technology.

Conclusion

This year has presented endless challenges and larger changes than the corps has had in many decades. There are numerous new and exciting opportunities inbound for the corps. These new opportunities are only the start of things to come and it is anticipated that future phases of L121 will require even more change.

For the corps this is a time of development, trials, growth and change that will see the Royal Australian Corps of Transport grow into a more capable, relevant and sustainable entity that will have the skills, equipment and mindset to support a modernised land or amphibious force.

If you want to be a part of developing this capability, now is the time to become an instructor within the Army school of Transport in RTW.

Land 121 Training Team

Article Compiled by: WO2 Paul Hesk - SSM L121

Columns written by: WO2 Mark Hobbs – (DTT), WO2 Scott Butterworth – (TDC), SGT Simon Marengo – (MTT) and CPL David Mackay - Advance Training Team (HC1)

This year has seen a number of changes and challenges for L121 Training Team (L121 TRG TM). New staff have posted in, Advance Troop (ADV TP) has relocated from Road Transport Wing, Puckapunyal to Amberley, G Wagon conversion training came to an end, 20t trailer RAMP training commenced and the planning and preparation of phase 3B moved up a gear in order to accommodate the arrival of the new MAN mission systems.

Having been focused exclusively on G Wagon since its inception, the biggest challenge for the L121 Driver Training Team (DTT) this year has been the requirement to realign their focus on RAMP training as well as prepare for phase 3B. The Maintenance Training Team (MTT) had also continued to see a steady throughput through its doors; whilst the Training and Development (TD) Cell's rate of effort had significantly increased with the highly anticipated arrival of the MAN 40M and HX77 mission system platform and modules scheduled to arrive in 2016.

Finally, adding to the complexity of the L121 TRG TM was having the OC manage three physically dislocated teams whilst based out of Melbourne. His main effort had also shifted from driver training to developing contract deliverables and Training Management Packages (TMPs) and as a result, an internal command restructure was established which has proved to be very effective.



MAJ Mann (OC L121) addresses the audience at the end of G Wagon training ceremony - Amberley

Driver Training Team L121 – Amberley SE QLD

2015 was another busy year for the DTT in Amberley. The start of the year saw the number of training teams increase to three with the addition of ADV TP. With induction training out of the way, the training teams quickly adapted to the routine of running back-to-back G-Wagon operator conversion courses.

On 26 June 2015, (just hours after saying farewell to the last operator conversion course) Land 121 DTT conducted a ceremony to mark the completion of G Wagon training. Since the inception of the G Wagon, the DTT had conducted 268 courses, (both conversion and sustainment) with up to 4754 members trained across the ADF. This represented over 100% fulfilment of the Directed Training Requirement (DTR) which has significantly enhanced the capability within Army and Air Force. To further enhance this capability, units are now able to conduct fully exported training which is available upon request through the CDI cell.

In July 2015, the DTT said farewell to the G Wagons and started its preparation for the transition to "RAMP" 20t trailer training. In order to conduct this training, AHQ purchased a number of Isuzu Gigas which were modified to tow the in-service 20t trailers. The 20t trailer course is designed to train all HR2 qualified members to HC3, thus enabling them to attend the MHC mission system conversion training on the MAN platforms at Amberley. On a separate note, a big thank you goes out to all the members who donated to the "grow a beard for Legacy" activity which has so far

raised over \$1600.00, a challenge which has been heavily embraced by the HC1 courses and now the HC3 courses.



HC3 training at Greenbank Safe Driver Training Area.

The L121 DTT is set to complete all RAMP training by July 2016 and will then switch focus to the new MAN fleet of vehicles and trailers, qualifying instructors and prepare for conversion training courses to start in September 2016. The exact duration and conduct of this training has not been set at this point in time, however calls for nominations will be released through the current extant processes which will allow units to plan and nominate suitable members as required.

HC1, Advance Troop (ADV TP)

Under the leadership of SGT Leah Maher as troop SGT, and with CPLs Roberts, Corner and Mackay as instructors, the team have been hard at work supporting additional courses, reviewing the HC1 driver heavy combination vehicle TMP and qualifying all the new members of the team for the military instructor badge. ADV TP have also re-introduced a trek phase into the HC1 course to provide more convoy driving exposure to trainees, which has so far been well received. The team have managed to create an excellent working relationship with JLU-SQ and other external agencies, enabling the continued maintenance of an aging but strong fleet of International S lines, Freuhauf and Haulmark trailers. All in all, 2015 has certainly been a busy year for ADV TP.

Maintenance Training Team (MTT) L121 - Bandiana AWMA VIC

The Land 121 Maintenance Training Team is co-located with ALTC in the Albury/Wodonga Military Area and has been responsible for the G Wagon IIS Maintenance Training for ECN 229 Vehicle Mechanic, ECN 418 Technician Electrical and ECN 226 Recovery Mechanic. The team consists of a command element and two maintenance training teams which allows the conduct of two courses simultaneously. This also affords the maintenance training team to set the standard for G Wagon maintenance instruction, not only within Land 121, but within AST as a whole. With the Recovery Mechanic training completed towards the end of 2014, Maintenance Training Team has been focusing on completing Technical Electrical and Vehicle Mechanic training prior to project

completion in June 2016. The last ARA Technician Electrical has since been completed, which leaves approximately 46 members left to attend the Vehicle Mechanic maintenance training.



Purpose built facility located in North bandiana.

With the end of G Wagon Maintenance Training in sight, Maintenance Training Team will soon be shifting its focus to the next phase of the Land 121 project which will include the introduction of the MAN fleet of vehicles.

Training Development Cell Land 121 – Defence Plaza, Melbourne, VIC. The cells achievements to date are as follows:



The Land 121 Training Development Cell (TD Cell) from L-R, SGT Ryan Leslie, WO2 Bob Hart, WO2 Mark Daly (Team Leader), WO2 Scotty Butterworth, SGT Luke Poile and WO2 Craig Smith (Jerry) who is TDY from CASG.

- Transition from G-Wagon IIS (3A) to 3B MHC
- Review of the analysis for Phase 3B operator and maintainer IIS
- The delivery of Ambulance, Line Laying and Command Post Module
- Delivery of Part One and Part Two of the PMV-L (Phase 4) TNAR

In June, WO2 Butterworth and SGT Leslie completed the MAN maintainer and operator courses in New Zealand which were conducted by the NZDF. The completion of these courses provided them with invaluable knowledge and experience and with this new qualification they have been able to successfully implement changes in the development of design reports and other reviews as needed.

When the TD Cell is not reviewing training design reports, its secondary tasks include assisting the Capability Acquisition and Sustainment Group (CASG) with planned demonstrations of the new MAN vehicle platforms. These presentations are used to showcase the ADFs future capability to civilian and defence personnel. The most recent activity consisted of an audience which included the Australian Prime Minister, Minister of Defence and the Chief of Defence Force. As the WOAG commitment to phase 3B is worth billions of dollars.

The TD Cell has completed substantial deliverables to date and by the end of 2015 will have achieved:

- Complete Draft Phase 3B TMPs which includes vehicle platforms, trailers, flat racks, crane, as well as the maintenance modules.
- Delivery of PMV-L (Phase 4) Training Needs Analysis Report.

Although 2015 has been busy, the rate of effort in 2016 will be significantly greater with the introduction of additional modules, pilot courses and requirements to further develop additional TNARs; something the team is looking forward too.

It has been more than 30 years since the government introduced the current in-service fleet of vehicles into the ADF, and whilst this legacy fleet has operated with distinction in both the exercise and operational environments, the IIS of the MAN fleet will provide an accelerated level of capability that should present the ADF with the ability to project out for another 30 years, "Par Oneri".

Army School of Transport - Maritime Wing

MAJ Nicholas Schoch, OC/SI AST MW

Maritime Wing saw an influx of new staff in 2015, including the Officer Commanding, MAJ Nicholas Schoch; Wing Sergeant Major, WO2 David Beckman; Troop Commander/Instructor CAPT Jeremy Mar Fan; Marine Specialist Training Section head WO2 Michael Marrinan and a range of training and support staff throughout each training section and HQ. Throughout 2015 Maritime Wing has conducted training for over 200 students and trainees, from PTE to LT, over more than 20 courses conducted over a geographical area encompassing 600km of coastline and land space.

Cargo Specialist Training Section (CSTS)

Staff have had a busy year developing the IET and Advanced TMP's. With the new amphibious ships, amendments will be more frequent in the near future as seen with the recent upgrade to using the new ship loading tool ICODES.



Marine Engineering Training Section (METS)

What a year! With half of the staff changing over from 2014-2015, the Marine Engineering Training Section had a challenging year ahead of them; however, thanks to the efforts, knowledge and persistence of the staff, much has been achieved. This year, methods of instruction and the delivery of assessments have been reviewed, and were enhanced by a visit from the Employment Category and Training Design Group, with exciting changes to some Marine Engineering courses planned for the future.

There were also a number of miscellaneous marine courses conducted this year, including two Marine Equipment Maintainer courses, one Air Breathing Apparatus Maintainer, one Bridge Erection Propulsion Boat Maintenance, one Lighter Amphibious Resupply Cargo – 5 ton (LARC V) Maintenance and two Outboard Motor Maintenance courses. These courses provide Army with highly skilled tradespeople capable of maintaining various units' equipment.

Farewell to WO2 Andrew Gillam, who after four years of continuous service to the section, has been moved onwards to the position of Technical Adviser at HSPO in sunny Cairns. Congratulations to Craig Gordon who has been promoted to CPL, and will be posting out of marine to 3 CSR in 2016.

Marine Specialist Training Section (MSTS)

The transition from 2014 to 2015 saw much change in staff for MSTS. Of



IET Lift.

the five members within the section only two very experienced and progressive instructors remained to carry on the excellent work from the previous years.

There has been a lot of development of courses and the training packages over recent years and this has continued with renewed vigour this year with all courses run by MSTS now in Pilot. The IET course has seen the inclusion of a TACOPS package which essentially gives the course a focus on littoral operations. The continued development of the Sub 4 SGT Supervisor Marine course and Sub 4 CPL Watercraft Commander course will see both of these courses going into active status by the end of 2016.

The second iteration of the Watercraft Watch Keeper course was hailed a success and is just awaiting an implementation board to go from Pilot into Active status. The reinvigoration of taking this course to a premium navigation area, the Whitsunday Island group, saw instructors able to properly assess the student's competence in their manual navigation techniques in an unfamiliar and challenging environment.

Watercraft Support Section (WSS) Another busy year for the members of WSS and as we do each year after induction training the sections goal was to have all watercraft returned to water post cyclone prep, complete watercraft surveys and Sea Worthiness for members. This year the section spent two days away conducting training and procedures, before picking up the OC, conducting testing IOT to have all members and watercraft compliant before our first course commencing in early Feb.

During the year section members have been working hard to improve equipment issues by the use of RODUM's. One of our biggest wins being the change back to our old mooring lines. The current lines that replaced them were cheaper, however had too much stretch, didn't grip the bollards as well and often broke in rough weather.

Officer Commanding Review

The conduct of the IET CARGO SPECIALIST course has been reviewed providing a very streamlined and logical 'modular' approach. The efforts of SGT 'Timmy' Blad in this area have continued to ensure the gaining units receive well trained soldiers.



Manitou Loading.

The MARINE SPECIALIST trade has been reviewing training assessment tools. WO2 'Mick' Marrinan with SGT's Mark Dunbar and 'Scotty' Lean have developed General Assessments, improving student progress when conducting training on watercraft. This allows the progress of students to be tracked and documented when they are completing the practical aspects under instruction for Larc V and small boats



Manitou Double Container Stack.

MARINE ENGINEERS have had a continuous flow of students keeping this section busy. WO2 Andrew Gilliam has worked hard to ensure his section is ready for hand over and finalising arrangements for the introduction of the Small Craft Maintainers course combining the aspects of outboard and marine equipment repair previously conducted over two separate courses. This provides units with a maintainer able to repair all aspects of the small boat.

The only support section, WSS, has worked hard supporting the efforts of the training section and of external commitments such as ANZAC Day, and assisting local government agencies with inspections of wharf facilities. They have maintained their sea worthiness requirements, watercraft and numerous allocated equipment types to a very high standard on minimal crewing of three per LCM8 and two for the Noosa Cat. The efforts of the three Skippers CPL's Anderson, McMurtrie and Nissen with the Head Engineer CPL 'Squizzy' Taylor have ensured the successful support to training.

I must also mention the continued support of the Q Store personnel, APS staff in both HQ and the Ops cell and the reserve/DA050 staff that continue to support wing activities in both corporate governance and training activities. Your contribution to the Wing has been essential to our overall success this year.

I would like to thank those posting out for their commitment to Maritime Wing and the great working environment they all assist in providing to staff, students and trainees. Special recognition is required for the efforts of CAPT Scott Brown (2IC), CAPT Alex Schreiber (OPSO) and WO2 Andy Everett (STDWO) who have worked hard to support my efforts this year and assisting with the achievements of Maritime Wing. Good luck in your future postings.

The year draws to a close for Maritime Wing with support to the remaining courses, preparation for slipping, surveying, maintenance, lifting and preparing both our vessels and the island for the up and coming cyclone season before a well earned Christmas break with the intent of being refreshed and ready to kick things off in 2016.

Transport Squadrons

1st and 12th Transport Squadrons

MAJ Dean Clark, OC 12 TPT SQN

2015 has been a busy year for both the 1st Transport Squadron and 12th Transport Squadron. The Darwin based Squadron officially became 12th Transport Squadron on 12th June 15. The 12th Transport Squadron consists of two Protected Mobility Vehicle Troops, a Mack Troop and a semi-trailer Troop.

The 12th Company Australian Mounted Divisional Train was formed in 1915 and reformed 100 years later. The Company served in Egypt in World War I and the El Alamein defensive line in World War II. These two campaigns are represented in the Egyptian Chariot and archer that is 12th Transport Squadron's emblem.



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12th Transport Squadron Emblem.

The 1st Transport Squadron's Headquarters is now located in Adelaide within RAAF Base Edinburgh. The Squadron will continue to grow capability in the coming years as the outcomes of Plan BEERSHEBA and the Combat Service Support changes are fully realised. The 1st Transport Squadron will provide the majority of cargo lift to the 1st Brigade, while 12th Transport Squadron will provide the Protected Mobility Capability and some cargo lift.

In February 2015, the 1st Transport Squadron deployed to Cultana in South Australia to practice Foundation War Fighting skills while providing transport support to the 1st Brigade. The initial exercise for the year provided a unique opportunity for the Squadron to deploy as a single transport entity, rather than a component of a Combat Service Support Team. Highlights included the development of a Squadron defensive position, a MAG 58 course and multiple concurrent vehicle courses.



The OC prepares for a dust storm in Cultana Training Area.

After a well earned Easter break, the Squadron deployed to Mount Bundey Training Area for Exercise PREDATORS WALK 15. The Squadron completed several live fire activities including a combined arms team counter ambush lane where infantry and RACT soldiers worked together to respond to unforeseen enemy contact. The Protected Mobility Vehicle ancillary operators provided a large volume fire while infantry dismounted and manoeuvred against the enemy. The Squadron also provided cargo and semi-trailer support to the exercise.



*PMVs conducting live fire preparation
Ex PRED WALK 15.*

In June, two troops deployed to Exercise HAMEL 15 while the Protected Mobility Troop conducted two pilot PMV courses after a training hiatus. The semi-trailer troop got to utilise the new Mack Superliners to move equipment between Darwin and Shoalwater Bay. The Superliners coupled with the Kenworths provided a welcome boost to the Squadron's capability. The Operator Specialist Vehicle Drivers within the Squadron are very pleased with their new vehicles and take any opportunity to show them off. The vehicles have been constantly worked since their arrival.

In late September, the Squadron commenced deployment to Cultana for Exercise PREDATORS RUN 15. The Squadron deployed as part of a Brigade Maintenance Area in support of 1st Brigade manoeuvre, while the Protected Mobility Vehicles provided support to both the 1st Combat Engineer Regiment and the 5th Battalion, Royal Australian Regiment.

The tempo of the Squadron has been relentless throughout 2015 with multiple support tasks and courses being conducted between the major exercises. These included support to international engagements and multiple individual deployments for the soldiers of 12th Transport Squadron. The Squadron was fortunate enough to support both Ex KOWARI and Ex KOOLENDONG in 2015.



PMVs support Ex KOOLENDONG 15.

The Squadron has grown exponentially throughout 2015. The 12th Transport Squadron consists of 140 personnel and 250 vehicles and trailers. The Squadron is continuing to grow as it heads towards the READY Phase of the Force Generation Cycle. During the journey to READY the Squadron has developed new Standard Operating Procedures and focussed heavily on ensuring the soldiers are equipped and trained to cope with the rigours of operations.

The Squadron has seen the introduction of new equipment throughout 2015. The acquisition of 14 Mack Superliner Heavy Tank Transporters have provided an instant boost in capability. New pilot vehicles were also acquired to replace the aging D-Maxs. In September, the squadron received the soldier combat ensemble. The new load carrying equipment enables soldiers to wear their fighting order while mounted and debus ready to engage in close combat if required.

The Squadron is well postured to move into the READY Phase and is looking forward to demonstrating the culmination of two years training at Ex HAMEL 16. The Squadron is well prepared for future operational commitments with all soldiers being experts in communications, application of fire and navigation whilst mounted. The Officer Commanding and majority of the Squadron Headquarters will begrudgingly depart in 2015, knowing the Squadron is moving into its READY period without them.

Corporal Lee Steindl was honoured with a Bronze Commendation for his service as the Protected Mobility Servicing Corporal. Corporal Clint Tippet was also recognised with a Soldier's Medallion for his service as a Section Commander in Delta Troop. While these awards are individual in nature, the whole Squadron has consistently maintained a very high rate of effort throughout the year. It is not uncommon to have only a dozen people available for tasking during non exercise periods.



The Cargo Troop conducts Linear Distribution Point rehearsals at Cultana Training Area.



Mack Superliners.



12th Transport Squadron Establishment Parade

The 12th Transport Squadron is a complex and challenging RACT sub-unit made up of many differing types of vehicles. Each Troop has a very different role. The Kenworths, S-lines and Superliners are generally conducting tasks on the highways of Australia while the Macks are located at second line and the PMVs are moving with the Infantry. The Squadron provides varied work and plenty of challenges. However, 2015 has proven that the Squadron's soldiers are *equal to the task*.

3 Transport Squadron in 2015 - the year that was...

LT Jeremy Tucker

The Squadron has followed up its centenary with another exciting year, kicking off its second century in the Australian Army ORBAT with several important developments. It has been a year that saw 3 Tpt Sqn provide valuable assistance to significant exercises, continue to transition to Plan Beersheba, develop its members professionally and will sadly conclude with the Squadron wishing a fond farewell to its outgoing OC, MAJ Errol Christian.

In the first half of 2015, the Banksmeadow based elements of the Squadron were relocated to the new purpose-built facilities at Holsworthy as part of the 5 Brigade redeployment. Members of 3 Tpt Sqn have been settling into their new premises nicely. In the later half of 2015 a transport yard was being constructed on the adjacent block. Members of the Squadron are looking forward to using the extra space the transport yard will provide.

The Squadron has continued the transition to Plan Beersheba. In June 2015, 3 Tpt Sqn contributed members in support of major Plan Beersheba training exercises such as Diamond Strike in the Shoalwater Bay Training Area. Prior to this the Squadron was equal to the task in supporting Exercise Polygon Wood in the Singleton training area in early May.

Members of the Squadron have continued their professional development by attending courses to become qualified on new vehicles such as the G-Wagon. There has been particular enthusiasm within the Squadron around the transferral of the protected mobility capability to the corps. In particular, members of 3 Tpt Sqn are looking forward to learning new skills and broadening their horizons by becoming qualified in the operation of the Bushmaster PMV. Some members of the Squadron have begun attending these courses with more expected to become qualified in the future.

The Squadron's busy training schedule this year has included IMT training with an emphasis on ensuring all members were familiar with the Infantry 2012 structure as well as ongoing refresher courses on transportation of dangerous goods and being a driver instructor.

The Squadron's August training weekend saw 3 Tpt Sqn deploy as a CSST and collaborate with 1/15 RNSWL to establish a linear distribution point to practice this manoeuvre and build interoperability between the units. Squadron members agreed that this kind of cooperative training with other units was of value and could be pursued further in unit training in order to achieve greater cohesion and provide enhanced capability to the Australian Army.

Later in August, 3 Tpt Sqn attended the dining in night held by 5 CSSB. The night was enjoyed by all and some of the Squadron's members even received awards and a promotion.

In conclusion, it must be recognised that none of this could have been possible without the leadership and tireless efforts of the OC. MAJ Christian has made a valuable contribution to the

Squadron's successful operation and provided direction through recent times of transition and uncertainty. The Squadron thanks MAJ Christian for his leadership and wishes him the best of luck in his future endeavours and in his next posting.

It is highly likely that 3 Tpt Sqn will continue to be very busy in 2016 with the ongoing transition to Plan Beersheba, development of its members, move to provide the protected mobility capability, provide support to major exercises and prove that it is in every way equal to the task.

HQ 6 Transport Squadron

WO2 Peter Morritt, SSM 6 TPT SQN (3 CSSB)



The 6th Transport Squadron of the 3rd Combat Service Support Battalion commenced and maintained 2015 at a fast and dynamic pace. We raised the new squadron with a Parade 03 Feb 15, the principal guest being the Head-of-Corps Brigadier P Nothard, AM, CSC. The parade identified the Officer Commanding as Major L Tindale and the Squadron Sergeant Major as Warrant Officer Class Two P Morritt. The manning is five Officers and 103 Other Ranks. The role of the 6th Transport Squadron is to provide both protected and unprotected personnel lift to both the 3rd Combat Service Support Battalion and 3 Brigade.



6 Tpt Sqn Pde 03 Feb 15.

The history of the 6th Transport Squadron is that it was first formed as the Motorised Transport Company in 1914 as the 2nd Light Horse Brigade Train. During 1917 to 1918 they were under command of the Headquarters Australian Motor Transport Column. Each Division of the Army had motorised transport allocated to it, although not directly under its own command. The Divisional Supply Column Companies were responsible for the supply of goods, equipment and ammunition from the Divisional railhead to the Divisional Refilling Point and, if conditions allowed, to the dumps and stores of the forward units. A Company initially comprised 5 officers and 337 other ranks of the ASC, looking after 45 3-ton Lorries, 16 30-ton lorries, 7 motor cycles, 2 cars and 4 assorted trucks for the workshop and stores of the Supply Column itself.

During 1918 they were involved with the German Offensive Defence of Amiens, Hamel, and Mount St Quentin. At the completion of the war, the Coy returned to Sydney and was disbanded in 1920. The Company was re-raised and disbanded on two other occasions for both the Second World War and Vietnam. It was last disbanded in the late 60s in Bendigo Victoria.

The squadron's capability at the beginning of the year was Alpha Troop consisting of Protected Mobility Vehicles, Bravo Troop much was deployed to either Afghanistan or Iraq and Charlie Troop consisting of Unimogs. The first exercise to identify and enhance, at troop level our Standing Operating Procedures was 'First Bite'. We then got back to basics with Battalion Infantry Minor Tactics incorporating the protected lift capability. To confirm our procedures and link the squadrons together we deployed upon another squadron exercise. Between exercises we enhanced our deficiencies by conducting range qualifications on both the Mag 58 and 9mm Pistol.

Our first Brigade deployment was on Exercise CATA where Alpha Troop supported Bravo Company of the 3rd Royal Australian Regiment as a Combat Team, along with a section as a Combat Team supporting the Japanese. Charlie Troop bolstered the Brigade Maintenance Area and shined a light for 9 Transport Squadron. After a week rest the squadron then deployed on Exercise Talisman Sabre, again spread between the Battalion with Alpha Troop carrying the 102 Field Workshops into battle and Charlie Troop leading 9 Transport Squadron into a defensive position.



Ex First Bite

The completion of Exercise Talisman Sabre was a success and was followed by the welcome home of the majority of Bravo Troop from Afghanistan and Iraq. The squadron then provided support to Royal Military College (RMC) and conducted Protected Mobility Vehicle All Corps Drivers Courses (PMV ACDC) which led into the Brigade reduced tempo period. The end of year will see the squadron again provide support to the RMC and conduct more PMV ACDCs.

6 Transport Squadron - Alpha Troop

CPL L. Simpson

On the 03 February 2015 we heralded a new era for the 3rd Combat Service Support Battalion with the official raising of 6 Transport Squadron with a parade at Lavarack Barracks with the principle guest being the Head-of-Corps Brigadier P Nothard, AM, CSC. We also welcomed the new officer commanding Major L.Tindale and Squadron Sergeant Major WO2 P.Morrith. The new role for Alpha Troop is to provide protected lift with our PMV fleet to 3CSSB and the 3rd Brigade.

Alpha Troop took the lead with our fleet of PMV's with Bravo Troop deployed to both Afghanistan and Iraq. Alpha Troop moved quickly to create our SOP's which saw our first exercise of the year, 'EX First Bite'. It was on this exercise that we were able to enhance our skills and develop SOP's including Harbour Drills, Method of Movement and starting to develop our vehicle cam which would end up being the standard for the other Transport Troops in the Battalion. Weapons courses soon followed with the running of a MAG58 and 9mm pistol course to bridge a deficiency with in Alpha Troop.

To put all this into practice we then moved quickly into a reset period before the Battalion Infantry Minor Tactics EX. This was pivotal for Alpha Troop, in showing the rest of the Battalion how far we had come in such a short period of time, and exactly what we could provide to, not only the Battalion, but to the 3rd Brigade. Needless to say, this was a complete success.

EX CATA in June 2015, was our first Brigade deployment as a Troop, which saw 2 Sections of PMV's being attached to Bravo Company, 3rd Royal Australian Regiment as a Combat Team, and a section of PMV's attached to our Japanese counterparts. Alpha Troop took the lead, pushing out to the far extremities of the range and were at the fore front in our combat role with 3 RAR.

After the completion of EX CATA, and a short 10 day reset, Alpha Troop was deploying on Exercise again, this time heading down to Shoalwater Bay for EX Talisman Sabre. This saw the Troop split up over Shoalwater Bay with Alpha Troop carrying 102 Field Workshops as our 'infantry company'. Alpha Troop once again took the lead over this Exercise, being the eyes and ears for the Battalion as we were the most southern Troop on the eastern flank of the range and was ready to react to the enemy at short notice. Again, Alpha Troop set the standard with in Transport, as another Exercise was completed with great success.

August saw Alpha Troop deploying on another Exercise, this time with The Royal Military College (RMC) at High Range, Townsville. This was the first time Alpha Troop deployed on a support task outside 3rd Brigade and was the perfect opportunity to show future officers the capability not only the Bushmaster can provide but what Alpha Troop, 6 Transport Squadron and RACT can now provide to Unit and Defence.

6 Transport Squadron - Bravo Troop

LCPL Mathew Daly

LCPL Vivian Rosentreter

PTE Andrew Mann

In 2015 members of Bravo Troop, 6 Transport Squadron were deployed to four different locations across the Middle Eastern Area of Operations. The first of these deployments were to two different locations in Iraq from March until August, followed by three different locations within Afghanistan

from January to July. Each location had its own roles and responsibilities as well as a number of different vehicles.

Kabul, Camp Qargha:

In Kabul, Afghanistan, there were RACT members of Bravo Troop deployed to the Afghan National Army Officers Academy (ANAOA) at Camp Qargha which was run by the British Army. Two of the members of the Troop were also deployed to RS Headquarters located in the centre of Kabul. These two members were deployed earlier arriving in December 2014 then later returning in July 2015 with the rest of the FPE 3 call sign.

Some of the tasks that were carried out at ANAOA included the conduct of convoy escorting for the movement of personnel in order to provide support to both the Australian and British Army.



Bravo Troop RACT members located at ANAOA with the view of the Afgan National Army Officer Academy in the background.

These movements also provided operational support by transporting equipment and stores to and from KAIA North, the Kabul Training Area and Duralumin. Other tasks included Force Protection with ANAOA, manning of the Quick Reaction Force (QRF), weekly vehicle maintenance and guard rotation including manning the Main Entry Point (MEP) of Camp Qargha, were just a few of the wide variety of tasks carried out during the deployment. Some of the vehicles used for carrying out these tasks consisted of 11 PMV's including a command, ambulance and troop variants. Protected Weapon Stations (PWS) were fitted to most of the vehicles while the remainder of the fleet used were flat top troop variants. The rest of the fleet consisted of two up-armoured Unimogs and Up-Armoured SUV's (UASUV). The combination of these tasks therefore provided strong support in the form of Force protection to the mentoring effort at ANAOA.



The Kabul Force Protection Element and Australian mentors, taken alongside some of the PMVs at Camp Qargha.

Whilst deployed everyone gained experience and qualifications in a vast variety of equipment and weapons systems, which extended beyond the usual knowledge base of a member of RACT. These included Maximi, HK417, MAG58, pen flares and para flare experience. The RACT members at Camp Qargha were also familiarised with some of the British equipment including Bowman Radios, Grats GPS tracking devices and the Viper Night vision scope. Other mentionable activities that the members were involved in included the 100th ANZAC Day memorial. This included a game of AFL played by teams made up of deployed Australian and New Zealand soldiers and officers, Forces Entertainment which included a visit by comedians Mick Molloy and Lehmo and a performance by the band 28 Days.



The AFL game played by ANAOA troops to mark the 100th ANZAC Day memorial.

Headquarters Resolute Support:

The tasks on a day to day basis at Headquarters Resolute Support varied quite significantly. Amongst the drive team at RS Headquarters only two drivers from Bravo Troop were selected. The two members from Bravo Troop were the only two qualified UASUV drivers integrated into a 12 man infantry section, proving to be some of the busiest members of the section. The drivers were also a part of the designated four man Personal Security Detachment (PSD) assigned to Brigadier General Elwood. The PSD role took precedence in all aspects of day to day taskings. Most days were dedicated to protecting Brigadier Elwood in various missions to places like the Ministry of Defence, Ministry of Interior, Ministry of Finance and various other ANA logistics compounds. When the PSD wasn't out providing protection for Brigadier Elwood they were providing force protection

for all other embeds deployed to HQ RS. They were relied upon to conduct taskings from RS headquarters to KAIA north in order to support personnel conducting ROCL/ROCTFA movements, due to flight cancellations and delays. They were also the UASUV drive team within the Kabul area because of the fast and aggressive foot print that was provided on the road. During the eight month deployment not a single accident or incident was recorded by the Bravo Troop driver's. The 100th ANZAC Day memorial service at KAIA north was a memorable one with the attendance and readings from not only Australian forces but also Turkish, British, American and New Zealand members.

Kandahar:

On the 29th Sep 2014 the members of Force Protection Element 3 (FPE 3) started the forces preparation training with the first battalion bravo company. After two months of training and preparation, FPE 3 deployed on the 6 January to commence a hand over with FPE 2. The day to day tasking was to support, assist, train and advise the Afghan counter parts and provide protected mobility between bases and embassies in the Kandahar region.



The view of Camp Baker, the base of Bravo Troop RACT members located in Kandahar.

The mobility troop in Kandahar was broken into two sections of 4 vehicles, then broken into four teams of two vehicles which took up the rolls of primary, secondary, QRF element and maintenance. These teams were responsible for the safe movement of all Australian forces in the KAF area. FPE3 were also responsible for the movement of Afghan dignitaries and high ranking officers to and from the Afghan army base at Camp Hero. In Kandahar the members of Bravo Troop were also tasked to take personnel to the presidential palace in Kandahar. This consisted of a six vehicle road move of four PMVs and two ANA hummers. Once at the Provisional Governors Palace of Kandahar (PGOV), FPE3 provided security to the area during the council meetings and return the ANA hierarchy to the respected bases.



Drivers and crew commanders of Bravo Troop RACT providing Force Protection in place at PGOV, Kandahar.

The equipment they were provided with included four PWS bushmaster variants and four flat top troop variants. Of which were equipped with two mag 58's and one 66. Mid July FPE3 finished its tour and handed over with FPE4.



RACT members tasked in Kandahar.

Iraq:

There were 11 members selected from Bravo Troop that were deployed to Iraq as part of Operation OKRA in support of 2 Commando Regiment. Four of the members were primarily based at BDSC (Baghdad Diplomatic Support Centre) and the remainder at Al Asad Air Base. BDSC is a multi national base with personnel from 2 Commando Regiment and attached elements working closely with other forces in the main effort to train and assist the Iraq Special Forces. Each driver was allocated to a different Special Forces Advisory Team (SFAT), Special Operations Engineer Regiment (SOER) or HQ. Most days consisted of transporting section elements of Commando's to the range as specialist courses were being run. The members were also tasked with the construction of Camp Baird as well as conducting vehicle and weapon training with the remainder of the personnel based at Camp Baird.

Overall, the various deployments to all locations were conducted in a highly professional manner by all RACT members of Bravo Troop. The various experiences gained from all members have only strengthened the deployed capability of RACT for the better. There were many valuable lessons learned by all RACT members deployed over the last 12 months. The skill base of these members also had the opportunity to grow, in particular with the integration of the PMV asset into Transport. These skills and experiences are a positive and valuable aspect that can be brought back to the unit and in time RACT as a whole.

6 Transport Squadron – Charlie Troop

CPL Alex Landel, Acting TP SGT for C TP

At the start of the year, C Tp has hit the ground running, and from the get go we have been heavily tasked. We started the year under command of the Tp Comd LT K Lloyd and Tp SGT CPL A

Landel with a mere ten personnel and throughout the year groups of up to ten new march-ins straight out of IETs, conducting unprotected Pax movement and CSS support, including fuel and water both within the Brigade and to external units.

At the end of February, the Troop deployed on EX First Bite to conduct a shakeout for the Squadron. Due to the lack of personnel within the Troop, we deployed with only two vehicles and assisted in the development of the PMV Troop.



Chimera - "A creature fearful, great, swift-footed and strong"

From March, the Battalion adopted 'shaggy dog' for all vehicles. The Troop developed a prototype for the Unimog (Pax module variant). This led into EX-CATA in late May, with the Troop merging with 9 Transport Squadron to provide transport support for the entire exercise. In June and July, the Troop deployed on EX-HAMEL in a dismounted, role as the enemy, in Shoalwater Training Area.

Post the exercise period, the Troop has continued to provide support externally. Most recently, the Troop deployed with the Royal Military College supporting their Complex Operations package at High Range Training area. In November, the Troop will conduct further support for RMC for their Stability Operations package at Ingham.

In between field exercises and major support activities, the Troop conducts tasking within the Brigade in the Townsville area. The Troop also performs vehicle maintenance and constant development of the Unimog Pax module variant 'shaggy dog.'

There have been some minor periods of down time where the Troop conducts courses including P2, ADI and PAXMOD. There have also been periods of reduced tempo where the Troop is able to take leave.

As we look into the future we see some changes coming to C Tp. We will be handing more of the Troop lift tasks across to the PMVs as we start to support them more with fuel and water assets. While the Brigade moves into a reset year, we have no intention of slowing down. We plan to continuing working on hard and taking the bite to the fight.

9 Transport Squadron's Year in Review, 2015

LT Kathryn Smith, C TP COMD



For those newly posted to 9 TPT SQN, 2015 was an eye-opening experience. We ran no less than sixteen drivers courses, supported/participated in seven major exercises and a range of smaller exercises, and developed prototypes for a mobile camouflage system. Then there was the Cyclone

Marcia clean up and OP PACIFIC ASSIST, an array of representational activities and sporting and social activities. Much was sacrificed, but it's water off a mammoth's back at 9 TPT SQN, whose members have become known far and wide as the 'logistician magicians'.

Exercises:

In April and May the Squadron shook off the cobwebs on Ex Mammoth Walk Mk I and Mk II. Mk I was abridged due to competing live tasks and a shortage of personnel. But with some new arrivals, Mk II was able to fully refresh us on the all-important basics. Troops were tested in navigation, occupying troop positions, redeployment, distribution points (DP), RATEL procedures and daily/nightly routine. This was also the first opportunity to trial the new 'shaggy dog' prototype camouflage for the Mack TTW, which proved highly successful. All in all the exercise achieved its aims and prepared us well for Ex CATA 15.

In May the Squadron participated in the Battalion IMT training week, practicing the basics of offensive operations and obliterating a hapless enemy. Fresh Junior NCOs and those preparing for promotion courses also had opportunities to practice command in the field. A roaring Townsville summer proved a salient reminder about good individual preparation for pack marching and the assault.

Ex CATA 15 was where the Mammoth transitioned from 'walking' to a vigorous canter. Alpha Troop had their hands full providing the integral lift capability for the Battalion's Field Supply Company, which was no straightforward task. The relatively inexperienced troop got plenty of practice loading and unloading vehicles day and night. Charlie Troop was flat out too, keeping 3 BDE moving and hydrated, delivering thousands of litres of fuel and water across the training area. Both troops got plenty of practice at DPs and tactical driving in difficult terrain around the clock, making fatigue a major management issue for commanders and a challenge for all. However, the results and skills achieved made the effort worthwhile.

Just two weeks later, we were on Ex HAMEL/TALISMAN SABRE 15 at Shoalwater Bay. 9 TPT SQN played enemy for 7 BDE and, in an elaborate and effective deception plan, put aside the RACT badge to don an infantry one for the exercise. A few continued providing integral fuel, water, rations and equipment to the battalion night and day, but the rest teamed up with other 3 CSSB loggies to form an infantry Combat Team at 'Objective Vindaloo'. This time it was defensive operations skills being practiced and members were refreshed on the joys of digging. Lots of digging. The enemy was given plenty of curry when they finally arrived.

In addition to developing the position, conducting standing patrols, OPs and fighting patrols, Squadron members were tasked to ambush a US Army Battalion-level paratroop drop and did so with flavour.

Further to these exercises, a number of Squadron members have also supported a range of training activities conducted by 1 RAR, 2 RAR, 3 RAR, 2 CAV and 3 CER as well as major exercises including the Sea Series, Ex Puk Puk and Ex Olgeta Warrior in PNG.

Exercise PUK PUK

During 31 Jul - 09 Oct, LT Josh Payne joined 102 WKSP's CFN Alec Bulley on a 3 CER training exercise in Port Moresby, PNG. They



PTE Quinn refuelling at a DP.



EX HAMEL 15 – CP Bunker under fire.



EX HAMEL 15 – SGT P McAnelly & Gunner.

formed the pointy end of a CSS Troop whose main effort was procuring considerable construction stores in-country to support 3 CER's tasks. This proved to be much more difficult than anticipated due to availability, cost and turn-around times, but perseverance paid off.

In addition to the CSS role in the Exercise, LT Payne and his troop played a key role in mentoring and training 32 PNGDF logisticians in areas such as equipment maintenance and minor repairs. Some exposure to PNG cultures and WWII history was also gained through participation in a Kokoda trail walk and a traditional initiation ceremony. These opened many soldier's eyes to how differently some cultures live and work. In all, the Exercise was a valuable learning experience for Australian and PNGDF soldiers alike.

Emergency support

It was a significant year for cyclone activity and, as part of the Ready Brigade, 9 TPT SQN was called on to assist at short notice. In early March, a number of water and fuel operators deployed with 3 CER to Yepoon and Rockhampton, where they provided fuel and water support to keep the engineer's work tempo high, getting the damage cleared up in no time.

Shortly after, Cyclone Pam unleashed mayhem across Vanuatu's archipelago. 3 CER were again asked to support the Australian Government's response, with support from 9 TPT SQN. Within 48 hours of the request, fuel operators, fuel trucks and water pods were loaded on HMAS Tobruk, along with CPL David Coccetti, PTE Neil Stock, LT Kathryn Smith and some 3 CSSB RAAOC types to coordinate logistic support for the engineers. The deployment was a valuable learning experience, both professionally and culturally. Our Squadron members worked with RAAF and RAN as

part of a multi-national response, which included Vanuatu, French, British, New Zealand and USA forces. The main CSS tasks were moving stores to, from and around Tanna Island, purchasing stores in Port Vila and coordinating airlift for Engineers and their stores by C-130, C-17, Blackhawk and King Air. It was a rewarding experience for all involved and the resilience and graciousness of the Ni Vatu people was inspiring.



OP PACIFIC ASSIST – Coordinating aid & equipment from Port Vila APOD.

Training and development

Despite all this activity, we still found space for new ideas and creative solutions. A trial of mobile vehicle camouflage AKA 'shaggy dog cam' was initiated by LCPL Eric Watkeys. After sharing his shaggy ideas with the CO at a dining in night, LCPL Watkeys found himself tasked with making them a reality. The result was two prototypes for the G-Wagon 4x4 variant and the Mack TTW. These were tested in the field and proved to be easily deployable and effective.

Representational

It hasn't all been hard slog there have been brilliant opportunities to represent the unit and the Army. The Squadron engaged with the community through unit charity events and represented the unit on Anzac Day at both the Townsville city march and the Balgal Beach dawn service. There, a sharp catafalque party stood with a back drop of a Balgal Beach sunrise and LT Kathryn Smith had the privilege of guest speaking. There was also Vietnam Veterans Day where another well-polished catafalque party stood guard at the Balgal Beach cenotaph during a smaller, but nonetheless moving ceremony.

The annual North Queensland RACT Birthday celebration was hosted by the Squadron too, albeit a bit late due to field exercises. A number of units from the Townsville region attended and both fun and rivalry were on show during the Mack pull, camouflage challenge, hand bag toss and dodge ball knock out event. The trophy for the North Queensland RACT Birthday Sub-unit Champion went to 10 FSB.

There were also sporting and social events, recruiting videos, charity fundraisers, HUET training and adventure training, but lets not overdo it.

To summarise, 9 TPT Squadron has lived up to the 3 CSSB vision as warfighting logisticians who **will support the fight**. Flexibility has been the name of the game this year and we've taken each challenge by the proverbial appendages to provide support whenever it was needed. This Christmas break will be a welcome one, and we can enjoy it knowing we pulled together and achieved some pretty astonishing feats as individuals, Troops and as a Squadron in 2015.



Trialling the Mack TTW 'Shaggy Dog'.



ANZAC DAY Catafalque Party - Balgal Beach.



RACT Birthday Mack pull challenge.

10 Transport Squadron

MAJ Viv Law, OC 10 TPT SQN

It is with great pleasure that I am able to write an article for the RACT Journal, to update you on the life and times of 10 Transport Squadron over the past year. This opportunity means I have had the privilege of serving as the OC of 10 Transport Squadron and this article will provide a timely opportunity for me to reflect on the year to date.

Keeping with tradition, it has been another very busy year for members of 10 Transport Squadron. Competing priorities can at times test our ability to achieve good quality training. Effort is made to overcome this challenge by conscientiously drawing the training value out of live tasking situations. Thus, junior leaders highlight relevant lessons to individuals and enhance skills used whilst conducting these tasks.

In regard to achieving training outcomes, completing priorities are not the only challenges we face. We have been working very hard to build Transport capabilities that complement our counterparts in 3 Brigade. What does that really mean? Well, to me it means that 10 Transport Squadron should aim to provide “general purpose” assets which are not tailored to a specific role, but can operate within a Multi-Manoeuvre Combat Brigade environment, allowing our counterparts to perform more niche capabilities.



Equipment and vehicles being readied for an exercise.

Developing a “general purpose” capability, however, has been difficult given the lack of contemporary resources located within Western Australia, with which to train our soldiers. The Chief of Army, visited 13 Brigade earlier in the year and reinforced this limitation stating that as a Reserve Brigade, we are a part of “One Army”, however, Western Australian Reserves are not likely to receive additional resources in the near future and that we should “do the best with what we have”.

With no G Wagon fleet or access to PMV’s within Western Australia, 10 Transport Squadron are challenged in maintaining currency for in-service vehicles and equipment, let alone other systems and communication technologies. This is by far our greatest challenge – which we continue to work on to minimise shortfalls.

The positive from this, however, is the fact that I can always rely on one resource here in Western Australia and that is the people who continue to serve. It does not go unnoticed the dedication and commitment of individuals within Transport Squadron who are always eager to learn, participate and who are valuable enablers of the Brigade and other units external to the Brigade.

An example of this commitment and willingness to serve was evident at the start of the year when the Western Australian government sought approval to harness Defence support to assist bushfire fighting efforts in the southwest of WA. During OP Northcliffe Assist, approximately 40 soldiers from 13 Brigade, were deployed to Manjimup (approximately 300km South of Perth), to establish temporary accommodation for fire-fighters and possible evacuees from the surrounding area that were threatened by the fire danger.

Many members from 10 Transport Squadron volunteered to assist this effort and 10 were selected to provide the required transport support. All members involved found the opportunity very rewarding and reinforced a sense of purpose in regard to the training milestones achieved to date.

Another example of the strong RACT bond here in Western Australia was the huge success of the RACT Corps Birthday Dinner held at the Perth RSL on 6 June. For the first time in years, the attendance of this dinner was made up of more serving members than those retired. Many made new connections and I am hoping that next year will be bigger and better.

Looking forward, our goals are centred on developing an ability to provide a fully qualified and capable Troop (as part of a CSST), which will participate in HAMEL 2017. There is much left to address before we can provide this capability, however, the corner stone of our training will be the enhancement of our basic soldiering and development of junior leaders.

Our strength most certainly lies in the members of 10 Transport Squadron who are the backbone of the unit. The dedication displayed by our people is remarkable considering other commitments they all have in their lives (Reserve and Regular alike). I am pleased with their progression to date and whilst there are always opportunities to improve, stretch and change, so long as the backbone is present, we will rise to any challenge, "Par Oneri".



"I'm so proud that I've had the opportunity to support them as they assist the communities that have been affected by the fires in the south-west region."

Pte Emmalisa Lloyd,
10 Tpt Coy



"We've done the best that we can getting the 'tent city' organised, and if we are needed again to support the community during a situation like this, I'd really like to be involved."

Pte Lauren Berryman,
10 Tpt Coy



Current and Ex serving RACT members in Western Australia.

26 Transport Squadron

LT Sam Baker, 86 TPT TP COMD

2015 was another high tempo year for 26 Transport Squadron. Tasking, foundation warfighting training, governance and driver training courses were shoehorned into a busy training program. The Sqn asked a lot of its people in 2015 and the Sqn had some big successes throughout the year.

The Sqn's four key themes were driver skills, ethos, governance and new for this year, a specific focus on combat driving. The alignment of the Sqn's training program to the Force Generation Cycle allowed a renewed focus on basic skills for operating vehicles in a threat environment.

The Sqn's two-week Foundation Warfighting activity at Wide Bay Training Area focussed heavily on vehicle operations in a threat environment and also included some dismounted skills. New skills that were practiced during the exercise were the ability to control the road space and working with PMV escorts.

Whilst at Wide Bay the Sqn was able to combine with a 6 RAR exercise. Their heavy weapons platoon with a section of UK Ghurkhas attached participated in a simulated attack on an FOB and gave a firepower demonstration of five Javelin fire teams to the Sqn. The exercise allowed the Sqn to achieve Army Training Level 4B and prepared the Sqn well for Ex Hamel.

As we do every year, the Sqn deployed 6 ESR's equipment for the Army Aboriginal Community Assistance Program (AACAP). This year it was conducted in Tijikala in the Northern Territory. AACAP is always one of the bigger jobs for the Squadron; with as many drivers and vehicles in convoy we could put on the road. The task this year allowed many of the junior soldiers a chance to cement the driver skills taught throughout the year and to be on the road for an extended period.

Running back-to-back with AACAP the Sqn deployed on Ex Diamond Strike and Ex Hamel to a green field position on Shoalwater Bay. The Sqn was part of the Force Maintenance Area which was positioned unusually forward in the battle space. During the exercise the Sqn conducted tactical resupply tasks including class 1, 3 and 5 deliveries to the Combat Brigades. We learned the challenges of conducting tactical tasking combined with defending a green field site. The workload and manpower bill on everyone in the Sqn was huge and it was a challenge managing tasking, defence and fatigue.

Thanks to the Foundation Warfighting activity earlier in the year the Sqn was able to work on refining the defensive and combat driving skills rather than start from scratch. We also learned



PTE Stout, of 85 Tp, bounds during contact during Foundation Warfighting training.

that it is possible to put cam nets over both Fleetliner and S Line vehicles (although it is challenging). In fact, over 400 cam nets were used to cover the Sqn's 60+ vehicles deployed along 1.6km of ring-road.

The Sqn's message for the rest of the corps is that 26 Tpt Sqn is not here to move Army's stuff around Australia; instead, we're able to conduct vehicle operations in a threat environment in a 3rd line setting on operations. When the Land 121 vehicles arrive we'll be ready for them and there will be a major shift in where the Sqn focuses its training.

The back half of the year saw participation in the 9 FSB IMT exercise, the AACAP redeployment, individual training courses and governance activities. There were also a couple of opportunities to take some time off after what was a jam-packed first eight months to the year. Everyone in the Sqn can be very proud of what was achieved in 2015 as they were part of a year that was completely different for the Sqn. 2016 will see the handover of OC from MAJ Marcus Luciani to MAJ Michael Newsham.



Aerial photograph of a camouflaged Fleetliner and 8T trailer.



26 Tpt Sqn in convoy.



A montage of 26 Tpt's year.

30 Terminal Squadron

MAJ L. Condon, OC - 30 TML SQN



2015 saw 30 TML SQN provide a significant amount of support to numerous tasks, courses, exercises and operations, with little respite. The soldiers of 30 TML SQN rose to each challenge at all times ensuring the effective provision of terminal support was provided. Significant developments within the trade are continuing and work will begin in 2016 on amendments to the ECN171 MAE, which will hopefully see the introduction of the MC4 qualification in order to provide greater flexibility in the SQNs ability to self deploy. The expansion of the Cargo Specialist IET Cse at the start of 2015 to a DTR of 20 personnel assisted in filling personnel shortfalls within the trade as a result of the requirement for the SQN to provide Terminal Operators to the Amphibs SAE manning. The conduct of a UER, the CSS CONOPS specifically that of Terminal Operations and the continued implementation of HRWL and CVS capabilities in order to support domestic and international activities also continue to be refined.

Cargo Specialists

PTE C. Lowe

Being a Cargo Specialist, ECN171 – otherwise infamously known as a ‘Termite’ – in the Australian Army is a very unique and diverse role, providing a vital capability for ADF operations and exercises. Terminal Operators are trained on a wide range of equipment including computer based cargo tracking systems (CVS), medium and heavy transport, rough terrain forklifts and cranes. There is an extensive list of courses required for soldiers to maintain this capability. Termites are widely tasked, are involved with all modes of transport and vehicle types, as well as often being the interface between Army, Navy, Air Force and civilian transport at Ports, Air Heads and Rail Terminals.

30 TML SQN provides a unique capability to the ADF. The squadron can supply readily deployable elements into any theatre of operations to establish terminal support. The unit is constantly providing personnel to other units, in support of their exercises, tasks and operations overseas. Some exercises that the SQN was involved in were TALISMAN SABRE, HAMEL and ISOPTERA.

EX TALISMAN SABRE provides 30 TML SQN an invaluable training opportunity to



Cargo Specialists delivering supplies to locals during OP PACIFIC ASSIST.

put the SQNs trade skills and qualifications to good use and also provides an excellent opportunity to learn new skills and increase trade knowledge and increase experience base of Terminal Operators. For termite the exercise consists of developing transit areas at both DSG and out at the FMA within Shoalwater Bay. Receiving stock and pushing it out to all units throughout the field environment.

The main consistent exercise, conducted annually within 30 TML SQN is a trade based exercise called 'ISOPTERA' (sub-unit field exercise conducted twice a year), which is conducted at Macrossan training area located 100km south-west of Townsville. The MHE involved in this exercise are; various forklifts, cranes and Kalmar's, which we use in day-to-day operations. Apart from our trade skills, the exercise includes infantry minor tactics and force protection throughout the Transit Area.

This exercise is conducted over a week and focuses on trade skills within a simulated environment, whilst also allowing JNCO's to step into the field environment as section commanders and 2IC's, under close guidance of the senior staff within the trade. The day to day tasks involve setting up tents, managing transit areas, navigating through the different types of terrain. It is a very significant exercise for the terminal trade as this exposure to such a diverse area provides endless opportunities to improve the way that we operate and conduct ourselves within a field environment.

As a Cargo Specialist and part of a readily-deployable capability 30 TML SQN provide terminal support to many Operations including OP PACIFIC ASSIST, OP OKRA, OP ACCORDIAN, OP HIGHROAD and support to coalition in the unloading of Antarctica supply ships.

Operation OKRA has seen a few termite's deployed within IRAQ to provide terminal support for this operation as it is only a new operation in the Defence Force. The terminal asset has been building CVS and creating easy and productive procedures for the incoming and outgoing cargo.

Operation HIGHROAD within Afghanistan sees the opportunity for Terminal Operators to be deployed to Kabul and Kandahar (prior to its closure). These soldiers on a regular basis are required to move all types of equipment to and from Kabul and Kandahar, with the main focus being the computer based cargo tracking system



Cargo Specialists conduct their basic and intermediate riggers course.



8T Manitou at work on OP HIGHROAD.



C17 departing the Taji flight line after being loaded (OP OKRA).

CVS. Working closely with the movers and the RAAF ALTs, so the whole cargo processes work quickly, safely and efficiently.

A section strong team of Cargo Specialists get deployed each rotation, within the Force Support Element (FSE), as part of OP ACCORDIAN. Located at Al Minhad Air Base (AMAB) is the main Freight Distribution Centre (FDC) that the termites work out of, managing and distributing supplies and equipment necessary for the conduct of all overseas operations.

Support to the unloading of supply vessels in Antarctica is a month long annual coalition activity with a section of Cargo Specialists deployed to support the New Zealand Army and the US Navy, offloading and back loading supplies for the scientists who work in Antarctica, so they can last throughout the year until the next shipment arrives. The members on this deployment are incredibly lucky to have this in their list of experiences as it is something not many people ever get to do and something they will never forget.



Antarctica. Supply ship berthing in preparation for unloading.

Within the Cargo Specialist role, especially within 30 TML SQN, there are many other activities and tasks we are involved in, including helping out in disaster relief efforts, support to the Prime Minister task in Thursday Island and Bamaga, Battalion Sporting competitions, as well as charity events including 24 HR challenge and the Great Wheel Barrow Race; a four day charity event which involved pushing a wheel barrow 140 km over two and a half days.



30 Terminal Squadron completing the 140km wheelbarrow charity event.

In summary, Cargo Specialists provide a significant amount support to numerous tasks, courses, exercises and operations, with little respite. It is a very high tempo trade with little down time requiring a high degree of competency and proficiency of the operators. It is not always work and no play, as termites in general are very competitive and will participate in any competitions going. It is a very rewarding sub-unit to be posted to and to be a part of.

35 Water Transport Squadron

CAPT D. Hindmarsh, TP COMD 70/71 Water Transport Troop

35 WTS has embraced a new mission to provide tactical amphibious manoeuvre support within the littoral environment. The professional support given by the soldiers' and officers of the SQN has remained enduring, with the commencement of a new year. The SQN was provided new direction from a new OC; MAJ Brett Hartley and understanding the past tempo of the SQN in recent years, we all undoubtedly knew we had to prepare quickly for a big year of support to the ADF, Australian public and government and foreign nations.



LCM8 returning to HMAS Coonawarra after conducting community engagement with NORFORCE's Arnhem Sqn in North-western Arnhem Land.

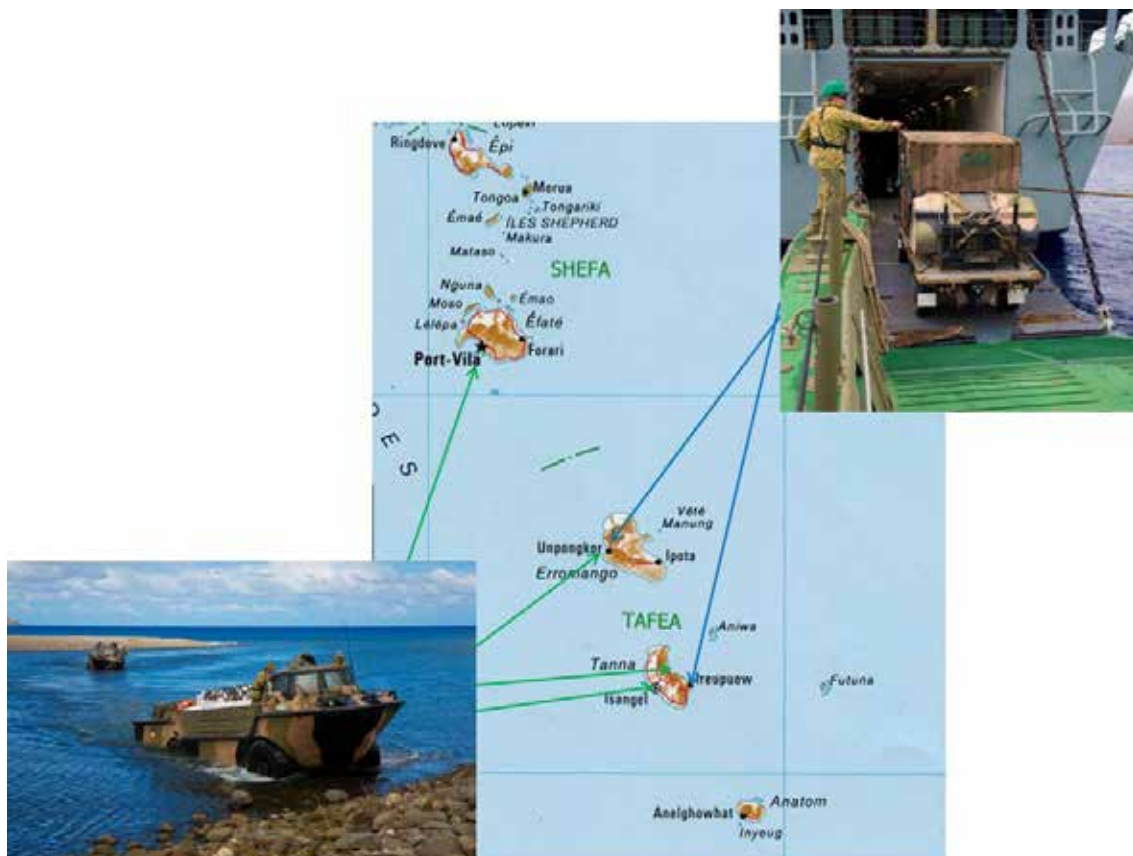
Exercise Busu Landing 15 – Shoalwater Bay Training Area

CPL C. Shugg, Vessel Master 70/71 Water Transport Troop

Two Landing Craft Mechanised – 8 (LCM8) and an Amphibious Beach Team (ABT) deployed to Townshend Island, off the coast of Shoalwater Bay on 05 March 15; to support 155 officers and soldiers from Support Company, 2RAR, to conduct an ARE Pre-Landing Force exercise known as Busu Landing. The overall aim of Busu Landing was to provide the opportunity to support the insertion of Zodiacs that were released from the LCM8s to conduct an explosive breach – tasks that the ARE rarely get the opportunity to combine and practice simultaneously.



LCM8's anchoring up after a day of training in Bynoe Harbour as part of EX RIVERINE PUSH.



Areas of operation

The landing area on Townshend Island was destroyed by Tropical Cyclone Marcia, thus requiring the ABT to conduct engineer works to repair the beachhead and clear routes on the island. The two LCM8s provided manoeuvre support, predominately to Small Boat Platoon (SBP), to rehearse parent craft drills along with familiarising the entire Support Company personnel in the use and tactical application of the LCM8. The LCM8s were utilised to conduct recons and support SBPs insertions with Support Coy assets; Mortar Platoon, Snipers and Direct Fire Support Weapon (DFSW) Platoon, onto unknown beaches within the complex Shoalwater Bay riverine system. All these scenarios were ultimately rehearsals for our marine specialists in preparation for a live-fire culminating activity that would see 35 WTS elements take the next step in providing tactical manoeuvre support.

The culminating live-fire activity tested the ability of Support Company to coordinate their capabilities within an unlikely scenario. This required them to fire and manoeuvre from the sea, to reduce a fortified objective in preparation for follow-on forces. Two LCM8s provided preparatory fire onto an objective whilst DFSW and Mortar Platoons simultaneously prepared the same objective. SBP with Assault Pioneers were released within a Small Craft Release Point (SCRP) to assault the beach in order



LCM8 conducting a stern door marriage with HMAS Tobruk.

to reduce and breach an obstacle on the back of beach. Once the breach was conducted, the Pioneers withdrew from the beach under covering fire from DFSW and Snipers to the safety of the SCRPs where the LCM8s re-engaged the target area, before marrying up with SBP. OC Support Company coordinated the live-fire activity as the Director of Practices and was pleased with the excellent support from two LCM8s and the ABT.



HMAS Tobruk, 2 x LCM8s loaded on the upperdeck.

Exercise Busu Landing was an excellent opportunity for members of 35WTS to rehearse with 2RAR before being recalled from the exercise to join HMAS Tobruk and deploy directly to Operation Pacific Assist in Vanuatu.

Operation Pacific Assist 15 – Vanuatu

LT F. Sykes, TPCOMD 42 Amphibious Troop

At the southern reaches of the Vanuatu archipelago lies a small island called Tanna, a Pacific paradise home to 35,000 people. A monumental event occurred when a Category Five tropical Cyclone Pam lashed the island on March 13 and 14. Pam was the worst cyclone in decades, devastating the archipelago, leaving the trees skeletal, the waters muddied and rough, village homes ripped to pieces and schools, churches and soccer fields unrecognisable. More than 100 troops from the 3rd Combat Engineer Regiment (3 CER), including 31 personnel from the 10th Force Support Battalion (10 FSB). This element of 10 FSB comprised of 2 x LCM8s, 2 x LARC Vs, the ABT and a Cargo Specialist Section and were tasked to provide Humanitarian Aid Disaster Relief (HADR) support to Vanuatu over the period 18 Mar – 17 Apr 15. This quick reaction force that assembled in 4 days achieved significant and enduring effects on Tanna and Erremango.

10 FSB's elements aboard HMAS Tobruk were utilised mainly in the Southern Provinces of Vanuatu, on and around the islands of Tanna. The ABT and LARC Vs conducted beach recons at two beaches on the Western side of Tanna Island, assessing them as suitable for beach operations, unfortunately due to poor weather conditions around Tanna Island, and a lack of suitable anchorages for HMAS Tobruk, the LCM8s were unable to be utilised for the offload of 3 CER.

The LARC Vs were fully utilised for passenger and cargo transfer from HMAS Tobruk to the shore in locations that could not be accessed by other means. 35 WTS elements assisted the movement of personnel, vehicles and more than 100 tonnes humanitarian assistance and disaster relief stores ashore from HMAS Tobruk to repair water pumps crucial for life support, fixed the local church in time



LARC V conducting operations in Dillon Bay, Erremango.

for an Easter service, and repaired several schools. The locals were all around Vanuatu and were in awe of our “water cars”.

The LCM8s completed an independent passage from Dillon Bay, Erremango, to Port Resolution, Tanna Island, to conduct a beach reconnaissance. What should have taken approximately 8 hours in calm seas turned into a 12 hour cog in sea state 4, and with the LCM8s loaded up with ABT equipment, it turned into quite a rough trip.

Work that was conducted by 3 CER and supported by our elements included removing debris, and rebuilding community infrastructure. A highlight of the deployment was attending the opening of the primary school at Dillon Bay, Erremango. The Engineers, with assistance from the Ships Company, had been working in Dillon Bay for five days, clearing roads and fixing the village church and schools. The LARC Vs were pivotal in providing the link between HMAS Tobruk and Dillon Bay Village, delivering stores, personnel and resupply runs throughout their operations.

For members of 35 WTS this was their last opportunity to work with HMAS Tobruk prior to her decommissioning in July 2015, a valuable experience for junior and senior soldiers.

All members from 10 FSB should be proud of their efforts during the deployment, acting with professionalism at all times in their dealings with Vanuatu locals, and other elements of the Army, Navy and Air Force.

Exercise Talisman Sabre 2015 – Fog Bay, NT

CPL D. Radunz, Vessel Master 70/71 Water Transport Troop

35 Water Transport Squadron was tasked with the role of conducting tactical manoeuvre support within the littoral environment for the duration of Exercise Talisman Sabre 2015. Two LCM8s, two LARC Vs and the ABT were allocated to support this major combined exercise on board HMAS Choules. The ARE were about to conduct one of the most ambitious complex amphibious landings ever attempted on home soil. On board HMAS Choules they formed the group of ships making up the Expeditionary Strike Force (ESF) – USS Green Bay, HMAS Choules, USS Ashland and the USS Bonhomme Richard.



Dillon Bay Primary School Opening.

Once HMAS Choules arrived in Fog Bay, nearly 70km south-west of Darwin, NT and married up with the LCM8s after a reconnaissance of Beach landing Site (BLS) GOLD, we began conducting the tactical rehearsals of moving vehicles and personnel between HMAS Choules and BLS GOLD. This was to ensure that the Surface Assault Schedule ran smoothly before the 'D-day' beach assault. Prior to 'D-day', both LCM8s supported the cross-loading of the AREs Small Boat Platoon onto USS Green Bay, the last time this was conducted was with USS Juno on the Talisman Sabre equivalent exercise in 2002. This was an eye-opening experience to see how the US Navy and Marines operated with dry-docking procedures.

The large-scale landing at Fog Bay, included troops from 2RAR and marines from 31 Marine Expeditionary Unit (31MEU), and a platoon of Japan Ground Self-Defense soldiers. At sunrise on July 11, the first insertion of US Marines began at 0330 with US Amphibious Assault Vehicles and Landing Craft Inflatable Air Cushion assaulting BLS GOLDs southern approaches. Both LCM8s and Navy's Mexeflote and Landing Craft Vehicle Platform assaulted a secured BLS on GOLDs northern approach at 0830, then raced against the tide and time IOT complete the insertion of 2 RAR within the first tidal window. Air support for the amphibious assault included AV-8B Harriers from USS Bonhomme Richard, while V-22 Ospreys from USS Green Bay provided extra uplift for the tactical insertion.

The second wave of soldiers from 2RAR and their equipment came ashore and were met on the secured beach by 35 WTS elements and their red and green flags. Troops travelled from the ships to the beach-head in LARCs and LCM8s, while Bushmasters and G-Wagons were driven ashore via the Mexefloats. LT Fiona Sykes, TPCOMD 42 Amphibious Troop, was the beach master for the landing site and controlled the movement of vehicles and personnel off the beach as they continued inland to complete their mission objectives within live-fire scenarios.

On the successful completion of the amphibious assault the ABT and all vessels were recovered to HMAS Choules to join the rest of the ESFs Navy components to conduct naval warfare exercises offshore. Almost 5000 marines from the 31 Marine Expeditionary Unit participated in the exercise as the amphibious landing moved inland and the ARE combined with 31 Marine Expeditionary Brigade for training in the Bradshaw Field Training Area.

Exercise Talisman Sabre 15 was again another eye opening experience for all 35 WTS elements involved. This exercise has nearly cemented the Squadrons involvement in supporting ARE activities and providing tactical manoeuvre warfare and independent watercraft operations.

36 Water Transport Troop

LT H. Johnston, TPCOMD 36 Water Transport Troop

2015 has been an exciting year for 36 WTT. From what was initially predicted to be a very quiet year with little work required by our main supported unit NORFORCE, work has steadily increased throughout the year.

Our first support task began in March, with Army School of Transport (AST) requiring some specialist support for a very new customer. His Majesty's Armed Forces (HMAF) Tongan Navy has recently acquired some of the RAN's reliable old workhorse, the Balikpapan Class, also known as the Landing Craft Heavy (LCH). The group of around 15 Tongan Navy personnel together with an ex-36 WTT member, AST's WO1 Peter Caputo, enjoyed two weeks training with the LCM8s to familiarise personnel with flat hulled vessels. All of the Tongan Navy personnel came from very

experienced backgrounds; however, most had only worked with larger patrol boats, not used to the 'relaxed' stability of landing craft. Initially there were some minor scrapes with the Mandorah wharf while the crews became used to the art of coming alongside in the unforgiving current. However by the end of their time here they were confidently able to get themselves both alongside the wharf and onto the ramp.

OP RESOLUTE is always a main effort for the troop, despite this year having less operations being conducted. Our first task was supporting 51 FNQR at Thursday Island around the Torres Strait archipelago in April providing an independent watercraft capability. Inserting their surveillance teams across the area, our landing craft acted as a mobile headquarters and support vessel. When not participating in insertion and extraction, our members were training with 51 FNQR personnel in their small boat handling techniques and getting them acquainted with watercraft operations.

36 WTT also provided NORFORCE support throughout the year. In May around Nhulunbuy on the Gove Peninsula, the troop provided some much needed transport support. NORFORCE's Arnhem SQN was liaising with some very remote communities in Arnhem Land. The purpose of those visits was to foster relationships with the communities that support NORFORCE and get their input on current and future operations in the area. Being able to move into the rivers and put their vehicles ashore, Arnhem SQN operated right off the boat with roll-on/roll-off capability.

Overall it has been an interesting year for 36 WTT, with support provided covering the full range of capability that Army watercraft can provide, from simple transport support, through to riverine operations and later conducting ship to shore operations within a large amphibious taskforce. The training and operational work conducted by the troop this year has been outstanding, and with the arrival of new capability to the squadron in the form of fuel pods, expect 36 WTT to be reaching wider and further afield in its already considerable area of operations in the future.



Loading LCM8s at EX BUSU Landing.



Talisman Sabre 2015 LCM8 departing from HMAS Choules.



Talisman Sabre 2015 Amphibious Beach Team Fog Bay.

44 TPT SQN

The Driving Force of Tasmania

CAPT Mark Williamson, OPSO 44 TPT SQN, 2 FSB

44 Transport Squadron RACT, "The Driving Force" of Tasmania has once again had an extremely busy year during 2015. The Squadron has been involved in driver training on the island and also on the mainland prior to participation in Exercise Talisman Sabre15.



8 Tonne Trailer Course Staff & Trainees - Derwent Valley Tasmania.

The Squadron was heavily involved in the ADF multi-national Exercise Talisman Sabre15 with personnel deployed during the period of 09 June through to 04 August 2015, with approximately 76 members of the Squadron participating in the exercise during those dates. Tasks, roles and duties for Squadron personnel ranged from Officer Commanding – Theatre Gateway Squadron, OIC Environmental Section through to the Supervisor Transport – Theatre Gateway Squadron. Sqn members also provided driver, administration and general duties support to the exercise.



Support to HR1 Fleet liner Course Bendigo Victoria.

Personnel were involved in the road move from Bendigo Victoria to Rockhampton Queensland for pre-positioning of stores and equipment for Exercise Talisman Sabre15, and were also involved in the road move 'home' for the return of that equipment.

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



Members of the environmental section – “between customers”. Camp ‘Rocky’ – Rockhampton Queensland.

Throughout 2015, the Squadron has been involved in their own training activities which have varied from IMT type activities, various live fire range practices to activities involving interaction with the 10 PI 3 MP Coy personnel on the island. All of which provide valuable training towards foundation war fighting skills. We have also conducted a wide range of training courses from Assistant Driving Instructor, 8 Tonne and 20 Tonne Trailer through to C20 Merlo Rough Terrain courses.

Even as a sub-unit of the 2nd Force Support Battalion, the workload and tempo the Squadron works under has shown that once again, the Squadron is truly *‘Par Oneri’* Equal to the Task.

176 Air Dispatch Squadron

MAJ Bronwyn Thomas

2015 has continued to see an increase in the employment of 176 Air Dispatch Squadron across the ADF. The current operating environment is complex, challenging and highlights the varied insertion and resupply methods across Special Forces, FORCOMD and within the HADR spectrum. With exercises and operational commitments over the Christmas period, the SQN commenced the year as we have finished it – working at a high rate of effort.

Over the course of the year, the SQN has proven its relevance and the capabilities diversity time after time. The soldiers conducted skills currency within their specific ECNs and then proceeded onto broader Foundation War Fighting activities to put their All Corps Skills to the test. While keeping up with the fast pace of SOCOMD and RAAF RTS activities, the SQN still managed to perform its primary role in support of Ready Combat BDE (7 BDE) within EX TS(H) 15.

LT Sarah Adamson led a composite ARA and ARes element who performed various roles supporting multiple organisations in Amberley, Rockhampton, Shoalwater Bay and Townsville. The team successfully established and controlled various Drop Zones (DZ) for Australian C17, and New Zealand C130 Aircraft conducting cargo airdrop. The airdrop loads were rigged at RAAF Base Amberley and RAAF Base Townsville, prior to the successful resupply of Australian and US forces on the ground in Shoalwater Bay. The loads used for airdrop were Low-Velocity A22 container

loads consisting of stores such as, tyres, vehicles parts, water and rations. However, platforms were used for larger principal items in order to supplement capability for the supported forces.

176 AD SQN elements were also fortunate to work alongside Air Dispatch soldiers from the New Zealand Army during the exercise period. This gave the opportunity to test the interoperability between the two nations through utilising New Zealand NH-90 Aircraft for underslung loads, providing an external lift capability.

WO2 Joseph Campbell commanded the element which supported SOCOMDs operational validation in the wider Darwin region. This SQN element supported the mass airborne insertion from a geographically dislocated embarkation point and proved the



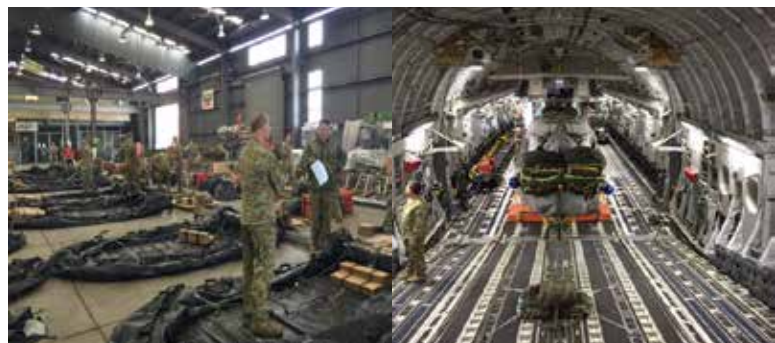
Special Operations Engineer Regiment's insertion of heavy airfield repair equipment, specifically the JD-450 Bulldozer and individual operational equipment.

176 AD SQN was a key enabler for the ADF demonstration of air projection and then airborne insertion of elements from 2 Commando Regiment within EX Northern Shield 15. The SQN proved its short notice readiness capability through the successful deployment of a Commando Company Group into a marine environment through the provisions of both personnel parachutes and aerial delivery loads.

176 AD SQN also has maintained a continuous commitment to overseas operations filling several of the key positions on FSE rotations, as well as other international engagement activities. CAPT Justin Pacione, deployed on ANZAC EXCHANGE where he will be taking part in NZ ADF major exercise Southern Katipo, continuing to build the strong relationship with NZ ADF.

Projecting into 2016, aerial delivery will see the introduction of the C-27 and a further increase in C17 platforms. The finalisation of the introduction into service of the ATPs fleet, will see the phase out of T10 parachutes and sole use of the T11. The employment and requirement of Joint Precision Aerial Delivery

Systems (JPADS) will continue and one of the first tasks for the new year will be proving the air bridge and basic aerial resupply to the Antarctic Division. 176 AD SQN continues to provide contemporary force projection and resupply options within the ADF.



HQ JMOV Group

JMCC – Exercise TALISMAN SABRE 2015

LT Alistair Thielmann and LT Stuart Chilver (TP COMD JMCC / OPS LT JMCC TS15)

The Joint Movement Coordination Centre (JMCC) once again played a vital role in the ADF's foundation biennial multinational training exercise this year. Exercise TALISMAN SABRE 15 (TS15) was conducted in June and July with the ADF's primary involvement in the Eastern Australia Exercise Area (EAXA) at Shoalwater Bay Training Area (SWBTA).

The JMCC advance party hit the ground running, arriving at the Defence Support Central Queensland (DS-CQ) in early June with the first un-programmed reception task being conducted within hours of arrival. The remainder of the JMCC personnel, including augmentees from various JMCOs and HQ 1JMOVGP, arrived one week later and enabled the establishment of the full movement control capability.

This year saw the 7 BDE as BLUEFOR and 3 BDE as REDFOR, additional support was also provided by various Army, RAAF, New Zealand Defence Force and United States forces. The JMCC worked closely with our US and NZ movements counterparts to assist where possible in navigating some of the intricate customs and quarantine requirements for entry into Australia and general local liaison and contract establishment.

The main deployment phase commenced with the delivery of significant road freight directly into SWBTA. This (at its peak) saw 30 B-Double deliveries into SWBTA over a five day period. Movement control detachments positioned at DS-CQ and at Camp Growl in SWBTA provided vital coordination of land and air arrivals across various locations. The two QLD brigades deployed primarily via road self deploy, with the 3 BDE deploying directly into the training area and 7 BDE staging a force of 450 vehicles and 1500 personnel through DS-CQ.

Soldiers working within the SWBTA and Rockhampton detachments were afforded some respite as the tempo dropped during the sustainment phase. Members of HQ, Operations and Plans Cells were not so fortunate and worked long hours liaising, coordinating and deconflicting movements to produce the complex and ever changing redeployment movement plan. The plan was designed to allow for the inevitable early defeat of enemy forces, resulting in most units joining the traditional scramble for earlier departure timings.

Once the plan was finalised it was handed over to the Operations Cell and Movement Detachments for execution. The work undertaken by the soldiers, especially at junior level was

impressive, making excellent decisions in what was at times a stressful environment as everyone was eager to return home.

The redeployment phase saw the JMCC plan, coordinate and successfully move the following:

- 341 pax and 73 tonnes of cargo by Service Air
- 861 pax via Regular Public Transport
- 1482 pax via Road Coach
- 5,146 tonnes of Road Freight
- Positioned and released 57 separate vehicle convoys made up of 1312 vehicles towing 542 trailers with 3435 passengers. The vehicle convoys moved through 20 different staging areas where 7167 meals were prepared and served to the redeploying troops.

TS15 provided an excellent opportunity for JMCC to test the collective ability to plan and execute movement on a large scale, and also provided an environment for young soldiers to grow and develop their skills. Now redeployed the JMCC is prepared and positioned for the next deployment and as always will be “Equal to the task” PAR Oneri.



Some of the members of JMCC EAXA.

No such thing as quiet days for the Movers in the MER!

CAPT Alex Maddison – JMCC MER

Joint Movement Coordination Centre Middle East Region (JMCC MER) has been deployed to the Middle East in one form or another for over 14 years; this year this contribution to operations was recognised with the award of the Meritorious Unit Citation to 1st Joint Movement Group (1 JMOVGP). This award is a great honour for the Group and made the Rotation 27 deployment even more memorable with this award being announced whilst deployed. The current JMCC MER consists of 17 movers providing support to all deployed locations within the MER.

Over the past 14 years, the number of supported Force Elements (FE) within the MER has ebbed and flowed. When the Multi-Nation Base Tarin Kowt closed at the end of 2013, it appeared as though the Australian footprint in the MER was on the decline. By August 2014, there were less than half of the total number of personnel in the MER than there was at the peak of operations in 2011. September 2014 saw the tide turn and the operational



Members of JMCC MER Rtn 27A

tempo in the MER increase once again. Just when many believed the Aussie draw down in the MER to be complete, two new Task Groups (TG) deployed as part of Operation OKRA. The first of which was the Air Task Group (ATG) 630 which consisted of six F/A 18 Super Hornets, one E-7 Wedgetail and one KC-30 Air-to-Air Refueller. The second was TG632 with an array of Special Operations (SO) personnel drawn together to deploy into Iraq to assist in the rebuild and training of local Iraqi Security Forces.

The launch of Operation OKRA has significantly increased the work tempo for all deployed personnel. To insert and redeploy both Task Groups has required extensive planning and coordination by HQ JTF633 and JMCC MER followed by further tasking and air missions in order to keep both TGs resupplied. Providing support to these two TGs has required a significant amount of hard work, reworking of service air schedules and cooperation between all involved to keep sustainment operations running smoothly. As Operation OKRA expands, the movers will continue to work to ensure that personnel and supplies are moved by whatever mode required to deploy, redeploy and sustain FE wherever they are in the MER.

To keep up with the other growing TGs within the MER, JMCC MER has increased its manning once again to near pre Operation ACCORDION days. These additional members have been split between locations within the JMCC MER Area of Responsibility, in order to provide specialist movement support to their local dependencies. The hours worked have been long but all the movements personnel have commented on how much they have enjoyed the increased tempo, overcoming the challenges of new locations to support and the variations in bookings and tasks.

JMCC MER is set to continue to maintain this high quality service whilst consolidating and passing on key lessons learnt to the new rotation of Movers. It is anticipated that JMCC MER will continue to provide support to deployed FE in the Middle East well into the future and while ever this is the case the dedicated and hardworking team will remain 'Equal to the Task.'



Another challenge for Movers in the MER!

MAJ Timothy Thompson – Officer Commanding JMCC MER (Rtn 28)

The Joint Movement Coordination Centre Middle East Region (JMCC MER) Rotation 28 deployed to the MER from February to August 2015. When this rotation was selected in August 2014, Operation OKRA had just commenced with the deployment of the Air Task Group, and was closely followed by the Special Operations Task Group 632 (TG632) who operated within Iraq, adding another layer of complexity to the movement responsibilities within the MER.

The first major task conducted by Rotation 28 was the relief in place of the Special Operations Task Group and the rotation of TG630 Super Hornets to Classic Hornets. Only 25% of spare parts and tooling are compatible between these two platforms resulting in an almost complete draw down of the Super Hornets strike assets and deployment of the Classic Hornets strike assets and associated equipment as replacement platforms.

The operational tempo again increased in April 2015 with the announcement (and subsequent deployment) of the Build Partner Capacity (BPC), later to become known as Task Group Taji. This Task Group has been up to 400 personnel strong and is a joint Australian and New Zealand force tasked with the training of Iraq soldiers prior to being sent to the front line in the offensive on Daesh.

The BPC deployment brought several challenges for the JMCC, not the least of which was the Taji Military Complex (TMC) airstrip being degraded to a level where it was not C-17 capable. This restriction meant finding another way of inserting the PMVs and Up-Armoured Unimogs that the force required to conduct their mission. Through consultation and experimentation with the Air Load Team and the C130 detachment, a request was sent through to approve C-130s to carry the Up-Armoured Unimogs, this left only the PMVs. The Strategic Lift Coord Cell, in HQ 1st Joint Movement Group (1JMOVGP), established a contract for an MI26 to lift the PMVs from Baghdad to TMC. This was then coordinated on the ground by JMCC, and by the middle of May 2015, the BPC was inserted and a sustainment program commenced once again showing that movers are “Equal to the Task”.



MI26 contracted to lift the PMVs from Baghdad to Taji Military Complex.

Coinciding with this build up, the JMCC also increased its manning by a further five positions. This sees their deployed capability become larger in personnel strength than all Joint Movement Control Offices back in Australia and at a level that requires a significant proportion of 1JMOVGP manning to support. The draw down of Kandahar Air Field in late 2015 should provide some relief to 1JMOVGP going forward; however, with the inherent nature of the Middle East Region, the future appears far from certain.



Members of JMCC MER Rtn 28.

JMCO Townsville

LT Amy Duncan – TP COMD JMCO TSV

Joint Movement Control Office Townsville (JMCO TSV) commenced 2015 with the deployment of FPE-1 on 06 Jan 15, followed by FCE-2 on 20 Jan 15 and FSE-3 on 03 Feb 15. The deployment of FSE-3 also included the departure of LT Monaghan, CPL Robinson and PTE Abra to the Joint Movement Coordination Centre Middle East Region (JMCC MER) for a 6 month rotation. On 19 Feb 15 the Unit welcomed home SGT Strutynski and PTE Hill from their deployment to the MER.

On 25 Feb 15, the Unit was introduced to the new Commander of 1st Joint Movement Group, Group Captain Grant Pinder with a BBQ lunch. All personnel were excited to meet the new commander and hear his vision for the Group.

Cyclone Pam, a category 5 cyclone hit Vanuatu on 12 Mar 15 which resulted in crisis planning with 3 BDE to provide movement support to units deploying to Vanuatu on Operation PACIFIC ASSIST 15 for humanitarian aid and disaster relief. Members from JMCO TSV spent many hours at Air Movements Section (AMS) Townsville helping units prepare dangerous goods (DG) and equipment to move via service air to Vanuatu. The load of HMAS Tobruk at Berth 10 was conducted over a 24 hour period with many members watching the sun rise and set over Berth 10. The load included a large quantity of AUSAID stores and predominantly 3 Combat Engineer Regiment (3 CER) vehicles and equipment needed to provide vital support to the cyclone ravaged nation.

Over the period 23 – 26 Mar 15, ten members in the unit travelled to Cairns to conduct adventure training. Those involved participated in white water rafting on the Tully River and “jungle surfing”

which involved zip lining through the canopy in the Daintree Rainforest. The trip away allowed the group to get out of their comfort zones and build team cohesion. In the spirit of being adventurous whilst at dinner at the Green Ant Cantina in Cairns, PTE Hill tried the “Wings of Death” challenge, sadly he did not come out on top. The rest of the gang seeing PTE Hill’s struggle decided that one in all in applied and had a nibble of the wings to see what all the fuss was about. Needless to say there were plenty of chilli tears that night.

On 31 Mar 15, the Unit bid farewell to SGT Shana Beggs who deployed to the MER for 6 months as the Air Load Planner. On 16 Apr 15, we welcomed home SGT Zanco and LCPL McMillan from their deployment to the MER. The Unit provided support to Exercise BALIKATAN and over the period 02 Apr – 01 May 15 CAPT Lee deployed as the MC DET for Exercise BALIKATAN in the Philippines. Over the period 26 Apr – 03 May 15, CPL Warren deployed to Butterworth to form part of the MC DET for the deployment of Rifle Company Butterworth (RCB) 110 and the redeployment of RCB 109.



Members of JMCO TSV conducting a range shoot.

On 03 Jun 15, the Unit farewelled PTE Williams, who has separated from the ADF to pursue a career in teaching with her partner in Brisbane. On 29 Jun 15, the Unit farewelled CPL Ashton Brooks who has transferred to ARes to pursue a career in physical training and running a gym with her partner in Melbourne.

HMAS *Canberra* arrived in Townsville for the first time in early June and JMCO TSV members were lucky enough to be given a tour of the fancy new ship. JMCO TSV provided support to the Amphibious Task Group (ATG) for the *Canberra* Work Up exercise. This proved to be a fantastic training exercise to ready the sub-unit for the SEA SERIES of exercises later in the year.

Exercise TALISMAN SABRE 15 was a busy time for JMCO TSV with members providing support to staging areas in Sarina, Longreach, Mt Isa, and Hughenden. HMAS *Choules* was loaded on 26 Jun 15 with the ARE bound for Fog Bay to conduct amphibious activities for the duration of the exercise. The Unit was also busy releasing convoys to various staging areas from Lavarack Barracks and sending road freight north to Darwin and south to Shoalwater Bay Training Area (SWBTA). LT Duncan, SGT Zanco and PTE Lenzo-Milligan deployed to Darwin to provide support to the Joint Movement Coordination Centre North Australia Exercise Area (JMCC NAXA) and PTE Brennan deployed to SWBTA to provide support to the Joint Movement Coordination Centre Eastern Australia Exercise Area (JMCC EAXA). Everything was conducted in reverse at the end of the exercise with JMCO TSV members spread across Queensland conducting redeployment staging areas, receiving road freight and unloading *Choules*.

On 20 Aug 15, the Unit welcomed home LT Monaghan, CPL Robinson and PTE Abra from their deployment to the MER.

JMCO TSV has been providing support to 3 BDE for Exercise OLGETTA WARRIOR 15. The Unit has provided support through regular public transport (RPT) bookings, service air support and civil sea movement. JMCO TSV has supported sub-exercises such as Exercise PUK PUK, Exercise WANTOK WARRIOR, Exercise GUDPELA PLAN, Exercise LOGI TURA, Exercise KUMAL EXCHANGE, and various Mentor Training Teams (MTT) including 1 RAR MTT, CSS MTT and 4 REGT MTT. Over the period 29 Aug – 02 Sep 15 CPL Mowen deployed to Port Moresby to form the MC DET for the deployment of 3 CER for Exercise PUK PUK as a part of Exercise OLGETTA WARRIOR 15.

Over the period 31 Aug – 07 Oct 15, JMCO TSV provided support to the SEA SERIES of exercises. These exercises involved long days out in the sun conducting vehicle checks on the 2 RAR parade ground and controlling and coordinating the load of equipment and personnel onto *Canberra* at Berth 10. *Canberra* unloaded approximately 68 vehicles in 42 minutes at the end of Exercise SEA EXPLORER, the time it would have taken HMAS *Tobruk* to crane off approximately 2 vehicles. The SEA SERIES of exercises have provided JMCO TSV with valuable lessons in sea movement and provided a wealth of knowledge and experience for junior soldiers within the Unit. On 29 Sep 15, CAPT Lee, PTE Evans and PTE Wise were farewelled for their deployment to the MER.

Throughout the year JMCO TSV has provided ongoing support to individuals deploying to the MER on Operation ACCORDION, Operation HIGHROAD, Operation OKRA and Operation MANITOU. JMCO TSV has once again had an extremely busy year providing support to numerous exercises and operations whilst having multiple personnel deployed. The motivated and enthusiastic members of the unit have ensured that everything runs smoothly despite the high tempo.

Exercise Talisman Sabre 2015 Hits The Top End

PTE Michael Kayongo, JMCO Darwin

The 1st Joint Movement Group supported Exercise TALISMAN SABRE 2015 (TS15), which is a biennial combined Australia and United States training activity held in the NT and QLD over the period 31 May – 15 Aug 15.

JMCO Darwin provided over half the manning required to establish a Joint Movement Control Centre (JMCC) Detachment at Robertson Barracks, Darwin, which saw a strong team already in possession of local knowledge and solid relationships with customer units and external organisations. Movement support in the Northern Australia Exercise Area (NAXA) were predominately focussed on supporting the 1 Brigade deployment and redeployment to Shoal Water Bay Training Area, the arrival and movements of the United States contingent.

The greatest challenge in the North was understanding how the US Air Force, US Army, US Marines, US Navy and US Special Forces individually operated in a Joint and Combined arena let alone in a combined arena. In regards to movements support, an Australian JMCC and US JMCC operate remarkably differently. Functions such as finance and contracting for movements are not the remit of a US JMCC, where as these form a core part of what an Australian JMCC does. However, creating a Joint Australian/US JMCC operations board allowed us to effectively deconflict and leverage off existing movement arrangements with our allies in support of TS15.



This exercise highlighted the need for an immediate review of infrastructure to support large scale exercises in the NT due to its isolation from other major cities and support options. The OIC JMCC NAXA, FLTLT Simeon Prucha, played a key role in the planning and conduct of TS15, and has personally identified the need for a capability review and an upgrade of some of the key installations in the North. He identified that, if the ADF continues to support similar levels of joint US movement as part of future exercises, then Defence have to rethink the force-flow capabilities of embarkation and disembarkation terminals in the NT. Bare bases like RAAF Base Scherger are among some of the infrastructures that may need to be activated as part of future exercises or operations in the North to allow the ADF to test its capabilities for future operations and disasters.

TS 15 was a successful exercise, as well as an eye opener for most of the participants from 1 JMOVGP as it was the first time they had been on a major joint and combined exercise. It was a busy and challenging period for movers in the North – but did not go without scheduling in time to show off our amazing local seafood and enviable sunsets up here in the top end.

1st Joint Movement Group Meritorious Unit Citation Investiture Ceremony

LCPL Angela Spencer – OP MOV JMCO BNE

On 01 June 2015, I received an email advising that I, and other selected members from Joint Movement Control Office – Brisbane (JMCO BNE), had been chosen to represent 1JMOVGP at the Meritorious Unit Citation (MUC) – Investiture Ceremony at Government House Canberra, on the 25 Jun 15. I was so excited I started telling everyone in the office (like a kid on Christmas morning) that I was going to the ceremony. I could not believe out of all the people that had deployed from 2001-2014, that I was to be one of few to represent all of these members.

The lead up to the ceremony was extremely busy for JMCO BNE, with the manning of staging areas and preparation of units to deploy on Exercise TALISMAN SABRE 2015.

SGT Kindness, CPL Shortland and I travelled from Brisbane together. Once we arrived in Canberra, we proceeded to the Royal Military College, Duntroon (RMC-D) where we were staying for the



Past and present members of 1JMOVGP at Government House with the Commander 1JMOVGP, Governor-General, Chief of Defence Force, Chief of Army and Chief of Joint Operations Command.

duration of the trip. Though we all knew it would be cold, it was freezing and much worse than I had imagined. Once settled we all went for a walk to the clothing store to collect some last minute items and then decided a trip to the cafe was in order. It made for a happy afternoon as it was toasty warm inside.

On 25 Jun 15, the day of the ceremony, we began to get ready at 1130 to meet at 1200. We met with WO1 Parren, who handed out the invitations from Government House. The invitations were very ornate with a beautiful gold stamp embossed on them. The invitation personally invited us to Government House on behalf of The Governor-General, His Excellency General Sir Peter Cosgrove and his wife, Lady Lynne Cosgrove. After receiving the invitation we were given a brief on what the afternoon would entail and who would be receiving the MUC from the Governor General. Once this was completed we boarded the bus for Government House.

As in the tradition of the ADF, we arrived incredibly early, so we chatted whilst waiting until it was time to go in. The Special Operations Task Group (SOTG) had the same idea, so as you could imagine there was quite a crowd of people standing around the car park in front of Government House. At approximately 1425, we went in through the gates and made our way up the stairs where each of us was greeted by the RSM-A, WO1 David Ashley. We were then separated into two groups, one group of five, (who were receiving the MUC from the Governor-General) and the other of 20. We were taken into Government House by Navy Officers, who sat us down on white seats in preparation for the ceremony. The room we were seated in was amazing, it was historical and elegant and I felt privileged to be in Government House. Across from us were the SOTG members who looked striking in their highly decorated uniforms. It was a privilege to share the ceremony to receive the MUC with such an elite unit.

While waiting, it gave me time to reflect on my past deployment and all the tasks I had been fortunate enough to accomplish whilst overseas. From liaising with the Dutch Air Mission Control Officer to alter their air schedule to meet our short notice tasking for a VIP, working with US Rotary Wing to coordinate passenger movement to unusual locations, the preparation of Air Movement documentation for C130 aircrews, completing a myriad of driving tasks for HQJTF633-A through

the streets of Kabul, to assisting personnel navigate through some complex and often amusing scenarios at Kabul International airport.

Some of the more exciting things I experienced included assisting in the destruction of expired ammunition with the Ammo Technicians, throwing my first F1 grenades at the Tarin Kowt range, shooting a 9mm pistol with SOTG in Kabul, and touring the FOB's and the Afghan National Army Officer Academy. I still recall the image of all the old expired tanks from previous wars left abandoned around the country side.

The Investiture Ceremony began with the entrance of the Governor-General and his wife followed by the National Anthem. SOTG were first to receive the MUC, with their CO unveiling the Warrant with the Governor-General. He was clearly a proud man. The SOTG then had seven members receive the MUC from the Governor-General himself, following which he spoke about the accomplishments of SOTG.

The Commander 1st Joint Movement Group (1JMOVGP), GPCAPT Grant Pinder, unveiled the 1JMOVGP Warrant with the Governor-General. LTCOL Bullpitt-Troy, WO1 Hardy, SGT Burrows, SGT Adams, and LCPL Mowen, were the five soldiers selected to receive the MUC. It felt rewarding to be appreciated for all our efforts overseas; our hard work had not gone unnoticed. The Governor-General revealed his thoughts on our Citation, which was very delightful to hear from such an experienced retired soldier.

After the Investiture Ceremony we had a photograph taken on the steps of Government House with various dignitaries including the Chief of Defence Force, Chief of Army, Chief of Joint Operations and the Governor-General. Shortly afterwards, we made our way to another room, where canapés and champagne were served. As we arrived into the room we were handed a crystal glass of champagne which blew me away. I was paranoid I might break the beautiful glass. This was the second highlight of the occasion, as I had the privilege of meeting the Chief of Army, LTGEN Angus Campbell and getting an individual photo with him. It was special to me as I was the lowest ranked member in the room whilst he was the highest ranked officer in the Army, an opportunity which won't be repeated again.

I went on to meet the Chief of the Defence Force and the Governor-General which made the day even more memorable. While in the room enjoying the delightful food and having a few drinks, we began meeting everyone. As the Governor-General was about to leave, CPL Sullivan, LCPL Mowen, LCPL Scott and myself took a picture with him and his wife, Lady Cosgrove.

Following the reception, GPCAPT Pinder awarded out the remaining individual MUC's near the entrance to Government House, allowing us the opportunity to wear them for the JOC Dining-In Night (DIN) which was to occur later that evening.

The Dining-In-Night was fun and it was a great opportunity to be able to proudly display the MUC straight away. I had the pleasure to sit next to GPCAPT Pinder, where we shared stories about our families and deployments.

There were plenty of amusing moments throughout the night and it was quite interesting to see all the different Service traditions of a dining in night, given we were in a joint environment.

The whole experience of the Investiture Ceremony is one I will continue to talk about for years to come, and something I will never forget.

JMCO SYDNEY – 2015

CAPT Ian Carter – Operations Officer – JMCO SYD

Another year and the usual challenge of maintaining the busy day-to-day hustle and bustle, whilst trying not to spend too much time doing PT at Maroubra or Coogee. The new OC, MAJ Graham's enthusiasm to enhance JMCO Sydney's reputation within our AR, saw the HQ elements conduct a tour encompassing the majority of our customer units. We did spend a noticeable portion of our time educating customer units on the new Joint Movement Information System (JMIS) and just what JMCO Sydney could do for them whilst also promoting our monthly Unit Movement Officer (UMO) and Joint Movement Information Tool (JMIT) courses.

JMCO Sydney travelled to the ACT to visit the HQ and the Australian War Memorial to mark the 100th Anniversary of the Gallipoli Landings. Many soldiers were stopped by members of the public who wanted to know more about their experiences and motivations for joining the Army. To their credit, the young men and women of JMCO Sydney conducted themselves brilliantly. No doubt there are a few photos of tourist standing proudly with soldiers sporting a red wagon wheel.

This year we farewelled Mrs Norma Munguia, who retired after 27 years service in the APS. Norma was pretty much part of the furniture at JMCO Sydney and her retirement was the end to a considerable personal contribution to the ADF. Her retirement was marked with a slap-up lunch, gifts and final unit photograph and well wishes for her retirement.



JMCO Sydney farewelling APS staff member Norma Munguia after 27 years.

So what actual work have we done this year I hear you ask? Well, just like every other JMCO we have been busy participating in supported exercises and operations. This year has seen yet more members deploy on Operations OKRA, ACCORDIAN and HIGHROAD and continue in the tradition that saw 1JMOVGP be presented the Meritorious Unit Citation (MUC). This year has also seen the return of weekly sustainment flights to the MER and with it an increase to our working tempo. Now whilst to some this might not seem like much, the weekly flights are a mixed blessing. On one hand the ADF is now afforded more flexibility with flights to the MER, on the other hand it sees us spending far too much time hanging around Sydney International Airport.

This article would not be complete without mentioning Exercise TALISMAN SABRE 15. The biennial beast was particularly complex with our NSW based movement planning and execution in addition to our other substantial commitments. JMCO Sydney was also able to get several

members away to participate in the JMCC in Darwin, Rockhampton and SWBTA. For the most part this was a great learning curve for those who took part and the opportunity to do their job outside of an office was beneficial for everyone who deployed.

The second half of the year, post EX TS 15, has provided the opportunity to conduct some dedicated movements training. Yes, that means movers got out from behind their desks and headed out to Holsworthy. The package that was put together was designed to enhance the soldiers' movement skills while putting the Junior NCOs to the test with multiple tasks, limited resources and austere conditions.

The presentation of 1JMOVGP's Meritorious Unit Citation (MUC) saw a number of our personnel travel down to Government House in Canberra in order to participate in the official presentation, with SGT Burrows being given the honour of being one of five Movers personally presented his award by the Governor-General which actually caused SGT Burrows to crack a smile, a rare sight indeed. On the back of the official presentation, JMCO Sydney organised, for a number of local recipients, to receive their awards at a small function held at JMCO Sydney. The event was well attended and both the COMD 1 JMOVGP and the Head of Corps were in attendance to present and chat with recipients and current JMCO Sydney staff.



JMCO Sydney with the COMD 1JMOVGP and PERSWO following the MUC presentation.

In looking forward to next year, JMCO Sydney will undergo a few changes with a large change over of key staff. In closing, we would like to acknowledge the hard work done by all at JMCO Sydney this year and wish all those posting into or out of the Unit the best of luck in 2016.



JMCO Sydney conducting PT at Maroubra Beach.

JMCO Melbourne During 2015

CAPT Sean Connelly – Officer In Charge JMCO MEL

The beginning of 2015 saw the implementation of a restructure for JMCO Melbourne which resulted in new members being posted into the Unit and the OIC becoming an ARA CAPT position. Initially the focus for the new staff was to liaise with all of the key stakeholders within the area of responsibility in order to establish critical contacts and gain an understanding of the activities that are planned for the upcoming year.

There was very little time to settle in to the Unit and conduct a handover prior to the first major task for the year being the redeployment of Rifle Company Butterworth (RCB) rotation 108. Following that, the Unit's focus shifted to supporting Operation RESOLUTE with Transit Security Element (TSE) rotation 76. JMCO Melbourne provided movement support for three rotations this year with another rotation coming up at the end of the year. This provided a good opportunity to re-establish contacts at Tullamarine Airport and the various ground handling organisations therein. These rotations presented a number of challenges for JMCO staff, working with service aircraft at a civilian terminal with no Air Movements Section (AMS) support. The staff at JMCO Melbourne were able to devise an effective solution to achieve the required outcome, in the most efficient manner, despite a lack of resources.

In March the Unit conducted a shakeout exercise, which involved travelling to Warrnambool and establishing the detachment in a greenfield site. The activity also included conducting a reconnaissance of the Port of Portland to assess the Port's capabilities and limitations if the ADF were to use it as a Sea Point of Embarkation (SPOE) or Sea Point of Disembarkation (SPOD). This was particularly useful as the ADF focuses more on the amphibious environment with the introduction of the Landing Helicopter Docks (LHD).

Throughout the year, JMCO Melbourne has continued to provide movement support for individuals and small groups deploying on various operations such as Operation HIGHROAD, Operation ACCORDION and Operation OKRA. Additionally, the unit has supported a number of exercises such as Exercise TALISMAN SABRE 15 and Exercise COURTNEY'S POST 15 (4 Brigade led). These exercises were good for both ARA and ARES to practice basic Operator Movements tasks such as releasing packets and compiling departure reports. Exercise TALISMAN SABRE 15 also provided the opportunity for a number of ARES staff to deploy on exercise and practice the skills they have been taught. The Unit sent individual augmentees to the Northern Australia Exercise Area (NAXA), Eastern Australia Exercise Area (EAXA) and also supplemented other JMCOs. Furthermore, the Unit also had the opportunity to send LCPL Stott to support Exercise SAUNDERS 15 (Army Aboriginal Community Assistance Program) for a period of three months. He



SGT Van Den Driesschen receiving the 1 JMOVGP MUC with Federation Star.

has been responsible for coordinating the relief in place and also planning the redeployment as well as assisting with a number of visits from various dignitaries in the Alice Springs region.

Once the major exercises were completed for the year the focus shifted back to supporting individual and small group deployments. The Unit was also presented with the Meritorious Unit Citation by Commander 1 JMOVGP. This event was also used as an opportunity to formally farewell PTE Thompson who has recently transitioned from the ADF. Thank-you again for your service PTE Thompson and we wish you all the best for the next chapter of your life. As this was SGT Van Den Driesschen's last ARES parade night, we also took the opportunity to recognise his effort and achievements throughout his time at JMCO Melbourne. We wish you all the best for your upcoming deployment and for your subsequent posting to JMCO Perth.

On behalf of the unit I would also like to take this opportunity to congratulate PTE White on the arrival of his son Jason. I would also like to say all the best to CPL Varga and LCPL Makryllos who are proceeding on maternity leave later in the year.

JMCO Melbourne has had yet another busy and successful year and all members are looking forward to the challenges and opportunities that will be presented in 2016.

HMAS Choules

Ship's Army Establishment – HMAS Choules

WO2 Dale Cooper

For many, HMAS *Choules* is commonly referred to as a second rung asset to that of the ADF's premier amphibious capabilities of HMAS *Canberra* and *Adelaide*. However, for RACT members of the *Choules*' Ships Army Establishment this could not be further from the truth. From November 2014 to October 2015, the soldiers from the Ships Army Establishment aboard *Choules* have experienced high-tempo operations, joint amphibious exercises and limited home-time whilst 'filling the gap' in the ADF's amphibious capability. As you will find by reading this journal entry, HMAS *Choules* not only measures up to many and all challenges that are thrown her way, but exceeds expectations in doing so.

Late in 2014, with the ink from the last RACT journal barely dry, a combined task force, under the banner of Operation Render Safe was raised of which HMAS *Choules* was a key capability. The task force was raised in order to dispose of approximately 16 Tonnes of unexploded ordnance from the remote community of Torakina, Bougainville. HMAS *Choules*' role included the transportation of key engineering and demolition equipment from Brisbane and providing a firm base for Explosive Ordnance Disposal teams from Australia, the United States, the United Kingdom, New Zealand, Canada and the Solomon Islands. During the operation, members from the Ship's Army Establishment experienced heavy tasking, with daily transport and Material Handling Support required at numerous demolition sites. The soldiers relished the opportunity to work with a wide variety of military, civilian and international agencies; viewing the experience as both rewarding and satisfying, knowing that a significant risk posed by unexploded ordnance had been reduced.

After a quick stop-over in Brisbane to offload the Operation Render Safe equipment, *Choules* made its way north and was force assigned to Operation Resolute, the ADF's contribution to Australia's whole-of-government strategy for boarder protection. We returned to Sydney for a short respite over Christmas/New Years, before once again making our way north at the beginning of January for OP Resolute. The period force assigned to Operation Resolute was short in nature; therefore, in no time soldiers from *Choules* were once again heading south along the east coast for home port. It was during this transit that a large portion of the SAE posted in for the 2015 Career Management Cycle joined the Ship. The following members were a welcome addition to a short-staffed sub-unit: CAPT Matt Pszczolinski (2IC), WO2 Dale Cooper (SSM), CPL Scott Bradley, PTE Catherine Bowyer, PTE Andrew Grimmond, PTE Jamie McDowell and PTE David McGuiness.

During a short maintenance period at Fleet Based East, members of the SAE took the opportunity to take some well earned leave whilst others completed numerous trade courses to ensure that they held the qualifications to operate the ships integral equipment. It was after this maintenance period that, whilst the ship was conducting aviation trials in preparation for Exercise Sea Lion, HMAS *Choules* received orders to pre-position in Darwin for potential Operation Resolute tasking. Upon arrival in Darwin, the ship embarked additional stores watercraft and personnel to prepare for numerous contingencies. This saw the Cargo and Movements function within *Choules* work hand-in-hand with other ships staff and government agencies such as Department of Foreign Affairs and Trade and Immigration and Border Protection. After a couple of days of rest in Darwin, and just before Easter, tasking did eventuate and *Choules* was force assigned to Operation Resolute for the second time in 2015. On completion of tasking that lasted some two weeks, *Choules* was well positioned for an 'up-top' port visit, resulting in a well earned break in Singapore. This overseas port visit was a great opportunity for soldiers to get out and experience another culture and was the first overseas visit for many.

During the middle of each year the ADF conducts its major annual exercise, this year being no different with EX Talisman Sabre 2015 (EXTS15). This activity saw a large International Amphibious Task Force, exercising their interoperability to the north of Australia. *Choules*' involvement saw the ship embark Combat Team - Alpha from 2 RAR in Townsville before the transit around to Australia's northern training areas. Talisman Sabre once again tested the ship's amphibious capability in the joint environment. RACT members loaded *Choules* to near capacity with equipment and personnel and executed a surface assault in support of the wider expeditionary force. It was a true test of the ADF's amphibious capability of which all soldiers from *Choules* contributed greatly to. It was after EXTS15 that soldiers received a well earned break from an extremely busy six months with a nine week maintenance period in Sydney.



HMAS Choules conducting amphibious operations on EXTS15.

Towards the latter part of the year, with planning for EX Southern Kapito (a major Amphibious Exercise conducted in New Zealand) in its final stages, HMAS *Choules* once again received late minute orders to pre-position for potential tasking in support of Operation Resolute. So as this journal entry is being written we are transiting our way back north to prepare for any and all possible scenarios that we could be challenged with to maintain boarder security. Whilst members are disappointed that our international exercise in New Zealand has been cancelled, it is extremely rewarding knowing that during 2014-2015, we as a sub-unit have contributed significantly to international amphibious exercises, maintaining international relations through Operation Render Safe and being at the pointy end of government policy through Operation Resolute tasking.

Since this time last year, the Ship has been away from home port, at sea and/or in different ports for almost 200 days, 162 days of those in 2015 alone, with three trips being in excess of forty days. So as you can see HMAS *Choules* can more than hold her own against her bigger sisters!

RACT Members of HMAS *Choules* Ship's Army Establishment:

OC – MAJ Michael Adams, **2IC** - CAPT Matt Pszczolinski, **SSM** - WO2 Dale Cooper, **Cargo Supervisor** – SGT Craig Jackson, **Embarked Forces Supervisor** – SGT Sean Lehman. **Cargo Specialists:** CPL Scott Bradley, CPL James Hall, LCPL Nick Glauser, LCPL Jack Nicholas, PTE Catherine Bowyer, PTE Andrew Grimmond, PTE Jamie McDowell, PTE Guy Erskine, PTE Rhys Simpson, PTE Daniel Anderson, PTE Katie Walters and PTE David McGuinness.

NUSHIP Adelaide

Ship's Army Establishment NUSHIP Adelaide (LHD 01)

LT Ralph Huynh

Holding the mantle as the biggest ship in the Royal Australian Navy (officially being 50cm longer than our sister ship HMAS *Canberra*) the SAE on NUSHIP *Adelaide* (Ship's Army Establishment) has had a challenging task ahead of them to bring an Amphibious Assault Ship to Unit and Mission Readiness. Within the SAE sits a Cargo Specialist Troop and various Army personnel from different Corps and roles. The 2015 RACT crew of the SAE included LTCOL James Parkins, CAPT Sally Williamson and LT Ralph Huynh, and the Cargo Specialists WO2 Michael Giampino, SGT Dale Reeves, CPLs Owen Harte, Grant Parker, Robert Kell, LCPLs Jamie Boyanton, Kirk Potter, Jarrod Sharman and PTEs Matthew Santi, Logan Mitchell, Katharine Marsic, Cassandra Hampton, Zoe Copland, Tobias Partl, Grant Cox, Steve Buchanan, Jake Steinhardt, Neal Jendra and Evan Kirkman.

The year began with Cargo Troop receiving training from BAE Systems Australia as part of the induction and handover of *Adelaide* from BAE at the Company's state-of-the-art training facility in Mascot, Sydney. Throughout the year, the Troop continued to build its capability as part of the ship's crew, conducting Navy specific training including Survival at Sea, Basic Combat Survivability,



NUSHIP Adelaide (left) with HMAS Canberra (right) in FBE, Garden Island, Sydney.

Damage Control and Boarding Party training. The Troop also continued to build its trade specific capability in High Risk Work Licence courses that included On-pavement Forklift, 60 Tonne Mobile Crane, Doggers, Basic Riggers and Rigger Intermediate courses. Other courses included Gantry Crane proficiency, Working at heights and Rescue at heights, which ensured the Troop was readily prepared and well trained for the various cranes within the ship.

During the delivery process, the ship's company had numerous opportunities to build unity and camaraderie. A 'mini Olympics' sports carnival was held in August at Randwick Army Barracks which included events such as the emphatic egg and spoon racing, speed sack racing and tough tug-o-war. Six teams represented the various ship's divisions, with the Amphibious Division predominantly made up of the Cargo Specialist Troop. In the closely contested 10 event 'mini Olympics' the Amphibious Division team took out first place and re-confirmed Army as the better of the three services, in what was a humorous and enjoyable event.

In June *Adelaide* completed her sea trials, sailing from Williamstown, VIC to Jervis Bay, NSW and the ship's navigations, combat and communications systems were tested. The Troop also facilitated the achievement of other ship's major milestones throughout the year. This included deploying the crew to Williamstown, VIC in September for seven weeks to complete the handover of *Adelaide* from BAE, storing ship and Damage Control certifications. This was the finalisation of systems and compartment hand overs.

Overall, it has been a year of successes and challenges accomplished. The Troop will continue to grow in 2016 as more challenges are faced and major milestones are achieved on the path to Unit and Mission Readiness. Following commissioning on 04 Dec 15, the goal is for HMAS *Adelaide* to join HMAS *Canberra* and HMAS *Choules* along with embarked forces and supporting elements on Exercise Talisman Sabre 2017.

1 RAR Transport Platoon

A Snapshot of 2015

WO2 Matt Fuery, TOCWO

The men and women of the 1 RAR Transport Platoon hit the ground running in 2015 and there will be no relief until late November this year. WO2 Fuery marched-in as the new TOCWO and was met by SGT Nicholson and a largely unchanged platoon which aided greatly in continuity with the first of many exported driver training courses commencing on 16 Feb 15.

To date, the Platoon has conducted no less than 10 driver's courses and, by the time this is published, we will have conducted 18 courses in the 2015 training year. Courses conducted have included ADI, ATV, G-Wagon, G-Wagon Conversion, GTPCM, P2 Trailer, P1 Trailer, C2/MR2 and the new Documentation and WHS courses.



As well as honing their ADI skills, members of the Platoon have developed their field skills. In March, the Platoon conducted a number of live fire ranges prior to deploying on the Company shake-out which gave the members a rare opportunity to practice their Corps functions in a field environment. This was quickly followed with the 'Big Blue Ones' major LFX and FTX on Ex CORAL. Members also took part in the BDE LFX prior to EX HAMEL/TS.

July saw the welcome home of LCPL Chris Cummins, PTE Goel Gardiner, PTE Alex Millway and PTE Peter Van-Hoof who all spent time deployed to Afghanistan. Welcome home lads and well done on your service.

The year has not all been serious though with a good bunch of men and women providing some much needed comedic relief at times through their comments and antics. Some stand out moments have been:

A member who will remain nameless – Sir, I just found a problem with the CDI State Road Law lesson. It said the speed limit for a shared zone was 10kph so I changed it to 100kph. (Member was very proud of himself).

TOCWO – Mate, what is a shared zone?

Member – You’ve got me thinking now, isn’t it a highway or something?

TOCWO – No mate, it’s an area shared with pedestrians, you may see that sign in a mall for example. Please don’t teach the trainees it is safe to do 100kph along the esplanade.

Another member constantly makes us laugh with his ‘Russell Coyt – All Aussie Adventures’ impersonations. The problem is, he doesn’t realise he is doing it.

And finally, whilst operating a G-Wagon:

Member One – I need to top up the washer reservoir, the green low level indicator has come on.

Member Two – Nope, that is the Low Range Indicator.

Jokes aside, all-in-all I RAR TPT PL have had a very busy, safe and productive year. We look forward to continuing to grow as a team and improving on the skills we have learnt. Well done guys, you really have put Duty First.



2 RAR Transport Platoon

2 RAR Transport Platoon 2015

SGT Dion Eivers, TPT TP SGT

2015 started off where 2014 finished for the troop, at an extremely high tempo, with some new members marching in and others deploying to the Middle East on Operation High Road Force Element Three.

The year started in 2 RAR with Huet training 60 Bravo training, small boats introduction along with the swim test for all members posted to 2 RAR Transport Platoon AKA (Drown Rats) this is for preparation of the Amphibious task group to deploy on the HMAS *Canberra*.

Mission: 2 RAR is to GENERATE a combined arms battle group capable of manoeuvring from the sea in order to be ready to DEPLOY as part of an ARE at short notice and progress the ADF amphibious development.

Exercise Busu landing, this was conducted down at Shoalwater Bay training area. WO2 Troson led the push for transport deploying with 90 percent of the transport element.

Tasking includes transferring vehicle supplies and Pax not only around the training area but also from ship to shore. PTE Kerswell will always be remembered for that guy that drops a full pallet of fresh ration into the Sea when loading from the shore to the landing craft. KERSWELLLLLLLL.

This was leading up to the next exercise which was HMAS *Canberra* work up which started in June 2015. The work up was to test the ship capability and to see if she could handle having over 600 personnel on board. They were also planning on testing the LLC but the Rear door for the landing



RACT Members of Drown Rats 2 RAR Transport.

craft broke and could not deploy the landing craft out of the rear for the ship. And the training was cut short. That did give transport Platoon a bit of time to gear up for TS.

TS 2015 2 RAR deployed on the HMAS *Choules* and sail for Darwin to conduct a joint amphibious task group with all three services along with elements of the US Amphibious task group. The Operation took place at Dundee beach in the NT, 2 RAR conducted a beach assault at night along with Log elements landing on the beach in the early hours of the morning in order to avoid detection.

Once returned back from the TS 2 RAR transport started gearing up for the Certification of HMAS *Canberra* with 1200 personnel on board the ship. This consisted of three exercises Sea Horizon, Sea Explorer and Sea Raider. The certification was conducted by CTC and transport and log elements passed with flying colours, this was a joint TRI Service effort and with a lot of moving parts. The exercise covered all aspect of the amphibious task group and a large training area. Training area included Cowley beach. Atherton Table tops and in and around Innisfail and Dunk Island. Over all the exercise was 9 weeks long and many of the certification requirements were met.

It was also good to be working with other transport elements within in our trade such as the ABT and SAE and get an insight on how they do there jobs.

Now that the Drowns Rats are back at home the transport Platoon will focus on the Unit run course and start prepping for the next year exercise which includes RIM Pac in Hawaii mid 2016 next year.



Aerial shot of HMAS Canberra.



Unloading the Bushmaster.



Transport in action.



Equipment inside HMAS Canberra.

3 RAR Transport Platoon

‘Old Faithful’

WO2 Jason Parrish, TOCWO

To say we hit the ground running at the start of the year was an understatement. New to the platoon were WO2 J Parrish, CPL's C Lee and L Sticklen along with PTE J Leacy. The only person with rank from the previous year (SGT J Burton) along with 6 diggers decided to deploy on RCB 109 with A Coy from Feb – Apr. With a lot of the corporate knowledge gone it was up the people left behind to suck it up and deal with it. After Leadership Week, HE week, Ex Long Khan and Warfighter thrown in for good luck I can say we lived up to our motto “Par Oneri”.

After RCB 109 returned, we again deployed personnel for RCB 110, this time with C Coy, however the hurt statement was a lot less this time. CPL Lee led the push with support from PTE's Leacy and Grierson. The rest of us completed the usual suite of exercises for 3 Bde, with CATA and Hamel, this year being held in the resort-like SWBTA.

During the year we gained two new IET's, who were welcomed to 3 Bde in couple of ways, with one getting told “Get your pack ready. You are going field on Monday”, having only arrived the previous Wednesday, and the other told “You are on course. Go get changed and report to the course manager.”

It has been a very eventful year with the usual administration issues of diggers, unexplainable illnesses, TPT personnel going on their own courses, running driver's courses for the unit, and of course supporting the unit whilst they ran their FORGEN courses.

All I can say that most people will be looking forward to the Christmas break. The platoon will be sad to see the following go, and wish them all the best on their future endeavours:

SGT Jeff Burton – 8/12 REGT

CPL Jo Johnson – 10 FSB

LCPL Tyesen Parker – SASR

PTE Dayle Child – 1 ARMD REGT

PTE Jamie Healy – 7 CSSB.

2/14 LHR (QMI) Transport Troop

SGT Troy Dellaway, TP SGT TPT TP

Our Transport Troop has had a reasonably busy time during 2015, with running numerous drivers courses at the start of the year for the lead up to the exercise period and members deploying overseas.

March found us in WBTA conducting a shakeout in preparation for SWBTA in May where we supported the Regt in their training in preparation for CATA and Hamel. The drivers who attended these exercises learnt a great deal on the workings of a Cav Regt which was very beneficial to their trade knowledge.

During this year we have a member deployed to Afghan and nine members deployed to RCB, with all returned home safely to their families.

Now that the exercise period is over it is back into driver training to code members of the troop on various vehicles which aid in their skill set and set the unit up for success during 2016.

Force Support Element 2

CAPT Alex Brent, OPSO FSE 2

One of the most attractive features of the Royal Australian Corps of Transport is the sheer variety of jobs that are available. Nowhere is this more evident than in the diversity of roles undertaken by RACT members on operations across the Middle East Region as part of Force Support Element. RACT members of various ranks and trades provided outstanding levels of transport, terminal and postal support throughout The United Arab Emirates and Afghanistan.

Road Transport – As the backbone of operations within RACT, road transport provides a vital link between Force Elements within theatre. Driving tasks conducted across the MER were conducted on a variety of different vehicles and for a range of different purposes.

UAE – the transport section at Al Minhad Air Base were kept busy conducting multiple sustainment runs each week out to Al Dafra Air Base, passenger runs to and from the Dubai International Airport, resupply runs out to the Naval Ports, shuttling passengers all over AMAB and transporting VIPs and VVIPs.

Anecdote: It is entirely possible that there will be core skill retraining conducted upon return to Australia for many of the truckies, including effective vehicle recovery techniques (without destroying a \$400,000 car) and how to navigate in a modern, capital city without getting hopelessly, repeatedly lost (note that the CSM will not be instructing on this training).



RACT Members of FSE Al Minhad Air Base.

Kandahar – the bulk of the driving tasks at KAF revolved around the movement of freight and passengers between Camp Baker and the Airfield using white fleet buses and utility vehicles. On a number of occasions the team were also required to transport stores, equipment and vehicles between KAF and Camp Hero using up-armoured Mack trucks.



RACT Members of FSE Kandahar.

Kabul – largely comprised of the transportation of personnel (including VIPs) and small amounts of cargo in the fleet of up-armoured 200 Series Land Cruisers, the four-person Tactical Drive Team were required to conduct tasks on an almost daily basis ensuring they were well practiced in threat assessments, route planning and driving in a high-threat environment.



RACT Members of FSE Kabul.

Terminal – The effective management of the various freight distribution centres is crucial to being able to support operations, whether by road or by air. The primary FDC at Al Minhad Airbase, UAE is the hub of all cargo into and out of the MER and requires a great deal of effort to ensure that freight reaches the end destination in a timely manner. Within FSE, Terminal Operators and Air Dispatchers worked hand in hand to receive, process and dispatch thousands of tonnes of assorted cargo over their six month deployment, ensuring that ADF elements in all corners of the MER were provided with the stores and equipment required to enable their assigned tasks. The six person detachment at AMAB handled the lion's share of the work, whilst the Terminal NCO in KAF and the TML PTE in Kabul ensured that cargo was on-forwarded appropriately.



Flight line Operations at Al Minhad Air Base.



Terminal OPS at Camp Baker KAF.



Flight Line OPS at Kandahar Airfield.

Postal - The FSE Postal Operations were led by the Post Master and two Postal Operators at AMAB, with additional Postal Operators working forward in Kandahar and Kabul. Together the team coordinated the provision of postal support to the thousands of deployed ADF members who rely so heavily on the morale and welfare benefits that are associated with mail from home. More than 50,000 tonnes of incoming and outgoing mail was processed by the small team of men and women during their deployment, helping to ensure that small luxuries could be enjoyed by all.



Postal OPS at Camp Baird Al Minhad Airbase.

Drawn primarily from 10 FSB, 9 FSB and 2 FSB, the RACT men and women of FSE 2 will return to Australia with a wealth of knowledge and experience due to their six months operational deployment within the Middle East Region. Their parent units and the Corps as a whole will be stronger than ever and more capable of being equal to the task.



FORCE SUPPORT ELEMENT 2 **RACT HONOUR ROLL**



OC - MAJ Carl Edwards, 9 FSB
 OPSO - CAPT Alex Brent, 10 FSB
 J4 TG AFG - CAPT Alexander Hayes, 10 FSB
 S33 - LT Mark Aitchison, 9 FSB
 OPSWO - WO2 Simon Joyce, 9FSB
 TML SPVR - CPL Bradley Rhind, 10 FSB
 TML NCO - CPL Michael Andrews, 10 FSB
 TML NCO - LCPL David Rive, 9 FSB
 TML NCO - CPL Craig Roy, 10 FSB
 TML OP - Jordan Coles, 10 FSB
 TML OP - PTE Grant Devonport, 10 FSB
 TML OP - PTE Cassie Haines, 10 FSB
 TML OP KAB - PTE Courtney Lowe, 10 FSB
 TML OP - PTE William Partridge, 10 FSB
 MER PM - CPL Michael Sasser, 10 FSB
 POSTAL OP AMAB - CPL Robbie Riley, 10 FSB
 POSTAL OP KAB - LCPL Carla Armentti, 10 FSB
 POSTAL OP KAF - LCPL Paul Brayne, 10 FSB

POSTAL OP AMAB - LCPL Katy Mewett, 10 FSB
 POSTAL OP AMAB - PTE Nina Romano, 10 FSB
 TPT SPVR - SGT Dale Hodges, 2 FSB
 TPT SPVR KAF - SGT Victor Kaiser, 2 FSB
 TPT 2IC - CPL Thomas Dalmazzo, 2 FSB
 TPT NCO KAB - CPL Benjamin Hibbert, 2 FSB
 TPT NCO - CPL Lee Steindel, 3 CSSB
 CJTF DRIVER - CPL Darren Upton, 9 FSB
 DRIVER KAB - CPL Joshua Watson, 145 SIG SQN
 TPT NCO KAF - LCPL Kirsty Pepper, 9 FSB
 DRIVER KAB - LCPL Andrew Willis, 9 FSB
 DRIVER KAB - PTE Michael Byrne, 9 FSB
 DRIVER AMAB - PTE Jacob Cooke, 9 FSB
 DRIVER AMAB - PTE Adonis Hall, 9 FSB
 DRIVER AMAB - PTE Barry Kent, 2 FSB
 DRIVER AMAB - PTE Adam Konza, 9 FSB
 DRIVER KAB - PTE Tim Moore, 9 FSB

Honours and Awards

The Queen's Birthday 2014 Honours

Conspicuous Service Cross (CSC)

Lieutenant Colonel Phillip Frederick Hills, CSC

For outstanding achievement as the Staff Officer Grade One, Career Adviser Group in the Directorate of Soldier Career Management - Army.

Australia Day 2014 Honours

Conspicuous Service Medal (CSM)

Sergeant Timothy Edwards Gray, CSM

For meritorious achievement as a Corporal Transport Supervisor in the 1st Combat Service Support Battalion and contribution to transport capability in the 1st Brigade.

Australia Day 2015 Honours

Commendation for Distinguished Service

Lieutenant Colonel Natasha Lea Ludwig

For distinguished performance of duty in warlike operations while Commanding Officer, Force Support Unit 8 on Operation SLIPPER from June 2013 to February 2014.

Medal of the Order of Australia (OAM)

Warrant Officer Class One Richard Alan Hardy, OAM

For meritorious service as the plans Warrant Officer within multiple postings as part of 1 Joint Movements Group, including operational service.

Meritorious Unit Citation

1 Joint Movement Group

For sustained and outstanding warlike operational service in the Middle East Area of Operations from November 2001 to June 2004

Peter McCarthy RACT Awards



The recipient for December 2014 was LT Kerridwen West shown here receiving the award from BRIG Michael Ashleigh on behalf of HOC.



The recipient for Jun 2015 was LT Scott Sinclair-Wood shown here receiving the award from BRIG Michael Ashleigh on behalf of HOC.

Lady Cutler Cup



The recipient for 2015 was LT Laura Padgham shown here receiving the award for RMC Sportswoman of the Year from BRIG Dianne Gallasch, AM, CSC (COMDT RMC).

Other Awards

Commander Joint Task Force Silver Commendation:

Task Force 633: Corporal Nathan Flannery, 30th TML SQN.

Task Force 636: Lance Corporal Peter Walker, 30th TML SQN.

Commander Forces Command Bronze Commendation:

Major Annette Wyatt, OC 44th TPT SQN.

Commendations for Brave Conduct:

Captain Ian Michael Carter, Puckapunyal Victoria.

In the morning of 28 October 2011, Captain (then Lieutenant) Carter entered a burning building to search for any occupants. Lieutenant Carter heard a fire alarm sounding in his neighbour's property and immediately went to investigate. When he reached the house, he saw smoke billowing from the upper and lower windows of the two-story residence. He opened the back door and entered to search for any occupants. After a short time he was met by another neighbour. Moving further into the house they saw a large fire emanating from the kitchen area and the smoke was intense. After realising the television in the lounge room was on, they believed the house was occupied. Lieutenant Carter made several trips upstairs on his hands and knees and attempted to search individual rooms before the heavy smoke forced him downstairs. Meanwhile his neighbour filled buckets of water from an outside swimming pool and poured the water onto the fire. After about ten minutes, his neighbour managed to extinguish the fire. When fire-fighters arrived they ensured the fire was contained and after thoroughly searching the premises, they declared the house was unoccupied.

For his actions, Captain Carter is commended for brave conduct.

Corporal Brenton Edwards, Seymour Victoria.

On the afternoon of 20 March 2010, an army transport convoy of semi-trailers was descending a steep stretch of the Warrego Highway when the third vehicle's brakes failed, causing it to increase speed and lose control. It struck the rear of the second vehicle, and continued down the decline, gathering momentum. The driver of the lead vehicle, Corporal (then Private) Edwards, radioed the driver of the rampant semi-trailer and told him to collide into the rear of his vehicle. Significant damage was done to both vehicles however, Corporal Edwards managed to slow the momentum of the failed vehicle and brought both semi-trailers to a halt.

For his actions, Corporal Edwards is commended for brave conduct.

RACT HOC Certificate of Achievement For Excellence:

Corporal Clare Mowen, Joint Movement Control Office Townsville.

Private Laurice Rodrigues, 2nd General Health Battalion.

Soldiers Medallion 2014:

Lance Corporal Kathryn Hibbert, 44th TPT SQN.

Soldiers Medallion 2015:

Lance Corporal Tina Scott, JMCC-DWN

Private Justin Hill, JMCC-MER

Private Joesph Pinter, 1 CSSB

Private Damien Warrener, 1 CSSB

Lance Corporal Clint Tippet, 1 CSSB

Corporal Evan Beddome, 9 FSB

Private Daniel Bawden, 9 FSB

Corporal Jennifer Cox 11 CSSB

Private Jake Wilson, 4 CSSB

Private Marie Yorston, 8/7 RVR

Lance Corporal Cassandra Rice, HQ 5 BDE

Corporal Christopher McKay, 3 CSSB

Private Nhan Tran, 20 STA

Private Trent Wiggins, 2/14 LHR (QMI)
Private Jushua Butler, 7 CSR
Lance Corporal Cain Chambers, 7 CSSB
Corporal Bruce Lee, RTW AST

ALTC Oz Lattouf Award for Commitment Care and Compassion:

Lieutenant Justin Langford, Road Transport Wing AST.

ALTC Instructor of the Year:

Corporal Christina Walsh, Land 121 Training Team AST

ALTC Commandants Commendation:

Captain Scott Brown, Maritime Wing AST

RACT Association (Tasmanian Region) Driver Award:

Private Lisa Karamanis, 44th TPT SQN.

Officer Career Management Update

MAJ Phil Cox, CA RACT/AACC

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

I would like to start by thanking the foundation group of RACT officers for their help in making 2015 a great first year in my role as the RACT Career Advisor at DOCM-A. I have been very impressed overall by the manner in which officers are thinking about their career and engaging with DOCM-A.

The raising of 6 Tpt Sqn and 12 Tpt Sqn on the Army ORBAT in 2015 brings with it some excellent new opportunities for RACT officers to build and broaden their experience. 6 Tpt introduces a PMV capability to 3 CSSB whilst 12 Tpt is essentially a renaming of 1 Tpt Sqn at 1 CSSB in Darwin. The 1 Tpt Sqn name has been retained within 1 CSSB and transferred to the logistics support element based in Adelaide. Given the *combat service support team* nature of the 'new' 1 Tpt Sqn it will be commanded by any logistics corps Major as a Corps Code 55 appointment for the foreseeable future, with opportunities for junior RACT officers to also post in to Troop and Sqn level command and staff appointments. In some ways this is similar to the way in which the establishment on the LHD's are coded for RACT officers at LT and CAPT rank and CC55 for the MAJ and LTCOL appointments.

From Jan 2016, 2 Tpt Sqn will be raised on the Army ORBAT and provide a PMV capability to 7 CSSB. There will of course be manning challenges with all of these new sub-units, and the overall number of RACT graduates from RMC will need to grow to fill the additional positions. These challenges will be resolved over time as these capabilities mature.

Career Management Cycle (CMC) 2016 has seen 1 Bde the top priority as they enter the Ready Phase from July 2016. It is acknowledged that from a career management perspective Darwin is at times not the most desired location in Army; however, it was impressive to see many officers acknowledging the development and experience opportunity to post to 1 Bde and move through a full Ready – Ready – Reset cycle. With CMC 2017 the priority will shift to 3 Bde and I would encourage officers to take the Force Generation Cycle into consideration when developing their five years plans and during individual career interviews.

RACT Officers continue to compete very well on merit for a wide range of Corps Code 55 and Corps Code 00 appointments and you will see that further on in this article that I have taken the opportunity to publish a large number of individual appointments this year. These individuals are

thoroughly deserving of this individual recognition, and for the wider audience it highlights the breadth of appointments RACT officers are being selected for. I have also taken the opportunity to publish the names of those officers who will assume training appointments from 2016. Due to a variety of circumstances a number of RACT 5th year CAPT's have also been selected to assume SUC or other MAJ level appointments from 2016. It has been very pleasing that so many CAPT's are performing well enough and were sufficiently progressed in their ACOTC that DOCM-A have been able to competitively select for these opportunities from strong CAPT cohorts.

Workforce Planning Data

The information in the following table is drawn from strategic workforce data provided by Defence Workforce Modelling, Forecasting and Analysis (Army) and is correct as at 01 Oct 2015. Based on this data, the Corps is over establishment by 68 officers from LT-LTCOL, primarily at MAJ and LTCOL. Whilst that poses no issues in filling the RACT foundation group liability, most foundation group RACT MAJ, outside of those in SUC, are employed in CC55 and CC00 appointments. There is currently little to no requirement for CRA extensions and very limited opportunities for ARES transfer to ARA, ASWOCS and overseas lateral transfers being approved into RACT unless officers transfer at junior CAPT rank or earlier. Competition for non-corps appointments at the rank of MAJ is strong, and promotion from CAPT to MAJ and MAJ to LTCOL has become very competitive.

RACT (Officer) Asset and Liability

	Total Asset by Gender		Trained Asset	Total Asset	TF Asset	Any-corps alloc	Total Req'd	Trained Headcount Gap
	M	F						
LT	44	15	59	59	56	7	63	-4
CAPT	79	27	106	106	61	40	101	+5
MAJ	93	34	127	127	38	53	91	+36
LTCOL	38	8	46	46	4	11	15	+31
TOTAL	254	84	338	338	159	111	270	+68

Congratulations

The following officers are congratulated on their unit command appointments from 2016:

LTCOL David Nathan	- CO 10 Force Support Battalion
LTCOL Paul Rogers	- CO/CI Army School of Transport
LTCOL Tamara Rouwhorst	- CO/CI Australian Defence Force Academy

The following officers are congratulated on their selection to attend Staff Colleges in 2016:

MAJ Clarke Brown	- Australian Command and Staff College
MAJ Dean Clark	- Australian Command and Staff College
MAJ Luke Condon	- Australian Command and Staff College
MAJ Susan Field	- Philippines Command and General Staff College
MAJ Edward Hardy	- Australian Command and Staff College
MAJ Marcus Luciani	- Malaysian Command and Staff College
MAJ Bronwyn Thomas	- Australian Command and Staff College

The following officers are congratulated on their sub-unit command appointments from 2016:

CAPT Gavin Cole	- OC 30 Terminal Squadron, 10 FSB
CAPT Rebecca Dyson	- OC 5 Transport Squadron, 7 CSSB
CAPT Jason Edmunds	- OC JMCO Sydney, 1JMOVGP
CAPT Alexander Hayes	- OC JMCO Adelaide, 1JMOVGP
CAPT Melissa Hopkins	- OC Ship's Army Establishment, HMAS Choules
CAPT Amber Humphreys	- OC Headquarters Squadron, 7 CSR
CAPT Kerrie Keeling	- OC Admin Coy, 2 RAR
MAJ Matthew Lamerton	- OC Road Transport Wing, AST
MAJ Danita McGregor	- OC JMCC, 1JMOVGP
MAJ Francisca Molnar	- OC 176 Air Dispatch Squadron, 9 FSB
CAPT Michael Newsham	- OC 26 Transport Squadron, 9 FSB
CAPT Royce Pearson	- OC 6 Transport Squadron, 3 CSSB
MAJ Geoffrey Price	- OC 12 Transport Squadron, 1 CSSB
MAJ Daniel Rojo	- OC JMCO Townsville, 1JMOVGP
CAPT Finley Stone	- OC 2 Transport Squadron, 7 CSSB
MAJ Tim Thompson	- OC JMCO Darwin, 1JMOVGP (tenure extended)
CAPT David Hosie	- OC Admin Coy, 2 RAR (from Jan 2018)
MAJ Matthew Nelson	- OC Road Transport Wing, AST (from Jan 2018)

The following officers are congratulated on their respective appointments from 2016:

MAJ Chris Duffy	- CDF Scholarship
MAJ Carl Edwards	- Instructor, Officer Training Wing, LWC
MAJ Matthew Nelson	- Senior Instructor, US Army Logistics University
CAPT Jarrad Baldwin	- Instructor, RMC-D
CAPT Brian Bearman	- Division Officer, ADFA
CAPT Jessica Boyd	- Instructor, RMC-D
CAPT Adam Hepworth	- Operations Research, US Naval Postgraduate School
CAPT David Hosie	- SO2 Amphib Log Plans, 15th MEU
CAPT Andrew Laing	- Aide-de-camp to Commander Special Operations
CAPT Sarah Nielsen	- Instructor, ASLO
CAPT Alex Schreiber	- UNTSO
CAPT Alexander Spence	- Senior Instructor Army, AMTDU
CAPT Andrew Stokes	- Instructor, ASLO
CAPT Matthew Warren	- Instructor, ASLO
LT Hugh Johnston	- Troop Commander, AST
LT Katherine Lloyd	- Platoon Commander, ARTC
LT Scott Meikle	- Platoon Commander, ARTC
LT Cassie Monaghan	- Troop Commander, AST
LT Joshua Payne Platoon	- Commander, ARTC
LT Michael Reynolds	- Platoon Commander, ARTC
LT Joshua Ruhle	- Troop Commander, AST
LT Jason Sibley	- Troop Commander, AST
LT David Woodhouse	- Troop Commander, AST

Welcome

Six officers graduated to RACT from the 2015 RMC-D mid year class and they are joined by eleven officers from the 2015 end of year class.

LT Edward Andrews	- 1 CSSB
LT Craig Johnson	- 9 FSB
LT Samuel Keary	- 9 FSB
LT Laura Padgham	- 1JMOVGP
LT Scott Sinclair-Wood	- 1 CSSB
LT Edward Webster	- 10 FSB
LT Courtney Brooks	- 1 SIG REGT
LT Eric Brown	- 1JMOVGP
LT Ashley Busatto	- 1JMOVGP
LT Jason Campbell	- 9 FSB
LT Gemma Chmielewski	- 7 CSSB
LT Alice Dunn	- 7 CSSB
LT Lloyd Fermino	- 7 CSR
LT Krystelle Jones	- 10 FSB
LT Andrew Leung	- 1 CSSB
LT Barend Nieuwoudt	- 2/14 LHR
LT Andrew Richardson	- ADFA

LT Ewy De Guzman is an AUSTINT RMC graduate from the 2015 end of year class and she will post to 3 CSSB to complete her regimental training in RACT.

LT Nathan McCartney joined the RACT as a lateral transfer officer in October 2015 and is posted to 7 CSSB.

I wish all of these officers the best on what I hope is a long and enjoyable career as an RACT officer.

Farewell

The following officers have discharged or transferred to the AR/SR from the RACT foundation group portfolio in 2015. Farewell and good luck for the future.

MAJ Jim Armstrong
MAJ Cherisa Bellis
MAJ Viv Dolan
CAPT Nick Elston
CAPT Kimberley Hallam
MAJ Tamara Jones
CAPT Robert Knight
MAJ Jeff Laycock
CAPT Lachlan McCallum
MAJ Lester Mengel
CAPT Philip Murphy
MAJ Allan Schmidt
LTCOL Deborah Smith
MAJ Stephen Williams

Directorate of Soldier Career Management - ARMY

Major Shane Haley, Senior Career Manager - RACT

Fellow members of the Royal Australian Corps of Transport, 2015 has been yet another very busy year for DSCM-A and in particular for the RACT Career Advisors (CA). With a 50% change over of staff in 2015 it has been a steep learning curve for myself as the new Senior Career Advisor for RACT and for WO2 Jason Greer as the new CA for ECN 274 JNCOs. Thankfully we had some old hands in WO1 Trudy Casey and WO2 Andrew Jones who remained from 2014 and were able to assist us through this challenging time.

Throughout 2015 RACT CAs were able to conduct face to face or phone interviews with 1022 of the 1852 PTE – WO2s of the Corps, while the Senior Warrant Officer Management Section (SWOMS) interviewed 25 of the Corps' 31 WO1s. In total DSCM-A interviewed 56% of the corps PTE – WO1s throughout 2015. This represents a significant body of work and achievement. In addition to one on one interviews with CAs, the attendance of RACT members at central DSCM-A presentations during the 2015 Career Guidance Information (CGI) Tour was pleasing. However, I encourage all members of the corps to make the effort to attend the 2016 RACT CGI Tour presentations. Where allowed the presentation will be tailored for RACT members and there is no doubt that all members of the Corps would benefit from attending. We look forward to seeing you there.

Health of the corps

ECN 035	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	40	11	33	25	21	13	143
Trained Asset	61	10	29	30	12	12	154
ECN 099	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	55	10	16	15	11	3	110
Trained Asset	53	13	19	15	9	3	112
ECN 171	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	104	19	38	18	9	5	193
Trained Asset	100	15	31	18	9	4	177
ECN 218	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	46	9	32	25	12	3	127
Trained Asset	59	7	28	21	9	2	126
ECN 274	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	849	158	300	140	85	9	1541
Trained Asset	728	115	257	112	79	10	1301

Correct as at 01 Oct 15

Overall the Corps is in a relatively healthy state with the majority of trades being either at or over establishment strength. It is expected that the abolishment of the 12 months Initial Minimum Period of Service (IMPS) for RACT trades will significantly assist in reducing the vacancy gap for ECN 274 in 2016.

As these figures indicate the corps is under establishment across all trades at CPL rank, a situation that is expected to improve in 2016. As they always have done, units continue to play the primary role in the development and promotion of our Other Ranks. However, DSCM-A will continue to monitor and advise on this process as appropriate. Having spent the vast majority of their careers within FORCOMD RACT CAs understand the competing pressures experienced by units and will continue to work closely with units to ensure individuals are paneled on promotion courses appropriately. While DSCM-A and units are well aware of their responsibilities, individuals are also reminded of their responsibility to ensure they are well prepared to attend their promotion courses.

Opportunities

The opportunities that currently exist for RACT members are significant and corps members are encouraged to seek opportunities outside of their primary trade to broaden their career profile and experience base. RACT instructors are highly regarded within Training Establishments (TEs) such as 1 RTB, RMC, LWC, AMTDU and AST, with postings to such establishments providing a definite boost to an individual's career profile. Beyond these key postings there are a myriad of high profile and challenging positions that can be filled by RACT members. Be prepared to discuss such posting opportunities with your CA in 2016.

DSCM-A Mission

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

I believe it is important that all members of the corps understand and acknowledge the DSCM-A mission statement. There are numerous principles that underpin how DSCM-A achieves this mission. I have elaborated on key principles within the following paragraphs.

There are a number of underlying principles that guide CAs in the execution of their duties. However, the overarching principle that CAs adhere to when developing posting plots is to post individuals in accordance with **Service Needs, Career Development** and **Personal Preferences**. In order to achieve our mission DSCM-A must ensure the Service Needs of the ADF and the Army are met. Nested within service needs is career development and ensuring that Army has the right people, with the right skills, knowledge and attributes, in the right positions to achieve mission success. Finally, personal preferences, while this is the third consideration it actually plays a disproportionate role in guiding DSCM-A decisions. DSCM-A acknowledges that overall job satisfaction is strongly linked with individuals achieving their personal preferences. While this may not always be achievable DSCM-A endeavors to achieve a good balance between the three competing demands across the span of an individual's military career.

The methodologies that underpin the DSCM-A vision and values see DSCM-A staff driven by the values of Accountable, Consistent, Responsive and Ethical. This ensures soldier's career management is handled with transparency and the professionalism they deserve.

Career Success

Every individual will have a different definition of 'career success', as it pertains to them. Some will determine that career success for them will be to achieve promotion to WO1, or beyond, and fulfill senior appointments within Army, while for others career success may be to simply enjoy their time in Army and to be the best soldier they can be. Whatever your definition of career success is, your

CA is here to assist you in achieving it. Soldiers should attend their annual career interview with a firm understanding of what career success is for them and what they need to do to achieve it. In particular they should have a good understanding of their employment specifications as detailed in their respective trade Manual of Army Employment (MAE). However, they should be realistic and they should understand the milestones they need to accomplish and in some cases the sacrifices they need to make to achieve that success.

Merit based selection

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

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

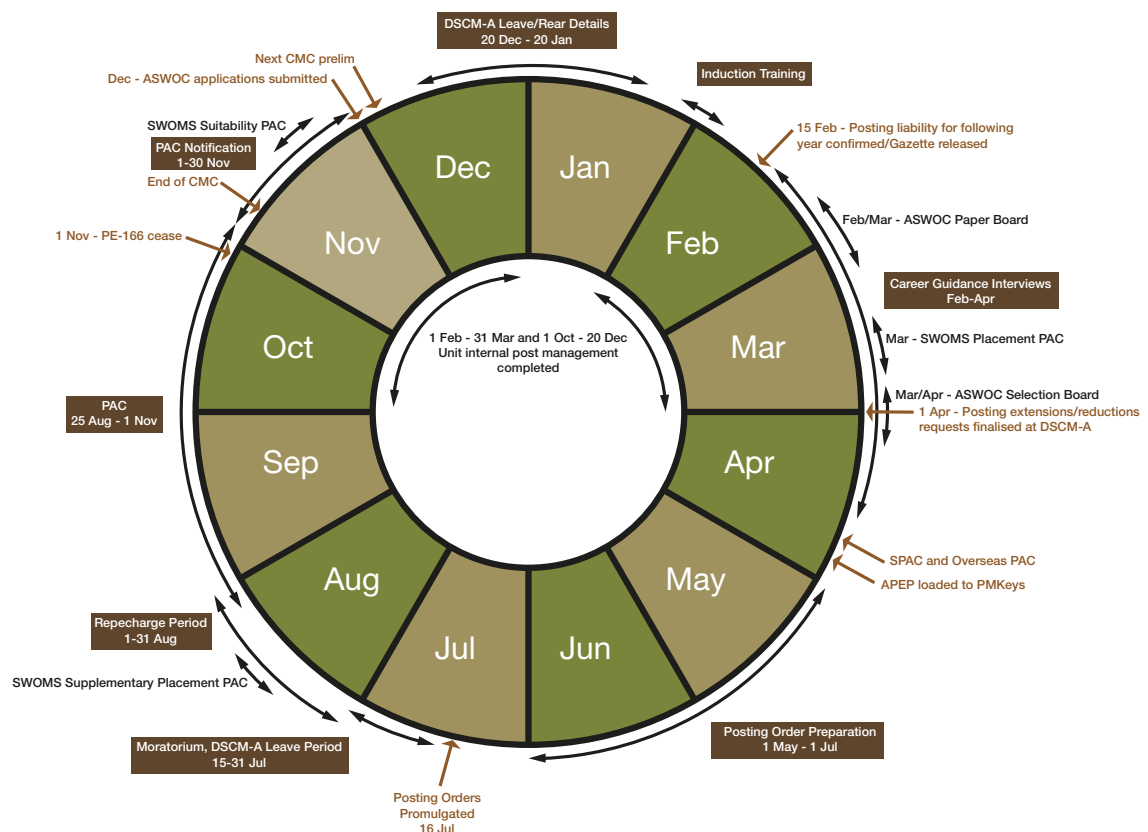
Experience – Does the member have the appropriate career profile and experience to undertake the position/appointment?

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

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

Part of our role as CAs is to provide members with frank and honest feedback and advice on their merit for promotion, key appointments and representative positions. This can often be a source of disappointment or friction for individuals. Please remember PEQP and be receptive to any guidance your CA may provide.

DSCM-A Career Management Cycle (CMC)



The CMC enables DSCM-A to engage both soldiers and the chain of command early in the calendar year therefore informing Career Management decisions and posting plot development scheduled for later in the CMC. The 12 month CMC can be broken down into three main phases:

Engagement phase (Jan – Apr): CA engagement with individuals and unit chains of command.

Posting phase (May – Aug): Posting plot development and approval, followed by distribution of posting orders for subsequent CMC.

PAC phase (Sep – Dec): PAC arbitration, conduct, confirmation and promulgation of results.

Posting repêchage

Noting the overarching principles outlined above, CAs will always endeavour to post an individual to one of their three posting preferences when possible. However, if this is not achievable CAs have a responsibility to notify individuals via their chain of command and to engage with the member regarding their posting. If after this engagement and the release of a Posting Order an individual is not satisfied with their posting they have an opportunity to repêchage it, within the repêchage period, via a PE166-2 *Application for Reposting, Retention or COPAS – Army*.

The details of the repêchage period will be promulgated to units annually; however, as a general rule the repêchage period will be conducted within the month of Aug. Applications for reposting received after this period will be processed by DSCM-A on exception only. DSCM-A will continue to receive and process applications for Compassionate Postings at any stage throughout the CMC.

Performance Appraisal Report (PAR)

Understanding the role of your PAR in the PAC process is critical. If you receive a PAR that summarises your performance with minimal reinforcing comments outlining how you have performed, you will not compete as well as a peer who has a detailed and thorough word picture providing examples and detailed descriptions on **how** they performed. Assessing Officers and Senior Assessing Officers need to report on a member's *Performance, Qualifications, Experience and Potential* 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.

DSCM-A Sharepoint and getting to know your CA

2015 witnessed a significant shift by DSCM-A in terms of career guidance information availability. In mid 2015 DSCM-A transitioned from the outdated webpage site to sharepoint. A significant amount of preparatory work was undertaken by DSCM-A to ensure the DSCM-A sharepoint site provides relevant and valuable information required to assist individuals and units with career management matters. However, CAs are always available to assist as required if the information on the sharepoint does not address your query. We are here to help.

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

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

Top tips

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

- Be responsible for your actions and your career.
- Know and understand your employment specification within your MAE.
- Honest and early engagement, both with your chain of command and DSCM-A. CAs will make decisions based on the known information. We can only act on what we've been told.
- Be realistic. It is unrealistic to think you will achieve career success without making sacrifices.
- Understand the bigger picture, or at least acknowledge that there is one; and how it affects you.
- Attend the 2016 CGI Tour central presentation in your area and come to your interview prepared.

2015 Promotions

The table below details all DSCM-A initiated promotions. It does not capture all promotions conducted within the Corps in 2015. DSCM-A congratulates all corps members who have been or will be promoted in 2015.

Summary

2015 has been another successful year for members of the Corps and we, as a Corps, can be very proud of our collective achievements. There is no doubt that the Corps is in a strong position and is set to continue providing outstanding service to Army and the wider ADF. The responsibility of assisting corps members with managing their careers is significant and one that the RACT CAs takes very seriously. Corps members can rest easy knowing that the Royal Australian Corps of Transport Career Advisors will continue to work hard on your behalf to ensure we as a corps remain **Par Oneri**.

Promotions

ECN	RANK	NAME	ECN	RANK	NAME
350	"WO1(Tier B)"	T. Casey	274	WO2	S. Whyte
274	"WO1(Tier B)"	G. Sharp	274	WO2	L. Robertson
035	"WO1(Tier B)"	S. Charlett	274	WO2	J. Morrison
350	WO1	R. Gentles	099	WO2	J. Jones
035	WO1	L. Mol	218	WO2	M. Ambrose
274	WO2	D. Duncan	035	WO2	K. Windsor
274	WO2	B. Bayes	035	WO2	M. Peirce
274	WO2	D. Fowler	035	WO2	B. Strutynski
274	WO2	C. Dean	035	WO2	C. Wilson
274	WO2	D. Bunt	171	WO2	D. Reeves
274	WO2	R. Bingley	171	WO2	C. Hass
274	WO2	J. Burton	099	SGT	K. Beattie
274	WO2	K. Doyle	274	SGT	J. Miller

ECN	RANK	NAME	ECN	RANK	NAME
274	SGT	K. Clarke	274	CPL	R. Oku
274	SGT	A. Landel	274	CPL	C. Richardson
274	SGT	J. Juratowitch	274	CPL	C. Rice
274	SGT	R. Hovey	274	CPL	J. Gloser
274	SGT	S. Johnson	274	CPL	C. Mowbray
274	SGT	M. Wood	274	CPL	C. Cummins
274	SGT	D. Grono	274	CPL	T. Smith
274	SGT	E. Buenaobra	274	CPL	B. Godfrey
274	SGT	A. Van Horen	274	CPL	B. Lademann
274	SGT	N. O'Keeffe	099	CPL	R. Markham
274	SGT	L. Redpath	035	CPL	E. Longhurst
274	SGT	M. Allen	035	CPL	B. Degney
274	SGT	T. Kusters	171	CPL	D. Mulholland
274	SGT	L. Riordan	171	CPL	J. Nicholas
035	SGT	S. Goodall	171	CPL	R. Stott
035	SGT	S. Regan	218	CPL	B. Helman
035	SGT	L. Pendlebury	218	CPL	S. Lillis
035	SGT	A. Napier	218	CPL	J. Hughes
171	SGT	C. Parker	274	LCPL	D. Maxey
171	SGT	A. Kavooris	274	LCPL	J. Buhmann
171	SGT	B. Rhind	274	LCPL	L. Hall
218	SGT	R. Currey	274	LCPL	A. Brown
218	SGT	A. Foreman	274	LCPL	J. Miller
218	SGT	T. McMurtrie	274	LCPL	P. Becall
274	CPL	N. Briskey	274	LCPL	J. Healy
274	CPL	H. Thapa	274	LCPL	C. Wilson
274	CPL	J. Crittenden	274	LCPL	S. Ranger
274	CPL	A. Fry	274	LCPL	J. Butler

An Essay on: To what extent and in what time frame can unmanned systems replace or supplement manned systems in the conduct of Combat Service Support (CSS)?

Captain Charles De-Zilva

*"With the evolution of the battlespace into a non-linear area with no defined front or rear, logistic units have become increasingly vulnerable. The growing lethality of modern sensors and weaponry has forced combatants to operate below detection thresholds within complex terrain. Combatants attempt to defeat this modern technology by manoeuvring in smaller force packages capable of sheltering within both physical and human terrain. This presents a significant threat to CSS convoys moving through such complex terrain, a fact highlighted in Iraq in 2004 when more purple hearts were awarded to troops operating along the lines of communication than to combat forces. It is through this complex terrain that the almost continuous flow of logistics must traverse to their often dispersed dependencies."*¹

Major Dean Clark

Introduction

The evolution of the battlespace, as described by Major Dean Clark, requires significant evolution in the conduct of Combat Service Support (CSS) to counteract the increased threat levels that logistic convoys face within the asymmetric warfare environment. This essay will examine to what extent and in what time frame unmanned systems can replace or supplement manned systems in the conduct of CSS.

This essay will focus on the transport support component of CSS and the ability for unmanned systems to replace or supplement manned systems of delivery. It will examine the current conduct of CSS within recent operations within the ADF and highlight some of the inherent risks to traditional CSS within conventional and unconventional warfare.

¹ Clark, D. MAJ, (2014) 'Modern Battlefield Only the Strong Survive — CSS in the Disaggregated Battlespace' *Australian Army Journal*, Vol. XI, No. 1, 2014, Canberra, p 21.

This essay will argue that unmanned systems could replace or supplement traditional methods for the conduct of delivery of CSS in difficult and high risk threat situations, and would reduce risk to soldiers by reducing the number of soldiers required to expose themselves to danger while conducting these tasks. It must be noted that fewer soldiers does not always mean less risk, as the reduction of soldiers could also reduce protection to the convoy. However the ability to replace or supplement logistics troops conduct of delivery of CSS would enable logistics troops to take over the protection of their convoys. Battle group Commanders could increase their current combat capability by re-tasking combat troops, as combat troops would no longer be required to conduct protection for convoys as the logistics soldiers no longer driving the vehicles can provide escorts.

This essay will also suggest methods that the ADF may need to adopt in order to achieve a similar effect to manned CSS with a reduced risk profile to its soldiers.

Current Conduct of CSS within the Land Domain of the ADF

5. In discussing the replacement or supplementation of manned Combat Services Support function with unmanned systems, it is important to understand the purpose of CSS within the land force. The Land Warfare Doctrine (LWD) 4-3, Transport Support states that “the purpose of CSS is to sustain land forces through the resupply of resources and the provision of support services.”² CSS is not limited to land, but applies across all three domains (Land, Sea and Air) and includes all the systems, platforms and personnel required to sustain forces in combat.

LWD 4-3, Transport Support also states that “Transport Support function controls the operation of those transport assets and resources required to move stores, equipment and personnel throughout the CSS network. The transport and supply services integrate to provide the nucleus of the distribution system.”³ As the nucleus of the distribution system, any risk to the movement of supplies can greatly reduce the combat effectiveness of front line units.

Advances in platforms, weapons and electrical systems for both conventional and unconventional warfare requires large amounts of supplies delivered frequently to sustain operations. Using traditional manned transport to conduct this support to front line units in current environments creates an environment in which volumes of slow moving, lightly protected vehicles regularly traverse predictable routes across the Area of Operation (AO) to sustain a mobile combat force. “U.S. military experience has shown that rugged terrain and threats such as ambushes and Improvised Explosive Devices (IEDs) can make ground-based transportation to and from the front lines a dangerous challenge. Combat outposts require on average 100,000 pounds of material a week, and high elevation and impassable mountain roads often restrict access.”⁴

² Commonwealth of Australia, (2009) *'Land Warfare Doctrine 4-3, Transport Support'* Land Warfare Development Centre (ed.), Puckapunyal: Commonwealth of Australia.

³ Commonwealth of Australia, (2009) *'Land Warfare Doctrine 4-3, Transport Support'* Land Warfare Development Centre (ed.), Puckapunyal: Commonwealth of Australia.

⁴ DARPA, (2014) *'ARES Aims to Provide More Front-line Units with Mission-tailored VTOL Capabilities'* 11 February 2014.

The 142nd Corps Support Battalion Combat Logistics Patrol (CLP) Handbook for the US Army describes logistics convoys conducted on the modern asymmetrical battlefield as combat operations.

*“While their purpose may be to deliver personnel or supplies from one point to another, the convoy planner must assume that his convoy will encounter enemy attempts to disrupt movement or inflict damage and casualties. Currently in Iraq, all logistical convoys are referred to as Combat Logistics Patrols, to remind Soldiers of the manner in which they need to approach each convoy. Every unit executing CLPs in Iraq has learned and emphasizes the importance of maintaining a combat posture from start point (SP) to release point (RP).”*⁵

This change in the nature of threat and risk to routine convoy tasks now requires greater resourcing in manpower, weapons systems and vehicles. Logisticians and combat troops alike conduct high-risk CSS tasks along roads and tracks in hostile environments using CLPs to deliver supplies to front line units. Fatigue and stressful conditions contribute to greater human error, thus further increasing levels of risk to the personnel required to conduct CLPs. The groups and tasks required for conducting CLPs are as follows:

- a. **“Advance Guard.** The advance guard is tasked to clear the route and to provide early warning. It may consist of armoured vehicles or infantry mounted in armoured vehicles, and aviation assets if available.
- b. **Close Protection Group.** The close protection group enables an immediate reaction to adversary activity against the convoy. It may consist of armoured, infantry and aviation assets.
- c. **Reserve.** The reserve must move a sufficient distance behind the close protection group to retain freedom of action. A separate mobile reserve may be held available to assist convoys that are ambushed or become engaged in major contacts.”⁶

As the doctrine above illustrates, these CLPs currently use large numbers of soldiers to do repetitive tasks in difficult conditions in order to conduct logistics supplies. Manned convoys conducting CLPs are a significant risk and cost to the Army.

Unmanned Systems

Unmanned systems (vehicle) are capable of operating without a crew or individual operator in the vehicle, are tethered by a radio control link; and can be pre-programmed for both navigated movement, tasks and are vehicle is designed to come back and be re-used.

There is a range of unmanned systems that have been considered in the context of delivering logistic support over the last 10 years by the United States (US) Department of Defense (DOD), global defence and commercial industries. These unmanned systems are categorised by the US committee on Force Multiplying Technologies for Logistics Support to Military Operations into the following groupings: autonomous vehicle technologies, last tactical mile and aerial systems.

⁵ 142nd Corps Support Battalion, (2006) *Combat Logistics Patrol (CLP) Handbook* for the US Army.

⁶ Commonwealth of Australia, (2009) *‘Land Warfare Doctrine 4-3, Transport Support’* Land Warfare Development Centre (ed.), Puckapunyal: Commonwealth of Australia.

For the purpose of this essay unmanned systems are categorised as: autonomous vehicle technologies; tactical unmanned resupply systems; and aerial systems, which incorporate K-max, and Reconfigurable Embedded System (ARES).

Autonomous Vehicle Technologies

Defense Advanced Research Projects Agency (DARPA) has conducted serial industry challenges in the US over the last ten years to develop autonomous vehicle technologies. These challenges were part of the Convoy Active Safety Technology (CAST) program and industry provided various vehicles to be tested by US Army Tank-Automotive Research, Development and Engineering Center (TARDEC) under a variety of combat conditions. TARDEC conducted testing on semi-autonomous vehicles to determine if manned convoys could be supplemented by using leader-follower technology. Leader-follower technology involves “following vehicles focused on a fiducial on the vehicle in front of them and maintaining pace with that vehicle. They are not concerned with traffic events to their sides or behind them because they are deploying in constrained environments and are not expected to interact with large numbers of manned vehicles with a number of different operational goals.”⁷ Leader-follower technology for unmanned convoys relies heavily on communication connectivity from the leader vehicles to the followers. This can be very problematic in a degraded communication battlespace. The US defence and commercial industries are currently working on providing a secure communication link to overcome this issue.

As previously stated in this essay, traditional manned convoy operations require a large amount of manpower and place soldiers at risk. The Committee on Force Multiplying Technologies for Logistics Support to Military Operations determined that “Autonomous vehicle technologies offer a significant opportunity to automate military operations in order to improve logistics operations. They are ready to deploy in constrained settings with limited obstacles and established routes. They are not yet ready to deploy in operational settings with rough terrain or unpredictable routes. This capability could be achieved in 2–5 years, given a properly funded and implemented research and development program.”⁸

Both manned and semi-autonomous vehicles within CLP are susceptible to man-made obstacles designed to slow, stop or hinder convoys. The manned convoys currently supplemented by using leader-follower technology do not have the ability to avoid these obstacles, so, similar to traditional manned convoys, the CLP Advance Guard need to clear these obstacles from the routes. The increased use of sensor-assisted automatic parallel parking and collision avoidance technologies in commercially available vehicles show how some of the constraints and limitations currently facing leader-follower technology can be overcome.

For future CSS, the option of semi-autonomous vehicles with leader-follower technology should be actively and aggressively pursued by the Australian Defence Force (ADF). Army Headquarters

⁷ Committee on Force Multiplying Technologies for Logistics Support to Military Operations, (2014) *Force Multiplying Technologies for Logistics Support to Military Operations*, The National Academies Press, Washington, D.C

⁸ Committee on Force Multiplying Technologies for Logistics Support to Military Operations, (2014) *Force Multiplying Technologies for Logistics Support to Military Operations*, The National Academies Press, Washington, D.C

(AHQ) and the new Capability Acquisition and Sustainment Group (CASG) should heed these recommendations and implement secure leader-follower technology to reduce the manpower required to conduct routine predictable convoy tasks along established routes within the AO.

AHQ need to make the argument for a rapid acquisition to augment the new Land121 fleet of unprotected vehicles with the semi-autonomous leader-follower technology as a risk and resource reduction method within the next two to five years. This would supplement manned systems, enabling one driver and co-driver in the lead protected vehicle to control the packet of semi-autonomous leader-follower unprotected and unarmed vehicles. The Land121 protected vehicles with Command, Control, Communications, Computers, and Intelligence (C4I) and dedicated weapon stations, both manned and remote could be used as close protection in the front and rear vehicles of the packet within a convoy.

This would free up logistics soldiers who would otherwise be driving these follow-on unprotected vehicles to conduct the Advance Guard, and Reserve tasks from armed, protected vehicles such as the Hawkei or Bushmaster. The implementation of secure leader-follower technology would also free up the combat troops currently conducting these tasks.

The use of semi-autonomous leader-follower vehicles for CLPs could solve two of the largest problems facing Army within Plan Beersheba:

- a. As Plan Beersheba has to be a zone sum gain, Army cannot raise a third Enabling Brigade to support the three Combat Brigades within the force generation cycle. Army could use semi-autonomous leader-follower technology to dramatically reduce the personnel in all current transport units and use these personnel to create the distribution backbone for a third Enabling Brigade.
- b. Army's biggest single running cost is the salaries for its personnel, and a transport troop has the largest number of personnel of any troop within the Army. Any reduction in personnel of a transport troop, as could be achieved by using semi-autonomous leader-follower vehicles would greatly reduce Army's running costs.

The Committee on Force Multiplying Technologies for Logistics Support to Military Operations recommended the US Army should implement autonomous vehicle technologies in phases "starting with what is possible now using semiautonomous technologies such as leader-follower so that incremental improvements to logistics can be realized as the technology matures. Research and development should be continued to develop these technologies for use in challenging, unpredictable environments that are currently beyond their reach."⁹

The above argument further supports the concept that autonomously controlled convoy vehicles are a force multiplier and should be essential pursuit for a small military force such as the ADF. Not only do autonomously controlled convoy vehicles take people out of danger by reducing the number of soldiers required, but it also reduces the burden of convoy protection roles currently conducted by combat troops as these tasks can be conducted by logisticians in armed protected vehicles. The formation commanders can now re-task these combat troops from convoy protection to other core tasks.

⁹ Committee on Force Multiplying Technologies for Logistics Support to Military Operations, (2014) *'Force Multiplying Technologies for Logistics Support to Military Operations'* The National Academies Press, Washington, D.C

Lockheed Martin, one of the defence industry contenders for the CAST trials, claims that the use of autonomously controlled convoy vehicles can “significantly reduce crew fatigue, eliminate rear-end collisions, enhance operator situational awareness and enable a more effective response to attack.”¹⁰ This highlights the ability of autonomously controlled convoy vehicles to reduce risks in monotonous repetitive tasks.

Based on the results of the CAST trial, commercial companies have refined and improved some aspects of the technology. The Mercedes-Benz S500-Class autonomous driving vehicle and the Google self-driving car were based on DARPA Urban Challenge technologies. These commercial vehicles are prototypes of fully automated vehicles and can drive autonomously on previously driven routes utilising a high-precision digital map using 360-degree awareness technologies. These technologies are core requirements for a vehicle to drive autonomously in urban and complex environments. “The Mercedes self-driving S500 class vehicle has a number of onboard sensors that allow it to sense its surroundings and compare the results to a preinstalled three dimensional map to identify its location as well as potential conflicts. This information is used to provide automated driver assistance as well as automated driving.”¹¹

Google’s self-driving car project has been focused on retrofitting existing vehicles with hardware and software to autonomously drive in limited locations in California and Nevada. After testing the vehicles over thousands of kilometres, Google has taken the next steps and unveiled a semi-functioning prototype that is road-legal.¹²

There are technical challenges to overcome in deploying autonomous vehicle technologies in rough terrain or unpredictable routes. “Autonomous vehicles must be capable of operating in an environment where Global Positioning System systems have been degraded or blocked entirely.”¹³ Further development is required to integrate into the autonomous vehicle platform the ability to determine its global position without reference to the Global Positioning System (GPS).

As these commercial prototypes are being developed rapidly, it seems probable that commercial autonomous vehicles could be on the market within five years. The Australian Army should carefully monitor the development of autonomously controlled convoy vehicles systems. By initiating the need phase of the Capability Development Cycles within short timeframe, AHQ and the new CASG could facilitate acquisition of autonomously controlled convoy vehicles systems within the next five to ten years.

Tactical Unmanned Resupply Systems

For the last decade, the robotic and unmanned ground systems developers from both military and commercial industries have been exploring autonomous vehicle technologies and robotics to

¹⁰ Lockheed Martin, (2015) ‘Autonomous Mobility Appliqué System (AMAS)’ at www.lockheedmartin.com.au/us/products/amas1.html assessed 2015.

¹¹ Committee on Force Multiplying Technologies for Logistics Support to Military Operations, (2014) ‘Force Multiplying Technologies for Logistics Support to Military Operations’ The National Academies Press, Washington, D.C.

¹² Davis, Z., (2015) ExtremeTech ‘Google unveils its first built-from-scratch self-driving car’ LLC.PCMag Digital Group, <http://www.extremetech.com/extreme/196384-google-unveils-its-first-built-from-scratch-self-driving-car>.

¹³ Committee on Force Multiplying Technologies for Logistics Support to Military Operations, (2014) ‘Force Multiplying Technologies for Logistics Support to Military Operations’ The National Academies Press, Washington, D.C.

provide logistical support within dismounted units. The US DOD has explored these technologies in order to provide autonomous load-bearing capabilities to Platoon level units and lower. The aim of these programs is to lighten the load to the warfighter.

The Ground Unmanned Support Surrogate (GUSS)¹⁴ was designed to keep “soldiers safe by reducing their exposure to unsafe environments and to lethal enemy actions. Lighten soldier’s loads by carrying supplies or even wounded marines from the battlefield. Seek to reduce the dependence of dispersed ground combat elements on external re-supply. Reduce time in-between missions by not having to return to their base to retrieve and return items.”¹⁵ GUSS is an autonomous vehicle system that can conduct tactical unmanned resupply in three modes of unmanned operation: leader-follower technology that will follow a soldier in the section; targeted mode that issues waypoints to navigate a patrol; and remotely controlled by a soldier within the patrol. For the first-line logistics within frontline units the GUSS can “reduce the dependence of dispersed ground combat elements on external resupply, reduce the loads carried by the dismounted Warfighter, and aid casualty evacuation.”¹⁶

Another tactical unmanned resupply system is the Boston Dynamics quadruped, called the BigDog Unmanned Ground Vehicle (UGV). “BigDog is a legged robot under development at Boston Dynamics, with funding from DARPA. The goal is to build unmanned legged vehicles with rough-terrain mobility superior to existing wheeled and tracked vehicles. The ideal system would travel anywhere a person or animal could go using their legs, run for many hours at a time, and carry its own fuel and payload.”¹⁷ BigDog and its newer, smaller brother Spot, both have control systems that keep them balanced and agile while crossing rough terrain. They can navigate stairs and manage to traverse a wide variety of terrains keeping balance with the ability to right themselves. This is an important emerging capability that would be a force multiplier for dismounted infantry units, which are the backbone of the Australian Army.

There are several other tactical unmanned resupply wheeled vehicles systems under development including the squad mission support system (SMSS).¹⁸ The SMSS concept is to carry enough of a load to support a squad, conduct autonomous movement over rough terrain, and provide amphibious capability for crossing rivers and marshes in order to improve combat readiness while assuring resupply channels and the ability to evacuate casualties.¹⁹

¹⁴ Torcrobotics, (2015) ‘Ground Unmanned Support Surrogate’ at www.torcrobotics.com/case-studies/guss, accessed 2015.

¹⁵ Torcrobotics, (2015) ‘Ground Unmanned Support Surrogate’ at www.torcrobotics.com/case-studies/guss, accessed 2015.

¹⁶ Torcrobotics, (2015) ‘Ground Unmanned Support Surrogate’ at www.torcrobotics.com/case-studies/guss, accessed 2015.

¹⁷ Raibert, M., Blankespoor, K., Nelson, G., Playter, R. and the BigDog Team ‘BigDog, the Rough-Terrain Quadruped Robot’ Boston Dynamics, Waltham, MA 02451 USA (Tel: 617-868-5600; e-mail: mxr@BostonDynamics.com).

¹⁸ Lockheed Martin (2015) *Squad Mission Support System (SMSS)* information available at www.lockheedmartin.com/us/products/smss.html, accessed 2015.

¹⁹ Committee on Force Multiplying Technologies for Logistics Support to Military Operations, (2014) ‘Force Multiplying Technologies for Logistics Support to Military Operations’ The National Academies Press, Washington, D.C.

To provide light infantry units with the ability to extend their range and effectiveness for dismounted combat patrol the Army should watch the progress of tactical unmanned resupply system and investigate its limited power supply. The expected development time frame for wheeled tactical unmanned resupply system is three to five years.

Unmanned Aerial Delivery Systems

Unmanned Aerial Vehicles (UAV) have already been used in theatre for intelligence, surveillance and reconnaissance (ISR) tasks and armed UAV have been used for offensive operations against targets. UAV as aerial delivery systems has been successfully conducted by the K-max prototype manufactured by Lockheed Martin. "Following nearly 3 years of successful operations in which more than 4.5 million pounds of cargo were delivered over thousands of missions, the K-max has been returned to the United States as part of the retrograde from Afghanistan." ²⁰ This proves that unmanned aerial delivery systems can avoid ground-based threats and enable faster, more effective delivery of cargo in difficult terrain.

DARPA created the Transformer (TX) program which is aimed to develop aerial systems that would provide flexible transportation to deliver CSS that is not dependent on terrain. "In 2013 the Aerial Reconfigurable Embedded System (ARES) concept being developed by Lockheed Martin, and Piasecki Aircraft was selected to move forward as the Transformer demonstration project." ²¹ The ARES concept has the potential to dramatically reduce the level of risk that a manned ground vehicle convoy would face to deliver supplies in restricted terrain. "ARES is a vertical takeoff and landing delivery system that will be unmanned and is expected to support multiple payload configurations from a common airframe." ²² This ARES capability is ideal to resupply light infantry units operating patrol bases within difficult terrain, as manned ground vehicle based resupply has the ability to attract enemy attack through IEDs Ambush and harassing fire.

The Committee on Force Multiplying Technologies for Logistics Support to Military Operations recommended the US Army should investigate ARES for future use. "Unmanned and remote-controlled aerial assets have been utilized by the Marine Corps to provide logistics support. The Army should work with the Marine Corps to undertake research and development on a common autonomous aerial support capability for logistics." ²³

The ARES system has the ability to radically change the way distribution is conducted in the Army and whether these functions will reside within a future Transport or Aviation Corp. The Australian Army should carefully investigate the possibility of working closely with the US Marine Corps in their

²⁰ Lockheed Martin, (2015) 'Unmanned K-MAX Cargo Helicopter Team Returns from Deployment with U.S. Marine Corps in Afghanistan' <http://www.lockheedmartin.com/us/news/pressreleases/2014/july/140724-lm-unmanned-kmax-cargo-helicopter-team-returns-from-deployment.html>, accessed 2015.

²¹ Lockheed Martin, (2014) 'ARES' at www.lockheedmartin.com/us/products/ares.html, accessed 27 August 2014.

²² Committee on Force Multiplying Technologies for Logistics Support to Military Operations, (2014) 'Force Multiplying Technologies for Logistics Support to Military Operations' The National Academies Press, Washington, D.C

²³ Committee on Force Multiplying Technologies for Logistics Support to Military Operations, (2014) 'Force Multiplying Technologies for Logistics Support to Military Operations' The National Academies Press, Washington, D.C

endeavour to develop and use the ARES system. The ARES system is expected to be a prototype in the next five years. AHQ should begin the needs phase of the Capability development Cycles in order to acquire the future version of the ARES concept between the next ten to fifteen years

Conclusion

Due to the changes in the threat and risk level associated with routine convoy tasks in an asymmetric battlefield, and therefore the greater resourcing requirements in manpower, weapons systems and vehicles, unmanned systems should be used to replace or supplement manned systems in the conduct of CSS. Many of the examples and research for this essay come from the US experience in Iraq and Afghanistan, however the dangers to ground-based manned convoys can also be verified in the Australian Army experience. Brigadier Mick Ryan, Director General Strategic Plans stated that “54 Bushmaster PMV were destroyed in Afghanistan – against a low level insurgency primarily using Improvised Explosive Devices.”²⁴ This clearly shows that manned land convoys for resupply are a very dangerous and costly activity not only for the US military but also for the Australian Army.

The adoption of unmanned systems to replace or supplement manned systems in the conduct of CSS will reduce the number of soldiers that are put at risk of IED ambushes and other offensive action. As previously stated, fewer soldiers within a CPL does not always mean less risk, but semi-autonomous vehicles with leader-follower technology gives the commander the ability to use logistics soldiers for to convoy protection tasks; taking the human from behind the steering wheel, replacing them with a machine, and putting them behind the trigger within the convoy protection party.

As part of ongoing force modernisation, the Australian Army should adopt and adapt these emerging technologies in the unmanned systems domain and strive to implement the capabilities that are five years or less from being production quality.

²⁴ Ryan, R. BRIG, Director General Strategic Plans – Army, (2015) ‘*The Army 101 MSP-A Brief*’, Strategic Plans – Army

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An Essay on: Creation of a New Arm of the Australian defence Force – Australia defence Force Logistics Service (ADFLS)

SGT Sean Lehmann, EF SPV/ASST MNGR OP MOV HMAS Choules

"There is one unalterable difference between a soldier and a civilian: the civilian never does more than he is paid to do."

Field Marshall Erwin Rommel

The ADF needs to consolidate and streamline its logistics support and programs. The ADF should consider the creation of a new streamlined service which is part of the uniformed ADF by the formation of a new Australian Defence Force Logistic Service (ADFLS), utilising the current logistic support elements and services provided by all of the three ADF services. A current example is the Canadian Armed Forces, where all members belong to one organisation, only separated by what job function they do, and uniform they wear. The ADFLS would be created by combining all logistics personnel, assets and equipment that is currently in service.

The ADF employs a vast number of personnel throughout the three Armed Services who on a day to day basis completes the same logistic functions no matter what service they belong to. When the ADF participates in Joint Operations, members within the same logistic area duplicate the tasks required and on some occasions this causes conflicts within the logistic world due to inconsistencies, single service policy conflicts with the other services and politics. A new Logistic Service could streamline services and procedures that would be the same for all services delivering effective and efficient logistic service to all. The aim of this essay is to provide an understanding on how the ADFLS is to be created and what their roles and responsibilities are going to be if this concept was given a broader look into. A new Service Arm of the ADF would be made up of existing logistic members of all three services. The creation of the ADFLS into the fourth arm of the ADF would not limit the amount of support to the Armed Service personnel in the ADF. The support would be more streamlined in its processes. The introduction of an ADFLS would ensure that the other three services focus more on their main objectives as war fighters. Each Armed Service would retain their war fighting capabilities. Air Force would retain their Fighter Aircraft only, Navy would only retain their Warships and Patrol Boats and the Army would retain all of the Arms Corps functions and capabilities. Each Armed Service would have to surrender any logistic support capability and equipment to the new ADFLS. Believe it or not there are actually Air Force pilots currently in the system that would rather fly cargo aircraft than fly fighter aircraft. This I believe is

also the same for the Navy. Some crew would rather work on a Landing Ship Dock (LSD), oiler or replenishment ship than go to sea on an ANZAC Class or Air Warfare Destroyer (AWD).

At present the majority of logistic functions within the ADF are trained at a school which is or is in the process of becoming a joint facility. A suggested policy would be to adopt would be that all personal in roles as Stores, Medical, Transport, Mechanical and Electrical, and any other support function trade are trained at a single location specific to their trade, in particular for trades within existing service Corps. All of these personnel would be posted to any armed service in logistic support roles only. All members of the ADFLS would be basic trained as soldiers first followed by logistics training. After their initial logistic training is completed a further two week period of induction training that would be required to be completed once they receive their first posting order. For example if an ADFLS member was posted to an Army unit no induction training would be required. However if they were posted to a Navy platform they would do an induction period to gain the basic sea knowledge for that service. If the member was then posted back to an Army unit further induction training would not be required. A new uniform for the ADF would be one for all service uniform. Trying to keep with traditions of all three services a joint uniform would be established for the ADF. Barracks and parade dress would be the same uniform, however only with a few modifications in particular to Service badges. Rank would be the same for all four services with all services adopting the Army Rank Structure. For example the Navy would still call their Officers by their old rank system (i.e. LCDR = Major and SQNLDR = Major).

The ADFLS would maintain the fleet of aircraft, ships, road assets and equipment which will have been surrendered by each ADF Armed Service for the sole function of creating the ADFLS. All Air Force C17, C127, C130 and A330 tankers would now belong to the ADFLS, the Navy LSD, New replenishment ships would all belong to the ADFLS and all Army Road Transport and non tactical aircraft (if any) within Army would now belong to the ADFLS. The core functional role of the ADFLS is to provide logistic support to the Armed Services (War Fighters). They may at times be required to work internal to all service units, as do the trades personnel already do. The effectiveness for members to be moved between the war fighters units would be enhanced by broadening their knowledge on how each service operates. The role of the ADFLS is logistic functions only. The creation of this new service would limit the duplication of jobs and functions which are already occurring in today's ADF.

In conclusion the ADF employs a vast number of uniformed logistic personnel within its own ranks. At times there are issues with policy, inconstancies and single service politics. A creation of an ADFLS would reduce the duplication of trades within defence, and provide a more robust military workforce who would be role focussed in support of the Armed Service (War Fighters) These ADFLS personnel are not civilian, they are an armed force who are logisticians who support the ADF in all areas of operations both non warlike and warlike, who if called upon whilst working with the war fighters to do their bit, they will. The ADFLS stores and equipment need to be handed over by the existing services for this new service to operate. There will be grumblings from service members who do not want to change or surrender their current service equipment due to current service loyalty. I believe that a New Arm of the ADF is plausible.

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Termites out at Sea

LCPL Jack Nicholas, ADV CARGO SPEC CHO SAE Cargo Det 1

As a Cargo Specialist “Termites” we are subject to conducting a lot of High Risk Work (HRW), entailing Dogging, Rigging, Forklift and Craning operations in a lot of unique situations. HRW however does not get as risky as it does for the Termites who are posted with the Royal Australian Navy (RAN). HRW can be viewed many ways, but as the Termites are taught, HRW is defined as work with possible risk of death, serious injury, and many more. I would like to highlight the professionalism and high amount of training that represents a Cargo Specialist in Maritime environment. This essay will discuss the dangers Cargo Specialists face when embarking outside forces onto a ship during amphibious operations. This essay will then further highlight the risks associating high risk work involved with Logistics over the Shore. This essay will then break down the Ships Army Establishment and explain further opportunities that you would not get within a Cargo Land Unit.

Termites on board RAN vessels are heavily involved in amphibious operations, in which some of the tasks to be conducted can carry some risk, such as that, carried out with 2 RAR. Often in the Tactical scenario a RAN vessel will load and unload vehicles under black lighting. Termites would have to guide all these vehicles into position, on and off LCM8's like a giant game of Tetris. This is done to the point where the ship is so full of cargo; the only possible exit is to climb over the top of cargo. If this job is not coordinated correctly, it can leave the termites vulnerable to potential crush injury or damage to cargo. Not only are the Termites vulnerable to the risk of potential injury, but also embarked forces, such as the drivers operating for the Termites can be injured by moving vehicles if not coordinated correctly.

Other Logistics over the Shore tasks can hold a lot more risk then others, such as HRW whilst out at sea. Conducting Dogging, Rigging and Craning operations whilst in these environments requires some degree of preparation, planning and a great deal of Teamwork between Soldiers and Sailors alike. Personnel working under cranes whilst out at sea can be put in a lot of risk, as there are swinging loads in the air. If loads that are suspended are not controlled correctly the load could go into a pendulum effect and start swinging out of our control. This could potentially damage the load or seriously injure someone. Some of the craning operations that would be conducted whilst over the water entails, launching of Small boats via the crane and cross loading cargo, from one mode of transport to another. I.E. ship to LCM8.

Termites who are posted to an RAN vessel are apart of the Ships Army Establishment. The Establishment onboard RAN vessels are comprised of Aviation, Signals and Transport. Although most of the tasks that are given to the Ships Army Establishment are majority High risk and likely to have an accident, the Army members posted on board can get involved with the Navy exercises

and activities, such as boarding parties, Standing Sea Fire and Emergency Party, operating ships boats and other tasks which is not usually carried out within an Australian Army Unit, this creates a diverse and Dynamic working environment for the Army members onboard RAN vessels.

As a Termite posted onboard an RAN vessel it can be partially uncomfortable fitting in with the Navy lifestyle and for the members who have partners and families, it can be hard being away all the time. However in most cases the Australian Army endures. As you are now aware, a lot of HRW is conducted onboard the ships and the scenarios the termites in do not help to any degree when out at sea. But with the amount of training, professionalism, and teamwork that is conducted between the termites on board RAN vessels, with no doubt says, that they are truly equal to the task.

“Par Oneri”

“The Progression of Defence Logistics” CSS in the Battlespace - Combat Logistics Patrols

CAPT Doug Doherty, OPSO 44 TPT SQN

Introduction

Combat Logistics Patrols (CLP) have been used on operations in a number of forms for many years. This essay will explore utilisation of the CLP concept in past conflicts, common attributes of successful CLP and the Australian Army's capacity to conduct CLP's with the provision of vehicles under Land 121 and having PMVs within Transport Squadrons. The essay will also consider the relevant formation for the marshalling of resource and training for future CLP in operations and provide recommendations.

The History of Combat Logistic Patrols

Master Sun said “Supplying an army at a distance drains the public coffers and impoverishes the common people.”¹ The modern logistician understands that logistics is made up of the five principles of foresight, economy, flexibility, simplicity and co-operation. The term Combat Logistics Patrols (CLP) is a relatively recent term, which appears to have its origins in the US military since the second Iraq war.

As the battlefields of World War 1 evolved to be “linear” with relatively safe rear areas, which allowed for a situation where armed escorts were not required to protect the movement of CSS. The British had forgotten the lessons of the South African campaign, where the Boar waged a largely guerrilla campaign against the British forces. In his book *Story of the War in South Africa 1899-1900*, Alfred T. Mahan² describes the enormity of the logistic challenges faced by British forces and the effect of the Boar guerrilla tactics in the interdiction of the lines of communication. British forces had to provide armed “gun carriages” for movement of supplies by rail and established dedicated escorts for land transport by oxen train and horses. The South African campaign was characterised by the absolute dependence on logistic supplies from Britain, Europe

¹ *The Art Of War*, SUN-TZU (551 – 496 BC), Translation, John Minford, 2002, Penguin Books, Victoria, Australia.

² *Story of the War in South Africa 1899-1900*, Captain Alfred T. Mahan, April 5, 2007 [EBook #20987]
<http://www.gutenberg.org/files/20987/20987-h/20987-h.htm>

and America. Where these logistic convoys designed to defeat enemy interdiction the forerunner of today's CLP?

Mao Tse-Tung said: "We have a claim on the output of the arsenals of London and well as of Hanyang, and what is more, it is to be delivered to us by the enemy's own transport corps. This is the sober truth, not a joke." ³ This conflict of the 1920's and 30's was not the first successful guerrilla campaign but the inability of the Nationalist forces to adapt to this form of warfare contributed to their eventual demise. This despite the support of superior western weaponry. It has been reported that defectors to the Communists from Chiang Kai-shek's American – equipped division were numbered in the tens of thousands. When they surrendered they turned over mountains of American made individual arms, automatic weapons, section support and anti material weapons, jeeps, tanks and artillery guns. A situation not unlike that we find in Iraq today with the Islamic State fighters. ⁴ The loss of equipment and the failure of commanders to prevent these losses was a reflection on the ability to control lines of communication and keep the logistic supply chain safe. It reflects the age-old attitude of the guerrilla fighters to their own logistics. As Master Sun said: "...a wise general feeds his army off the enemy. One peck off the enemy provision is worth twenty carried from home." ⁵

The Vietnam War saw Ho Chi-Min and the communist insurgent force employ these same tactics against US, Australian, New Zealand, Philippines, Thailand, South Korea, and South Vietnam forces operating in the AO. An elusive enemy regularly attacked logistic convoys. The US Marines 8th Transportation Group are credited with employing the first "gun trucks" to effectively repel attacks. One light truck was converted to a "hardened vehicle" in order to provide the necessary security. ⁶ According to Heiser (1974) this involved the bed of the 5-ton trucks being floored with armour plate and sandbagged, the sides and the front of the truck also being armour plated. The trucks were then equipped with M60 and 50Cal machine guns. One "gun truck" was assigned to accompany about ten task vehicles in a convoy. U.S. convoys included the use of air cover from helicopter gun ships and while logistics soldiers manned convoys, combat arms officers, advised and assisted logistic commanders in security matters. This allowed logistics officers to adapt arms corps tactics to logistic problems.

Australian forces in theatre used similar tactics to avoid interdiction of convoys by irregular fighters as can be shown from this following account. According to the 85th Transport Association website ⁷ "In late 1967, 26 Coy (RAASC) (later to become 26th Transport Squadron) was established as part of the Task Force Maintenance Area (TFMA) and along with a number of other units. 85 Platoon moved to the Task Force operations base at Nui Dat. In so doing, 85 Platoon became

³ *Mao Tse-Tung On Guerrilla Warfare*, translated by Brigadier General Samuel B. Griffith, USMC (Ret.), 1962, Frederick A. Praeger, New York.

⁴ *Mao Tse-Tung On Guerrilla Warfare*, translated by Brigadier General Samuel B. Griffith, USMC (Ret.), 1962, Frederick A. Praeger, New York.

⁵ *The Art Of War*, SUN-TZU (551 – 496 BC), Translation, John Minford, 2002, Penguin Books, Victoria, Australia.

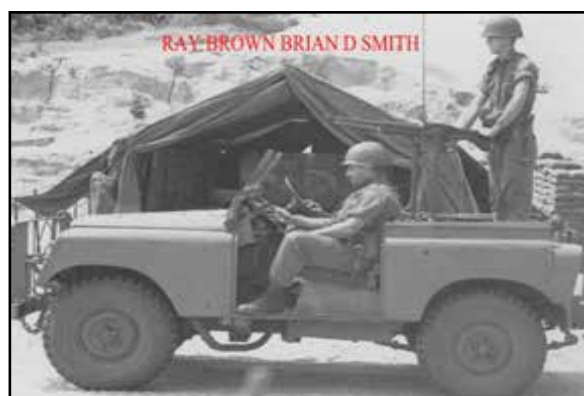
⁶ *Vietnam Studies, Logistic Support*, Lieutenant General Joseph M. Heiser, Jr, Department of the Army, Washington, D.C., 1974

⁷ 85 Transport Association, http://85transport.com/?page_id=12 accessed 05 Oct 2014.

the only true 'Front Line' transport unit in Vietnam. For most of its time in Nui Dat, 85 Platoon provided three types of transport operation. Including two cargo sections transporting stores, fuel, water and ammunition to Australian Task Force operations in the field. These trucks operated in packets of 6-10 vehicles. Each truck carried a "shotgun guard" from the cupola and a Land-Rover accompanied every packet with an M60 machine gun mounted in the tray, a "gun jeep". Convoys maintained constant communications with HQ and ATF on the Task Force Admin Net." In modern parlance these would be referred to as CLP. Modern conflicts in Iraq and Afghanistan has precipitated the development and deployment of "up armored" Unimog and Mack R series vehicles for use in theatre. These "interim" vehicles types (prior to the introduction of Land 121 vehicles) have proved themselves to be effective platforms for the conduct of tactical convoys. However in the Australian context protection is not organic to the transport squadron or CSST but provided by supported elements.



US 8th Transport Group "Gun Truck" Vietnam. ⁸



Australian Series 2 Land-Rover Convoy Escort Vietnam. ⁹



Up Armoured Mack R series in Afghanistan. ¹⁰

⁸ *Vietnam Studies, Logistic Support*, Lieutenant General Joseph M. Heiser, Jr, Department of the Army, Washington, D.C., 1974

⁹ <http://www.remlr.com/vietmpickering.html> accessed 05/Oct/2014

¹⁰ http://farm7.staticflickr.com/6018/5943046654_c0debdade28_z.jpg accessed 05/Oct/2014

The concept and operation of CLP is therefore not a new phenomenon. The incorporation of hardened vehicles or armed escorts into logistic supply convoys is a well-established concept that has been used with success by various armies throughout time to protect CSS convoys. This is especially true in conflicts where the front line is asymmetric and the enemy is an irregular force. The challenge is refine the techniques of the recent and not so recent past to create a logistic force that is capable of carrying out CLP. The CLP is a combat operation in so far as they have the capacity to gather information regarding the whereabouts and disposition of the enemy in the conduct of their primary task of logistic support.

The Need to Develop Modern CLP

In the forward to Army's Adaptive Campaigning-Future Land Operating Concept (AC-FLOC) Lieutenant General Gillespie states, "The Australian Army has always adapted to the unique challenges of the battlefield, and the complex challenges of future conflict require rigorous and innovative approaches. Army's new capstone document Adaptive Campaigning-Future Land Operating Concept (AC-FLOC) provides the conceptual and philosophical framework and force modernisation guidance to achieve these requirements." ¹¹ The ability of the Australian Army to adapt in theatre to changing dynamics of the conflict is well documented. General Gillespie inspired the concept of "Adaptive Army" in order to defeat the increasing complexity of modern conflict, which is characterised by an increasing level of connectivity between a growing number of participants and influences, with increased lethality and a proliferation of technology and ideas. These facts purports that a "conventional" war with two opposing armies with a defined front line and a relatively safe "rear" environment will in the future no longer exist.

Experience of modern conflict to date re-enforces this notion. According to the AC-FLOC, the future operating environment will be affected by the interplay of state and non-state actors and be shaped by a number of strategic drivers, exhibiting the characteristics of a complex adaptive system. ¹² It is in response to the increased lethality and a proliferation of technology and ideas that the need for CLP arises. The AC-FLOC refers to the need for the Land Force to be task organised from ADF, other government agencies and deployable civilian capacity (DCC) and potentially non-government agencies. The current operating environment requires the Land Force to be trained, equipped and resources in order to be able to effectively interact with Coalition partners and commercial contractors.

ABCA partners operating in Afghanistan and Iraq have become adept in the conduct of CLP in theatre. UK Major Rob Tasker, Officer Commanding 10 CS Squadron, states that there is a wider role for the CLP in the AO: "The logistics patrols are so big and so well-armed that they achieve more than a traditional convoy. They can pick up intelligence about enemy forces and dominate the battlefield, denying the enemy freedom of movement." ¹³ In an environment where intelligence,

¹¹ Adaptive Campaigning 09 - Army's Future Land Operating Concept http://www.defence.gov.au/opEx/exercises/caex/publications/adaptive_campaigning-future_land_operating_concept.pdf

¹² Adaptive Campaigning 09 - Army's Future Land Operating Concept http://www.defence.gov.au/opEx/exercises/caex/publications/adaptive_campaigning-future_land_operating_concept.pdf

¹³ Combat Logistic Patrols Keep Supplies Moving Across Helmand, By UK Ministry of Defence on Friday, May 8th, 2009 <http://www.defencetalk.com/combat-logistic-patrols-keep-supplies-moving-18627/>

surveillance, targeting, acquisition, reconnaissance and electronic warfare are essential for the planning and exploitation of the enemy's vulnerabilities, it would appear that given the experience of Major Tasker and UK forces that the CLP is more than a logistics maneuver, a tactical convoy. It is in itself part of the Commanders arsenal in the defeat of the enemy's center of gravity.

Common Attributes of Successful CLP

In the 1974 examination of logistic support during the Vietnam War Lieutenant General Heiser states in his "lesson learned", that in order to conduct efficient tactical convoys "armoured vehicles of the V 100 type (the M706 Armoured Car)" needed to be made available in sufficient numbers so as to provide convoy security. General Heiser argues that the "...field expedient of "hardening" (armour plating) assigned cargo type vehicles prevents the most effective use of these vehicles-hauling cargo" ¹⁴. Interestingly during this conflict Australian forces largely refrained from converting cargo trucks into hardened vehicles. The inclusion of up armoured vehicle types in the modern CLP however does not remove the need for armoured escort vehicles.

The experience of UK forces in the operation of CLP is that these are very large operations needing to be supported by a 'force protection' infantry platoon, operating Mastiff armoured vehicles and WMIK (Weapons Mounted Installation Kit) Land Rovers mounted with .50 calibre heavy machine guns manned by arms corps soldiers; mechanics and recovery vehicles of the Royal Electrical and Mechanical Engineers (REME); medics from the Royal Army Medical Corps (RAMC); Apache attack helicopters of the Army Air Corps; and 'fast air' jets of the Royal Air Force. ¹⁵

The US Army and Marines agree on the need for CLP but approach the make up of the CLP in different ways with respect to convoy protection. CLP operated by the US Marines maintain organic protection elements within the CLP operated as force elements of Combat Logistics Battalions (CLB). The mission of the CLB is to provide logistics support to the Regimental Combat Team beyond it's organic capabilities in any environment and throughout the spectrum of conflict in order to allow the RCT to continue operations independent of any logistically driven operational pauses.¹⁶ The CLB concept and their CLP operations are designed to rely on materiel and assets organic to the Marine Corps in order to achieve their mission. This does not mean that they cannot interoperate with Coalition and other US forces but it means that that they are able to operate their own armoured vehicles, combined arms teams and close air support for convoy protection.

In his essay on Combat Logistics Patrol Methodology, Major Julian Bind argues that: "Logistics units, specifically transportation units, must be able to master actions on the objective, force projection, and critical emergency response skills. Effective combat logistics patrols (CLP) are not just a concept; they have become a way of life for combat service support units. CLP methodology provides the standard for fixing, fuelling, arming, moving, and sustaining the force.

¹⁴ *Vietnam Studies, Logistic Support*, Lieutenant General Joseph M. Heiser, Jr, Department of the Army, Washington, D.C., 1974

¹⁵ *Combat Logistic Patrols Keep Supplies Moving Across Helmand*, By UK Ministry of Defence on Friday, May 8th, 2009 <http://www.defencetalk.com/combat-logistic-patrols-keep-supplies-moving-18627/>

¹⁶ *Combat Logistics Battalion 1*, <http://www.1stmlg.marines.mil/Units/CLR1/CLB1.aspx> accessed 05/10/2014

The multifunctional warrior has evolved into one of the premier warriors on the non-linear and non-conventional battlefield.”¹⁷

Lieutenant General Heiser observed that security during the Vietnam War was a larger consideration for logistical units than in wars characterized by front lines and relatively secure rear areas. General Heiser’s observations set the scene for the modern CLP stating that logistic convoys needed protection, both ground and air. They also need equipment such as night lighting devices and sensors to support security forces.¹⁸

The Australian Army already trains highly competent RACT drivers and officers who are well versed in tactical operations. However in order for Australian forces to integrate CLP doctrine into future training the following attributes need to be considered. The common attributes of a successful CLP have been shown to be;

- a. Cargo vehicles that do not compromise their capability as a result of the need to provide protected mobility
- b. The integration of protection elements into CLP with the use of Armoured vehicles
- c. Excellent communications systems for tactical and non-tactical communications
- d. Planning for the patrol as if it was a combat operation, including the gathering of intelligence and mission rehearsal
- e. Training of all participants as “multifunctional soldiers”
- f. The provision of close air support and the incorporation of JTAC into convoy operations
- g. Integration of first line recovery assets in order to maintain the speed of manoeuvre and maintain initiative
- h. Integration of intelligence, surveillance, targeting, acquisition, reconnaissance and electronic warfare capabilities.

Australian Forces Conduct of CLP

Australia’s limited size will always mean its Army is a small force that is capable of Brigade and lower manoeuvre and being a meaningful contributor to coalitions of different national forces. It is through quality people, intellectual investment and technological development that the Army achieves credible forces that provide relevant options to Government.¹⁹ In order for Australian forces to be able to conduct CLP in an effective way we need to be cognisant of this fact. Army needs to consider the circumstances in which CLP will be utilised. History has shown that this type of convoy operations is only required mainly where there is an asymmetric battle fought against an irregular enemy.

¹⁷ *Combat Logistics Patrol Methodology*, Major Julian H. Bond, http://www.almc.army.mil/alog/issues/Mar-Apr07/patrol_method.html, accessed 05/10/2014

¹⁸ *Vietnam Studies, Logistic Support*, Lieutenant General Joseph M. Heiser, Jr, Department of the Army, Washington, D.C., 1974

¹⁹ *The Australian Army: An Aide-Memoire, Version 1.2, 2014*, Directorate of Plans – Army

The Australian Government has set the Australian Defence Force four Principle Tasks:

- a. Deter and defeat armed attacks on Australia;
- b. Contribute to stability and security in the South Pacific and Timor-Leste;
- c. Contribute to military contingencies in the Indo-Pacific region, with priority given to Southeast Asia; and
- d. Contribute to military contingencies in support of global security.²⁰

In the development of doctrine pertaining to the CLP Army needs to consider and plan for at least three levels of combat operations arising from these tasks:

- a. Local “Policing Actions” in support of our near neighbours, like those undertaken in East Timor and the Solomon’s,
- b. Operations in support of ABCA or Coalition partners, like those undertaken in Iraq and Afghanistan and
- c. Conventional operations in the defence of Australia.

The same basic template of operations can be applied to each scenario but the emphasis of each will differ depending on its placement on the five lines of Operations (5LOO).²¹

Land 121 aims to deliver a networked and integrated capability, delivering vehicles with a generational advancement on current fleet technology.²² Vehicles such as the MAN HX 77 and MAN HX81L with their ability to be up armoured will provide a common operating platform across transport operations. The vehicles have a high level off road capability and battlefield survivability. They are designed to carry the weight of up armoured variants without compromising their load carrying capability. Land 121 also matches the recovery capability to the cargo capability enhancing battlefield survivability. The new trucks are capable of “Blue Force Tracking” making their position in the battle space evident to friendly forces and integrating the CLP into the battlefield intelligence in real time.

Conclusion

The inclusion of protected mobility vehicles (PMV) in transport squadrons will enhance Army’s ability to conduct CLP by providing mobility for arms corps or multifunctional soldiers in support of the CLP. The limited additional firepower provided for the conduct the CLP will provide a more versatile and intimidating target to the enemy. In addition experience has shown that there must be tactical communications equal to that of arms corps units, air support, recovery assets and additional training in the form of first aid, weapons platforms and specific tactics.

I would recommend that Australia follow the US Marine model and develop doctrine for CLP where it is the sole responsibility of the logistic support force to train “multifunctional soldiers” capable of both adapted arms corps and logistic functions. The decision to create “multifunctional

²⁰ *The Australian Army: An Aide-Memoire, Version 1.2, 2014*, Directorate of Plans – Army Army Headquarters

²¹ *Adaptive Campaigning 09 - Army’s Future Land Operating Concept* http://www.defence.gov.au/opEx/exercises/caex/publications/adaptive_campaigning-future_land_operating_concept.pdf

²² *Project LAND 121*, <http://www.army.gov.au/Our-future/Projects/Project-LAND-121>, accessed 05/10/2014.

soldiers” eliminates the need to dilute combat strength in escorting logistic convoys. The training burden would be extensive, with lead times of at least 18 months to train a “multifunctional soldier” qualified to participate in a CLP. This training burden would need to be extended to accommodate reserve soldiers in achieving this certification.

The provision of Land 121 vehicles and the integration of PMV squadrons into RACT is in itself insufficient for the Australian Army to conduct CLP in the manner currently being performed by our Coalition partners. The Australian Army force structure ²³ does not recognise the operation of CLP. Current force structure does not indicate at what line of support the CLP should be mounted. It is assumed that as has been the case in recent history, the CLP is for the provision of supporting supplies external to the Battle Group, then the conduct of the CLP is a Third Line function.

In accordance with current Force structure, ²⁴ Third Line Logistic assets and functions are marshalled under the command of 17 Brigade and held by the 3 Force Support Battalions (FSB). As was the case in the Vietnam war where 26th Transport Squadron successfully conducted CLP, the role of training, equipping and mounting CLP for Army should rest with 17 Brigade and the two regular and one reserve FSB. The provision of CLP service to the reinforced combat brigade is then disconnected from Ready, Reset, Readying force generation cycle as set out in the Plan Beersheba allowing the capability to be available at stages to the Ready brigade. Nothing in the Plan Beersheba provides for CLP and this should be addressed in future iterations.

There is nothing new in the concept of CLP and the Logistic soldiers and Officers are equal to the task if they are trained as “multifunctional” soldiers able to operate in a highly complex logistic/ combat paradigm.

²³ *The Australian Army: An Aide-Memoire, Version 1.2, 2014*, Directorate of Plans – Army Army Headquarters

²⁴ *The Australian Army: An Aide-Memoire, Version 1.2, 2014*, Directorate of Plans – Army Army Headquarters

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Defence access to public roads in Australia - Issues identified from L121 PH 3B engagement with state and territory transport departments

LTCOL Sean Fleming – Deputy Director National Logistics (LAND),
Strategic Logistics Branch

Introduction

The introduction into service of the LAND 121 Phase 3B medium and heavy vehicle fleets, planned to commence from mid-June 2016, will see Defence become the operator of one of Australia's largest and most diverse Oversize/Over mass (OSOM) vehicle fleets. While Defence's move to larger and heavier vehicles is consistent with the trend in the commercial sector to introduce High Productivity Vehicles (HPV), this trend is occurring against the backdrop of a deteriorating road network across Australia and increasing legislation within the heavy vehicle area, such as the introduction of National Heavy Vehicle Law in 2013. This presents significant challenges for the States, Territories and local governments that are responsible for managing public roads and for Defence, which needs access to the public road network to meet its training and preparedness requirements. This short article will outline Defence's existing road access arrangements for heavy vehicles; identify the lessons learned during recent engagement with State and Territory Transport Departments and other Heavy Transport organisations; and, highlight some emerging trends that Defence will need to consider in its future management of Heavy vehicle operations. It is hoped this article will broaden knowledge and prompt debate within the wider Army Transport community.

Existing Defence road access arrangements for heavy vehicles

Defence is required to operate its vehicles on public roads to train, provide Defence support to civil communities and authorities (DACC/DACA), mount for deployed operations and complete administrative tasks, such as, the transport of heavy equipment for servicing and the distribution of materiel. Defence's right of access is recognised and provisioned for within the Defence Act 1903, which entitles Defence to access to all public roads in Australia free of tolls and charges. The Defence Act 1903 is a piece of legislation that shows its age – it mentions horses and carriages rather than motor vehicles! That said, the basic premise of enabling the Australian Defence Forces to do its job and the need for access to public roads to achieve this remains valid. It was identified that the conditions of road access for Defence needed to be defined and regulated for the safety of all road users and to allow effective management of the roads and this was addressed within

the Defence (*Road Transport Legislation Exemption*) Act 2006, which provides Defence a number of important exemptions from State and Territory Transport legislation. These exemptions allow Defence to provide standardised training and qualifications across Australia, such as the Defence Driver Training and Licensing framework. The exemptions are underpinned by the principle that, where practicable, Defence will ensure training and qualification standards are consistent with civilian, State and Territory and Commonwealth requirements.

Defence's Road Transport exemptions are consolidated within the Australian Defence Force Road Transport Exemption Framework (DRTEF). The DRTEF provides a set of uniform exemptions - agreed by all States and Territories - relating to the operation of ADF vehicles on public roads. The aims of the DRTEF are:

- to maintain and enhance the capability of the ADF;
- to facilitate the operating environment for ADF road transport;
- to maintain road safety;
- to minimise damage to roads and related structures, including bridges; and
- to rationalise administrative procedures.

States and Territories and the Heavy Transport agencies, such as the National Transport Commission and the National Heavy Vehicle Regulator, recognise that Defence vehicles are designed to operate in a different environment to commercial vehicles and, as such, deserve special consideration. Defence vehicles, which do not meet Australia Design Rules (ADR), are generally categorised Special Purpose Military Vehicles and have pre-approved routes within the DRTEF for their operation. These vehicles are primarily designed for military and battlefield use such as ASLAVs, Recovery Vehicles and Mobile Cranes. The DRTEF also provides Defence with more generous vehicle mass and dimension standards than those applied to commercial vehicles – the Defence Dimension and Mass Standards (DDMS) – in recognition of Defence's unique needs. The DRTEF also recognises that the way Defence operates its vehicles is unique to its role and allows exemptions for passengers to be carried outside the vehicle, such as vehicle commanders.

The DRTEF is a key agreement between Defence and the States and Territories that allows Defence to train its drivers and operate its vehicles on public roads in Australia. Joint Logistics Command, Strategic Logistics Branch, Directorate of National Logistics (DNL) is the Defence sponsor of the DRTEF and is responsible for ensuring the Framework is regularly updated to meet Defence's changing needs. Over the years since its introduction in 2006 the DRTEF has changed very little, but the introduction of the LAND 121 Phase 3B Heavy and Medium vehicle fleets has required some significant changes to be made.

Defence's current Unimog and Mack fleets are relatively similar to commercial vehicles of their type but the new fleet of LAND 121 Phase 3B vehicles are specially designed military combat logistic vehicles, incorporating degrees of ballistic and blast protection, resulting in design features, such as heavy reinforced sub-structures, armoured cabins and single wheel axles that result in high axle masses. These new logistics vehicles, both protected and unprotected variants, have been classified as Special Purpose Military Vehicles. The LAND 121 Phase 3B vehicles have significantly higher axle masses and combination lengths compared to the legacy fleet and this has required a lot of negotiation with the States and Territories to identify safe loading weights and operating routes for these vehicles on their road networks.

The DRTEF is applicable to all Defence vehicles but there are some vehicles and their loads, such as the Heavy Equipment Transporter (HET), that are not included, as they exceed the DDMS. Additionally, Defence may need to operate its vehicles on routes that are not pre-approved within the DRTEF. In these cases Defence applies for OSOM permits to gain approved access to public roads. Permits can be issued to cover a specified period or may be issued for a specific journey. It is the responsibility of the Defence activity sponsor - e.g. the exercise planner or unit transport operations – to ensure that their vehicles have the appropriate approvals required to operate on the planned routes. Where a new permit is required, the processing timeline is 7 weeks and the Directorate of National Logistics is the authorised Defence agent for permit applications. Permit application is an administrative process and there is no Defence fast track or out-of-hours coverage for routine Defence activities such as training courses and exercises. In the event of an emergency, for example Defence Aid to the Civil Community, access to public roads is negotiated directly by the appropriate Defence Headquarters directing the Defence response and the relevant States and Territory Crisis Control Centre and Emergency Management Australia operations centre.

The Changing Environment

To date Defence has managed effective access to public roads through the combination of the DRTEF and the management of OSOM permit applications, but the heavy transport environment is changing. In 2013 the Heavy Vehicle National Law (HVNL) was introduced and all jurisdictions, except for Western Australia and Northern Territory, have incorporated this law into their legislation. Under the HVNL a regulatory body, the National Heavy Vehicle Regulator (NHVR) has been established and all jurisdictions, except Western Australia and Northern Territory, are part of this new heavy vehicle management process, which includes issuing of OSOM road permits. Western Australia and Northern Territory still issue their own road permits. These arrangements have introduced an extra layer of heavy vehicle management and have increased the time needed to process OSOM road permits – it is hoped that as the NHVR's systems improve this process time will reduce in the future. The full NHVR process is not expected to be introduced until late 2016 and until this occurs DNL will continue to manage the OSOM road permit process.

Vehicles numbers continue to increase and Australia's roads are busier than ever. In addition to the road congestion issues this causes for road users this also increases the wear and tear on the roads and requires careful monitoring and management by the State and Territory and local government road managers to ensure the road network (including bridges and culverts) remain in a safe condition. The expense of building new roads to relieve congestion and maintaining the old road network in a safe condition is becoming increasingly challenging for road managers. The traditional funding model for road management cannot keep pace with the increasing expense. As a result, there is an increasing use of toll roads and funding alternatives, such as direct 'user pays' models are being considered. Additionally, road managers are introducing increasingly complex road access management systems to increase the working life of their infrastructure; heavy vehicle access management is a particular focus for this work, as it has a much higher impact on the road condition.

The Future

It is clear that Defence will continue to need good access to public roads to meet its training and preparedness requirements and the LAND 121 Phase 3B engagement with States and Territories

and the principal Transport agencies has highlighted that there is very strong support for Defence's requirements. This support is a product of Defence's excellent reputation as a heavy vehicle operator. Defence is recognised for its excellent driver training and driver management processes and is widely regarded as a model heavy vehicle operator and we should be rightly proud of this reputation and guard it fiercely.

The realities of the engineering limitations of the road network, such as bridges and culverts, combined with the heavier axle masses of the LAND 121 Phase 3B vehicles will constrain Defence's access to the public road network more than the current arrangements for the existing vehicle fleets. This will need a greater level of internal heavy transport operations management in Defence to optimise access. As the NHVR and States and Territories introduce more complex, real-time road management systems the number of pre-approved routes for Defence will reduce and Defence's heavy transport operators will be required to log onto the real-time road access management systems to approve routes prior to departure. This future outlook suggests that Defence's current centralised road access management process (through the Directorate of National Logistics) will not provide the capacity or responsiveness needed to meet Defence's requirements and a de-centralised alternative will need to be considered. This would also necessitate Defence's heavy transport operators at unit level becoming much more familiar with HVNL and the DRTEF to ensure they operate safely within the agreed parameters.

Conclusion

It is a very exciting time for Transport in Defence. LAND 121 Phase 3B will deliver modern, safe reliable and highly capable vehicles that will significantly improve the capability of Defence's supply chain operations when deployed. In order for this capability improvement to be fully realised we need to train effectively in Australia and to do this we need to operate on public roads. LAND 400, the program to replace Army's armoured fighting vehicles, will follow closely behind LAND 121 and will face many of the same challenges. The changing environment for road access management presents challenges, particularly for the heaviest of our vehicles, but it also presents opportunity for Defence's professional drivers and supervisors to broaden their expertise and knowledge.

It's Just a Few Laps Around the Block!

WO2 Kent Davies, PMV STDWO, RTW AST

The title of this essay is often heard in the military driver training landscape. It is generally uttered by personnel far removed from the training coalface and spoken in a somewhat exasperated tone when discussing the length of driver training courses. Its corollary is "We are not taking account of the fact that people have to have 120 hours to get their civilian licence," uttered with the same level of frustration. The issue is always training durations, the length of time it takes to train a member to gain a military driver's licence. This essay is written to attempt to de-bunk the assumptions behind such comment and provide the answer to "Why does it take so long?"

The importance of training duration for driver training

If one were to state; "It's just a couple of section sized patrols!" when discussing the duration of Infantry Initial Employment Training, one would conceivably elicit an interesting response. Yet this statement is routinely applied to driver training, why? Currently military driver courses provide training for about 7000 members per year. It is a large effort. If one were to average the training duration for argument's sake and assume each course is 16 days in duration, this represents about 112,000 individual training days over about 300 courses. Every day removed from that 16 day course represents a reduction of 7000 days. By any measure that is a significant cost saving to Defence.

In an Army that is almost motorised it is axiomatic that most soldiers will require a driver's licence of some sort to do their job. Driving a B Vehicle is not necessarily their trade, but it is a requirement of their employment. This decides the need or demand. Most Corps and trades need personnel licensed to drive unit vehicles. From the Regimental Aid Post to the Q Store, from the Workshops to the Regimental HQ there are vehicles providing necessary capability that can only be realised by the use of drivers. This is why driver training is routinely the subject of close scrutiny, because it affects so much of the military training, exercise and operational effort.

A few laps around the block

"It's just a few laps around the block!" Is it? Conventional wisdom states that it is. To use a 16 day Unimog course as an example we can look at just what that driver's course is. Is there anything Defence requires of its drivers that is more than a 'few laps around the block'? The table below is derived from the Training Management Package (TMP) for the 200025 Driver Medium Rigid GS Course (Licence Code MR2).

Subject	Training Days
Module 1: Interpret and apply ADF Documentation	1.05
Module 2: Apply WH&S policy and workplace requirements	0.65
Module 3: Drive Medium Rigid Military B vehicle (MR2)	3.84
Module 4: Employ Loading principles and techniques	0.85
Module 5: Employ Navigation principles and techniques	0.95
Module 6: Apply difficult driving principles and techniques	1.2
Module 7: Apply operator maintenance and servicing requirements	1.54
Formative Assessments	1.05
Summative Assessments	3.38
Clean and return stores and equipment	0.6
Course Administration	0.1
Course Evaluation	0.2
Opening & Closing Address	0.2
Safety & Welfare	0.1
Total duration	15.71

The phrase 'a few laps around the block' refers to practical driving. That is the civilian licence standard. From the above table it can be seen that practical driver training accounts for 5.04 days. The required summative driving assessments account for a further 1.07 days giving us a total of 6.74 days for that few laps around the block. Given that the ratio of staff to trainees for exported training is 1:2 this shows that each trainee is trained and assessed for 3.37 days. So in terms of practical driving a member requires only 3.37 days of training and assessment. It should be further noted that the Army School of Transport is required to operate at a 1:3 ratio which means each trainee achieves the civilian licence standard in one third of that time or about 2.25 days. There is no civilian training establishment in the country that can produce a driver to Medium Rigid licence standard (civilian standard) in that time frame. If Army were to conduct driver training at a 1:1 ratio we could significantly reduce the length of the course, but the driving component remains the same for the individual trainee. Civilian agencies conduct training at a 1:1 ratio and it still takes five days. But the pressure on TMP developers and training staff to 'economise' and to 'make savings' focuses on driving time and driving time alone, because apparently civil training organisations can do it faster.

But what of formative assessments? Surely they must be added. There are 35 formative assessments required by this TMP, of which 20 have no duration allocated to them and they include all the practical driving formative assessments. This is where the savings have been made over many years. New requirements are added to driver courses, such as WHS, Lumbar Support in the workplace, the TRAMM and so on, but permission to increase the overall length of course to account for the added training and assessment is denied. The training developers simply removed the training duration allocated for these formative assessments and the total length of the course remains at 16 training days.

So what does this tell us? It shows that a driver's course, in terms of practical driving, both on and off road is in fact nothing more than a few laps around the block. Given the time available to training staff there is little more than can be achieved besides a few laps around the block.

Are we accounting for the fact that people have 120 hours of driving time to get their civilian licence? Yes we are. In fact we are going far beyond accounting for that. For this course Section One of the TMP states under pre-requisites:

No prerequisites are required for this course. However, it is desirable that trainees attending this course have an awareness of State Road Rules and will be required to pass a Road Rules assessment prior to driving Military "B" Vehicles on public thoroughfares.

That means anyone, regardless of driver qualifications or experience can attend this course. So far from not accounting for civilian licence requirements we are in fact completely ignoring them. For a civilian to start a medium rigid course they require far more than the 120 hours of supervised practice to gain their car licence. They then need to hold an unrestricted car licence to begin MR training. That, depending on the state or territory, represents some years of driving experience. Yet military driving instructors are required to accept anyone, regardless of age, experience or previous qualifications on a medium rigid driver's course.

Non driving training

This driver course TMP allocates 6.74 days to practical driving including assessments. Clearly this means that 8.97 days are consumed by something else. This is the largest 'chunk' of the course so this is where we should look for further savings. It should be highlighted at this point that this is where the comparison to civilian driver training organisations ends completely. None of this training is included in civilian training for an MR licence.

Perhaps we should consider operator maintenance. Surely every unit has a supporting workshop element of some sort so the training and assessment of operator maintenance such as daily servicing, repair of minor parts, non-technical inspections, wheel and tyre changing and so on could be removed. This would produce a saving of approximately 1.79 days representing a saving across driver training of some 12530 training days. This would mean an increase in the workshop's workload and a problem of complying with unit materiel maintenance plans. Perhaps we could mandate that this subject matter is best taught at unit level. The training and assessment burden remains 12530 training days. All we will have done is shift the cost from one part of the organisation to another so there actually is no saving. This is true of all other non driving subject matter. The TMP mandates that the training and assessment must be completed to gain a military licence therefore the training and assessment must be done somewhere.

The solution it would seem is to review the content and decide what is actually needed and what is not. Should we remove all training and assessment on Workplace Health and Safety? What about the carriage of personnel unrestrained in the rear of B vehicles? We could perhaps assume that drivers should never get the vehicle bogged and remove all training and assessment related using vehicle mounted winches to un-ditch vehicles. That leads us towards the standard for a military B vehicle licence. What is it? Defaulting to 'a few laps around the block' is reducing the Defence licence standard to that which is required of civilian drivers.

Defence exemptions

Defence has been granted a number of exemptions from compliance with civilian law relating to the operation of military vehicles on public roads by the Defence Act 1903 which have been formalised in the Australian Defence Road Transport Exemption Framework. In terms of licensing these

exemptions represent an acknowledgement by the civil authorities that military driver training meets the standard required by them and that they will recognise the military driver licence as meeting the required standard. This has led to civil authorities agreeing to issue a civilian licence based on nothing more than a member holding a current military licence. If we degrade and reduce military driver training further do we run the risk that exemptions such as this, based on the civil authorities perception of our standards, being withdrawn completely? Yes we do.

The Army Registered Training Organisation

As a Registered Training Organisation (RTO) there is only one standard; the workplace standard. For any workplace training the performance criteria is that the trainee is required to be able to perform the task to job standard. The Systems Approach to Defence Learning defines the target training level as Level 4, Job Ready. What this means is that we cannot remove subject matter for a training course if it represents a workplace requirement. Is it a workplace requirement that a military driver can conduct a non technical inspection or change a wheel? Yes it is. Therefore that training and assessment must remain. The only way we can remove it is to change the workplace requirement.

To take a wider view is there a unit Commanding Officer in Army who would accept that we change the basic Weapon Training Test to remove the requirement to rectify a stoppage? Yet we seem to be saying that it would be acceptable for a military driver to be unable to change a wheel.

What is the standard for that 'few laps around the block'? In essence the driver is required to operate the vehicle, unassisted, in a highly complex, constantly changing environment without breach of road law, breach of safety or damage to the vehicle, equipment or civilian vehicles, equipment or infrastructure on public roads. They are further expected to be able to operate the vehicle under all environmental conditions off road. The expectation, according to the allocated training durations, is that the trainee can achieve that standard with just 3.37 days of training and assessment.

The 'Magic Bullets'

There are a number of 'magic bullets' routinely fired at the issue of driver training including Competency Based Training and Assessment, Concurrent Training, Recognition and Simulation and the following paragraphs will examine each.

Competency based training and assessment

Competency based training and assessment (CBTA) is routinely touted as something of a magic panacea. "What about the farm boy who has been driving all his life? Why does he have to do endless laps around the block, if he can demonstrate competence?" Quite right. Once he has been assessed and demonstrated the required driving standard he does not have to drive any more. But what do we do with him? We have already established that there are 8.97 days of training that is not driving the vehicle. Is he not required to complete that training? It has already been established that there is no driver training conducted in Army at a 1:1 ratio. Therefore the farm boy has to wait until everyone else on the course has reached the required standard before moving on to new subject matter. He cannot be fast tracked because the course does not have the additional

instructional staff required to provide him one on one training and assessment. This would only be possible if the training were conducted at a 1:1 ratio.

The assumption underpinning CBTA is that its implementation will save time. In the Army course construct, in relation to a particular individual trainee, it will not. The time saved by applying CBTA to a particular trainee is re-allocated to a trainee who is struggling to meet the required standard. CBTA is applied and it creates efficiencies because the trainee who is struggling is given the time not used by the farm boy to meet the standard to move on with the training. Unfortunately the trainee who has met the standard must simply wait because there are no staff or resources allocated to permit them to move forward independently.

Concurrent training

A trip to a safe driving area will produce a startling observation. All the vehicles are driving but at least half the course is sitting around waiting their turn, doing nothing. This is terribly inefficient and surely we could provide concurrent training so that we reduce this down time. Yes we could, if we were allocated more vehicles or more instructional staff. At the required ratio every available instructor is in a vehicle providing one on one instruction. There is no one left to conduct concurrent training. Again, if we had a 1:1 ratio we could remove this down time completely. Resource and staffing constraints cause this downtime, not inefficiency or lack of effort on the part of course training staff.

Recognition

As an RTO Army is required to offer recognition of previous or current experience or qualification. Surely this should apply to driver training as well. How, exactly? It has been established that each trainee on the Unimog course is allocated but 3.37 days of practical driving. Do we just assess people? The assessment standard is exactly the same for a recognition assessment as for any other assessment. The trainee must provide evidence of skills to job standard. How many people who hold an MR driver's licence but have never seen a Unimog before could simply jump in and drive it to that standard? Obviously some training would be required but then we are back to Competency Based Training. What do we do with the trainee who has achieved summative standard in one day? What if that trainee cannot achieve the required standard? The answer is always re-training and re-assessment. Where do the instructional staff get the time for that? There is no time allocated in any B vehicle driver TMP for re-training and re-assessment. Employment Category and Training Development Group (EC & TD Gp) at ALTC HQ, the people responsible for writing the TMPs, routinely tell us that they have received direction from HQ FORCOMD that they are not permitted to include time for re-training and re-assessment. It was removed as a saving and the assumption is that everyone will pass at the first attempt. "Hang on, not everyone passes on their first attempt, where do the conduct staff get the time for re-training and re-assessment?" They get it from applying CBTA to trainees who can achieve the required standard quickly. Those trainees do not use all their allocated time and that time is given to the trainees who are struggling.

Further, if we grant recognition for practical driving, what about the other 8.97 days of training? Do we just assume that because the trainee can drive the vehicle he/she can also perform all those related tasks to job standard as well?

Simulation

Simulation has practical applications in many training areas. It is used primarily to reduce expenditure and wear and tear on the actual equipment. For example the simulators in use at the school of armour allow trainees to practice firing drills and procedures without requiring actual vehicle movement or the expenditure of ammunition. The WTSS allows soldiers to practice marksmanship without the expenditure of a single round. Further both these systems can be used without the administrative requirements for booking and conducting live range practices. Simulation is often raised as a method of providing similar savings in terms of B Vehicle driver training. Driver training simulators are available as a COTS purchase and the prima facie case appears solid. Often this case is linked to that of pilot training where airframes that are extremely expensive to operate are simulated and both prospective and qualified pilots can practice skills, drills and procedures in a safe environment with minimal cost. For such simulation to be effective in B Vehicle training the simulator must replicate exactly the vehicle being used. That requires the purchase of a significant number of different simulators. For the training to be effective those simulators must be available for use wherever driver training occurs. Most driver training is conducted as exported training so the number of simulators, of a number of configurations, need to be available in multiple locations across Australia. This multiplies the number of simulators required significantly. Then there is the issue of training for the simulator operators and maintainers. This is an ongoing, and often ignored, cost to simulation. There is much more involved than the simple purchase of the machines themselves. What of buildings to house these machines in all the locations where they are required?

The key question however is 'What is the benefit?' of having these simulators. The first expected benefit is cost in dollar terms. The minute to minute use of a simulator is expected to be significantly less than similar usage rates for actual vehicles. Is it? B Vehicles are not all that expensive to run so the saving would be quite small. If we then consider how long, at such a rate of saving, it would take for a simulator to pay for itself and we consider the large numbers of machines required to be of use for all driver training and the infrastructure required to support them, the sums simply do not add up.

The other benefit we expect to receive is in a reduction in training time. How exactly? Trainees will simply be moving from training in an actual vehicle to training in a simulator. It will still take the same time. In standard simulators there is still a requirement for a staff member to supervise and correct the trainee's activities, so we are not saving on staff time. Unless we have a number of simulators and supervisory staff equal to the number of trainees on a course, we will save no time at all. In fact in terms of training benefit we would achieve far more with one on one instruction in actual vehicles and require less time to achieve it.

Given the cost of using vehicles relative to the cost of establishing a suitable simulation system across Defence it is clear that the most efficient method of inculcating driving skills in terms of both total cost and training benefit is use of actual vehicles with a one on one training ratio. Simulation in the driver training context offers no real benefits or savings and in fact represents a significant cost increase for Defence.

Reform and efficiency

There appears to be a fundamental assumption made at certain levels that extant driver training is somehow inefficient and in need of reform to provide savings. This is driven not by evidence

but by anecdote and aphorism dressed up as knowledge and wisdom. As already shown this always revolves around the training duration but only the duration for practical driving. So, are there reforms and efficiencies that could be effected and delivered in driver training? Yes there are. So what is stopping us?

The training management packages

Just to be sure we are not cherry picking let us have a quick look at some other TMPs. The table below is the practical driving durations for various courses.

PMKeyS Number	Licence Code	Days
200278	C2/MR2	7.51
120048	C2	5.23
212646	C2 to LR2 conversion	1.81
209297	C2	5.67
213119	MR2	9.8

This table, to the canny observer, might raise more questions than it answers. Why is the training duration different for two different C2 courses? Why are there two TMPs for C2 courses? Why does it only take 7.51 days to train in both C2 and MR2 and yet 9.8 days to train just the MR2?

The reason is very simple, there are too many TMPs which have been developed over many years and many generations of training designers. There are more than fifty TMPs that govern and direct driver training. The skill sets are essentially the same but every TMP is different. MLO may have the same title but the teaching points are often different. The training durations, as demonstrated in the above table, are completely different. Could there be some reform to be applied in this area? Are there savings and efficiencies to be harvested? Yes there are, but the training designers are hamstrung by the same inefficiencies caused by the compartmentalised training bureaucracy.

The bureaucracy

The bureaucracy that manages driver training is completely unresponsive to changing needs and requirements. It is overly compartmentalised and fractured, often pulling the training coalface in opposite directions.

Of significant issue is the scheduling of courses. The bureaucracy demands that courses are scheduled well ahead of commencement. Courses must start and finish on specific dates. Changes are quite simply not permitted. If, for example, a course manager of a Unimog course discovered that his entire course panel was already qualified to drive a G wagon he could quite easily re-write his training program to reduce the overall duration of the course. This means that the bureaucracy would have to change PMKeyS and other systems to reflect the shorter duration. This would affect trainee movement arrangements and require that part of the bureaucracy to make changes. Accommodation arrangements would need to be changed and that part of the bureaucracy would be affected. Ration plans previously submitted would require change, vehicle allocations, ammunition requests, classroom bookings, range bookings, in short everything required to run the course would require change. All parts of the involved bureaucracy will

immediately move to stop the changes being made. Everything has to be done IAW the scheduling conducted 18 months ago. No changes will be permitted.

But this would be incredibly difficult for a course manager in the first place because he does not know who is panelled on his course. The conduct site can use the course panel to examine the current qualifications of prospective trainees to look for recognition opportunities with a relatively quick PMKeyS search. However the bureaucracy in the training establishment will not release the course panel in sufficient time to effect any form of change. By the time the conduct site receives the panel movements arrangements have been made and allowances paid and the part of the bureaucracy responsible for those things will refuse to make any changes whatsoever because of the corollary changes required to movements and allowances.

The part of the bureaucracy responsible for PMKeyS management in training establishments refuses to allow operatives at the conduct sites within ALTC to have access to PMKeyS PD&T functionality because: (a) its not your job, or (b) you might make a mistake and make my job harder. The ALTC training management bureaucracy will not even allow the conduct site to view the list of members nominated for a particular course. The conduct site must wait until the Training Management Cell (TMC) at ALTC HQ decides to download the course panel from PMKeyS PD&T and email it to the course manager. The course manager is then required to save the panel to his/her H drive and update it on the first day of the course indicating which trainees are attending and then email it back to TMC. TMC then update PMKeyS PD&T. This entire effort is replicated at the conclusion of the course as the conduct site is not permitted to 'result' the training. TMC has instituted this process, which completely invalidates the PMKeyS PD&T functionality for no other reason than to maintain what they think is control and because it closely resembles the 1980's paper based reporting system they are familiar with. During exported training it is often the case that course panels are not finalised until the day of commencement. It is quite simply not possible to apply any form of recognition or construct a course tailored to specific panel requirements because the course manager is not permitted to have the requisite information.

A very good example of this issue was Protected Mobility Vehicle driver training conducted at CATC from 2007 to 2009. Motorised Combat Wing (MCW) established that a PMV driver course contained skill sets very similar to those already held by A Vehicle Crew Commander and Driver qualified personnel. The course daily training program was re-structured to group that content during the first two days of the course and the final week. Once the panel was known the course manager would contact A Vehicle qualified trainees and tell them to re-arrange their movements so they arrived on Day Three and departed on Day 15 of the 20 day course 'saving' seven training days for each individual. Recognition was granted automatically based on their previous qualifications. In the case that a suitably qualified soldier did arrive unannounced at the course it was standard practice to immediately change his/her return date to provide that automatic recognition providing an individual saving of five days. They still completed the first two days because they were already in situ.

This system worked extremely well providing significant savings and reduction of over training. Its use was discontinued when the bureaucracy demanded that a full recognition process was required to allow this to continue. As this required six week lead times and approval from personnel not involved in the training it was simply impossible to comply, particularly as the panelling authority often changed the panel up to the date of commencement.

Recognition is a problem for the bureaucracy. To have a recognition assessment conducted at ALTC a trainee must comply with the process mandated in ALTC SOP 505 Recognition. An application can only be submitted by a member when they are panelled for a course. Given the problems associated with the release of panels discussed above it is routine for members to be unaware they are panelled for a course until very shortly before course commencement. This inhibits the ability of both the member and the conduct site to process such an application. The SOP requires that a recognition application be examined by a Qualified Assessor who makes an initial determination of validity. The application is then submitted for consideration by a Recognition Board. The Recognition Board then considers all the evidence and makes a determination. This is a lengthy process and most trainees realise that it is far easier, and often takes less time, to just complete the course than to comply with the process.

It is entirely possible to structure a driver course around the current qualifications of the course panel but only if the course manager knows who is on the panel and has enough time to restructure the course. The bureaucracy cannot provide him with that information in a reasonable time frame.

Additions to training content

Various parts of the bureaucracy will often insist on the inclusion of additional training material. This is usually done with no examination of the effect of the inclusion and certainly without a commensurate addition of training duration. An example is the directed inclusion of specific WHS subject matter. The reason given for this was that “we must be able to demonstrate (to some unidentified agency) we are considering WHS in training and providing training on WHS.” This seems entirely reasonable on the face of it. Closer examination is however illuminating. The TMP managers responded to the demand for this training by immediately changing the TMP. The training coalface was not consulted, just ordered to comply. The training coalface explained that WHS was actually included in every MLO under the heading ‘Safety’ and that there was no requirement for specific WHS lessons. The bureaucracy refused to accept this logic and held that the requirement was that training only about WHS was what was required as they had to be able to ‘prove’ it was included. The training coalface then requested that all ‘Safety’ teaching points in all MLO be removed as this subject matter was now covered in the WHS MLO. This was refused as “Safety is very important and it must be included too.” So an addition to the training which was shown to be completely unnecessary and represented over training was forced upon all conduct sites because “we must be able to demonstrate we are considering WHS in training and providing training on WHS.”

This sort of occurrence is quite frequent. It usually represents a knee jerk reaction to an inquiry or investigation of some sort or a perceived lack in the training continuum. There is never an analysis of the extant training and never an addition to training duration to allow the inclusion. It is a direct result of the fractured and compartmentalised nature of the bureaucracy. Individuals rarely look past the immediate issue and consider their solution, exactly as they state it, to be the only viable solution.

The eternal quest for savings

There is continual pressure placed on conduct sites and TMP developers to provide savings and efficiencies. One could be forgiven for thinking much of this is about cost, it is not. It is entirely

about the length of time that courses run, the training duration. This pressure is driven by a single unfounded and insupportable assumption on the part of the bureaucracy, that the training is inefficient and therefore there are savings to be 'harvested'. There has never been a rational examination of this assumption. It is accepted completely by the bureaucracy as unchallengeable fact.

A case study provides illumination of the issue.

In 2007 an examination of the training and qualification regime for the Protected Mobility Vehicle was conducted, based on the extant operational requirements for vehicle crew in Afghanistan and Iraq. The training regime at that time represented:

Driver Course – 16 Days

Operator Course – 15 days

Supervisor Course – 15 days

A total of 46 days of training to produce a vehicle crew. Very few personnel only completed the 16 day driver's course alone as units deemed that such personnel were not operationally employable. The 16 day course was designed to provide training to personnel such as mechanics who were not required to drive vehicles in any but benign on base circumstances. Drivers were required to complete both the Driver and Operator courses a total of 31 days training.

A complete re-design of the TMPs produced a new training regime that reduced the driver/operator component to 20 days and increased the Supervisor training (re-badged Commander) to 20 days. The only reason the new Commander course was 20 days long was that the bureaucracy insisted that trainees for the Commander course did not require a driver's licence as a pre-requisite. The TMP developers at the time insisted that with a pre-requisite they could reduce the Commander's course by 10 days, or they could conduct two separate courses, using the same TMP, one of which had the pre-requisite. This course of action was again refused by the bureaucracy as it was claimed that it would require three TMPs not two.

To reiterate, the driver course had been reduced from 31 days to 20, the Commander / Supervisor training increased to 20. An overall saving of 6 days. The greater bulk of training delivered at that time was driver training so the reduction in duration for driver training of 11 days produced significant savings. In short the work had been done. The efficiencies and savings had been identified and implemented to produce rational targeted training based on direct operational requirements. The training regime had been subjected to continuous improvement IAW our responsibilities as an RTO and end users were satisfied with the new product.

Almost immediately the bureaucracy identified that the PMV training was somehow inefficient and began demanding savings and efficiencies. All complaints were framed in terms such as:

"Drivers require 20 hours of driving to get a licence. That's one hour a day. Do two hours a day and you can cut the course to 10 days."

As already detailed above this focuses exclusively on training to drive the vehicle and ignores everything else that must be taught. It also fails to consider the trainee to staff ratio in that one hour of driving time for an individual trainee is three hours of instruction for each instructor. Other parts of the bureaucracy demanded the inclusion of new content such as EHAPT. The actual content of the courses increased to 22 days but the conduct site managed to get it done in 20.

Of note it was at this point that the Tyre Maintenance Shelter (TMS) came online and demands were received to include operator training in the TMS in all PMV training. The DMO developed the training for the TMS and it was 5 days duration. The conduct site asked for five more days to conduct the TMS training and this was refused because in terms of driver training “Its just a few laps around the block!”

Somehow the conduct site was to cram 27 days of training into 20.

Then, while the argument about the TMS was ongoing, the Protected Weapon System (PWS) was fielded and demands were received that training in its use be included in all PMV training. The conduct site pointed out that the driver of the PMV could not use the PWS while driving and that this probably represented over training. The conduct site explained that this capability was the subject of a completely different TMP and training in the operation of the PWS therefore had to be a separate course. That course, according to the approved TMP would take five days. This was again dismissed out of hand and demands increased for the training to be squeezed in to the Commanders course. Add this to the previous demand for TMS training and one can see that various agencies wanted a total of 32 days training conducted in 20 days, and no one outside the conduct site would acknowledge this was problematic. Why not? Because those personnel responsible for the introduction of specific equipment demanded 5 days training. Those personnel responsible for course scheduling demanded course durations remain as they were. None of these personnel could see past their own requirements. Note here that there was never a discussion of the requirements of the workplace, capability provision or operational requirements. The only thing considered was training duration.

These examples are not restricted to PMV training, they occur across the driver training landscape in various forms. This highlights again the issue with the bureaucracy. Various parts of it demand inclusions, others demand savings still others refuse to provide staff and other resources and none of them will talk to each other. There quite simply is no holistic view of the problem. The entire bureaucracy defaults to the position that ‘it’s just a few laps around the block’ whenever the conduct site raises issues with training durations and the eternal quest for savings.

Training Establishment manning

Manning and the availability of training staff is the fundamental input to training capability. When course scheduling is conducted it is assumed that the posted strength of the TE is constant. It is never constant. Personnel are absent for a wide variety of reasons including promotion courses, health issues, leave, deployments and so on. TE are rarely, if ever, manned IAW their Single Entitlement Document (SED) and during a training year will have significant staff absences. TE SED are not built with this in mind and TE are allowed just enough staff to meet an allocated Directed Training Requirement (DTR). The effect of this is that TE are routinely short of staff to meet DTR. SED review teams routinely wave away such concerns as “local management problems” and refuse to address them.

This lack of staff has corollary effects which are not considered because the nature of driver training is not considered. Driver training is one form of training with a significantly high level of direct trainee/staff engagement. It is mainly face to face training. As such there is very little down time for instructional staff as they are required to deliver training and assessment all day every day. As an indicator of this problem one need look no further than reform and development in terms of course materials. These include lesson plans and presentations, trainee lesson materials,

course programs, assessment tools and so on. While these items are part of the TMP, the TMP developers have never been able to produce them. As such it falls to the conduct site to do so. If all instructional staff are conducting face to face training all day every day, where do they get the time to do this? SED review teams refuse to countenance the addition of staff to a TE to form a production team because that production is the responsibility of the TMP developers and training staff are only there to train.

Conclusion

So what have we discovered about that 'few laps around the block'? It has been shown that there is just a bit more to a driver course than a 'few laps around the block'. It has been shown that Army conducted B Vehicle driver training is vastly more efficient than comparable training conducted by civilian training organisations. It has further been shown that the barriers to reform and generating efficiency often lie in the bureaucracy not the training conduct sites. The primary conclusion is however that the criticisms and frustrations voiced about driver training actually spring from fundamentally flawed assumptions on the part of the speaker.

Where now?

The place we must first look for savings and efficiencies is the foundation training documents. There are more than 50 Training Management Packages supporting the driver training effort. Each duplicates training contained in the others and often one contradicts the others in subject matter and training duration. These documents need reform urgently. The only way this can be done is by examining the need, the workplace requirement. What is it we want the Army driver to be able to do as a result of attending driver training? The second question we must answer is what constitutes a Defence Driver's Licence? What skill sets are required to qualify a member to drive a vehicle? Those are the questions we must answer because that informs the development of the foundation training documents. Until we are prepared to provide the answers to those questions the eternal quest for savings, efficiencies and reforms is pointless.

This conflates with another question. What is it we want the staff to do? Do they provide training and assessment in accordance with the TMPs or are they required to develop training? Are they required to do both? Once we can answer those questions we can provide adequate structure and manning to the TE to allow the staff to achieve it.

We must then reform the bureaucracy. It, not the conduct sites, must become agile and responsive to workplace demands and requirements. The conduct sites have demonstrated the requisite agility and responsiveness over many years but have been actively prevented from implementing reform by the bureaucracy. The slavish application of process which provides no more than an acceptable comfort zone for bureaucrats is the major impediment to reform of all training, not just driver training.

The Opportunities For RACT Soldiers Within a Modular Company Level Combat Team

PTE Ben Cavanagh, JMCO Darwin

As a Movements Operator, I am not directly involved in the immediate effects of Plan Beersheba and the implementation of the Modular Company Level Combat Team (MCLCT). But as an RACT soldier, I understand that I need to be aware of how it affects my trade, my Corps and the Army.

Since the end of the Cold War, and more recently the consolidation of operations in Iraq and Afghanistan, Western military analysts are pondering the question of what conflict will look like in the 21st Century. They have concluded that the most significant challenge to modern militaries is foresight - not training for the war they just fought but to train for future conflicts.

This is a complex and subjective conundrum, both in military philosophy and capability, which is constrained by the staunch culture and sheer size of some organisation who seem resistant to change. It is clear that the implementation of Plan Beersheba is seeing the Army restructure into a flexible fighting force which will be able to conduct various operational roles in diverse operational theatres. This has had a dramatic effect on all Corps within Army; and RACT is no exception.

The ADF cannot predict where future operations will be conducted, but a fighting force model has been increasingly prevalent, with many Western militaries creating flexible forces at Brigade level. In 2013, US Army Chief of Staff, General Raymond Odierno, released the Army Strategic Planning Guidance which outlines the US Army's move in this direction, with a reorientation towards small unit leadership from the Brigade-level down. These policies have been developed from lessons learned in Iraq and Afghanistan. The authors of the report demonstrate concern that the US Army will revert back to the conventional thinking of pre-Afghanistan era. It appears that with Plan Beersheba the Australian Army is undergoing dramatic change, and we are not alone.

A MCLCT is made up of elements from different Corps working in a combined arms effect that is tailored to deal with most operational situations autonomously. These teams are not rigid in their design and are flexible to best suit the threat, terrain, cultural and political situation. Generally, the MCLCT will have a focus on Infantry in order to increase mobility and protection provided by Armour. Assets such as engineers, artillery, as well as an embedded echelon are all incorporated into the company for the duration of the lead up training and remain through to the conclusion of the operation. This will assist commanders in managing all these elements that have traditionally been managed at a Regimental or Brigade Headquarter level. Examples of this force structure have been used by the Australian Army during operations in Afghanistan.

Plan Beersheba has been implemented across Army, with both regular and reserve Brigades presently evolving into the final product. The Force Generation Cycle is not a new concept, but the restructure from specialist brigades into the three like Multi-Role Combat Brigades is a fresh approach to managing the complexities of war. This creates great opportunities for 'Truckies'; the most obvious being the operation of the Protected Mobility Vehicle in Transport Squadrons.

The MCLCT is forecasted to work well under Plan Beersheba as it allows Brigades to rapidly create teams for unexpected or emerging operational requirements. Regular training and combined arms live fire activities will improve the understanding of capability across the Brigade, while supporting the Commander's ability to operate independently in a decentralised manner, only requesting specialist support in unique unexpected situations.

The RACT PMV role has been defined as '...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' (Australian Army Transport Journal 2014, Army School of Transport). This role would be far more defined in a conventional setting, but when considering that counter insurgency operations are multi-dimensional this will mean that the enemy will not always be at the 'front'. This role is far closer to a combat role than an echelon capability.

The MCLCT structure and role will necessitate personnel from non-Combat Corps performing the tasks expected of Combat Corps personnel due to the nature of support and the close proximity of the working environment. While some RACT members may still be gaining an understanding that "Every soldier is an expert in close combat", the MCLCT demonstrates that there is no room for being just a 'truckie' in a contact – every member on the ground will be expected to fight, no matter your role. In a PMV Troop, being an expert in close combat will mean fighting from your vehicle, in the same way as a RAAC crewman is expected to conduct mounted operations. If the RACT can position itself to be the subject matter expert in the operation of the highly deployable PMV, this may prevent other Corps from filling crew positions for deployments.

The PMV has taken such a dominant role in recent operations that it is difficult to separate the imagery of a Bushmaster and Afghanistan. Keeping this in mind the responsibility of honing combat skills such as communications, weapons handling, navigation and tactical manoeuvre will need to be of the highest standard in order to integrate into the MCLCT. Mastering these essential combat skills RACT soldiers would benefit from cross-training with RAAC regiments. The Armoured Cavalry Regiment Lift Squadron will be best positioned for such an exchange, with similarities in role and force structure as the Combat Service Support Battalion Transport Squadrons.

These truly are exciting times to be in the Army, with great opportunities for those of us who are willing and able to adapt to this change.

* PTE Cavanagh transferred from Cavalry to become a Movements Operator in March 2015.

Six Principles for Junior Logistics Leaders

MAJ Charmaine Benfield, MA to HMSP-A

What are the principles that make an effective junior logistics leader? Having had the opportunity to take a step back from tactical level logistics planning over the last two years I would like to share my observations. Here are the six principles which I found to be the most valuable for junior logistics leaders – both NCOs and Officers. There is no substitute for knowing your trade and understanding your Corps' business – these six principles enable you to use your trade and your team's skills to best effect as part of the combined arms team to fight and win the joint land battle.

Hope is not a method – or a principle of logistics

Have a plan, a backup plan, and use your time prior to a task to consider all the aspects that may go wrong. Have a plan for those too. This is not to suggest that you have to be able to solve everything yourself – instead you need to know the limits of your team and your resources so that you can seek assistance as required. Warn out your boss that should the Battery Commander need to move to sustained firing for more than the planned time your Troop of trucks will need to be reinforced, or that the MHE you can access will not be able to unload stocks from third line.

Relationships with your peers is critical

You have a rich cohort of fellow NCOs that you have done subject courses with, officers you graduated RMC-D with, your Brigade sporting team mates, and those with whom you worked on the last field exercise. Use your time in barracks to develop an excellent understanding of what they do, their equipment and resource needs, and their personalities. Know when they will need support in the field and what you are going to do about it. Understand their stressors and when you are in the field, it is raining for the seventh day straight, and everyone is a little snappy the effort you invested in that relationship will pay off.

Early and aggressive engagement in other people's plans

Never wait to be told what the plan is. Be curious, get engaged in what your Battle Group or Combat Team OPSO is planning and provide advice early to them on what is logistically possible with your current resources. Warn out the CSSB/FSB on what the Battle Group is planning so that they too can be prepared. Invite yourself over for a brew and make sure you (or another logistics NCO/officer) is included in the planning. Make sure that you understand the tactics that your supported unit will use – indeed, you need an excellent understanding of tactics and the Military Appreciation Process to be credible. Figure out what specialist support could assist – would this operation be enabled by an airdrop? Do we need to consider LOTS when the Combat Team gets closer to the shore than the land based CSSB? Where is that Post Office detachment needed?

Understand the red-blue plan

I have to credit this idea to OPSO 1 CSSB (2006) who taught me to look beyond the 'red' plan of how the enemy will disrupt logistic operations and the 'blue' plan of what the Battle Group plan to do and think they need logistically. The 'red-blue' plan is the unintended consequences of operations – what will the Combat Team do that will adversely impact on your logistics plans? Perhaps they will exploit beyond your ability to support them? Or forget to advise that they will need a retrans station in a location unable to be reached by your trucks for resupply? Have they got a plan to deal with PWs?

While early planning and strong relationships will help both sides anticipate each other's needs, this is where I believe the 'art' of logistics comes in. An effective logistic leader ensures that the tactical plan is not limited by logistics shortfalls that could have been anticipated and advised early in the planning.

Innovate until apprehended

You are paid to think your way through the problems. Doctrine is a collection of previous solutions that have worked in different environments – read it and understand the context in which it was written. Methods for solving logistics problems in HADR are very different to those Australia has learnt in the jungles of Vietnam. The way we solve our amphibious logistics concerns in the future will be different again. So having thoroughly planned with your peers in the units you are supporting, think about the most functional way to achieve your task.

It is often written that the most expensive phrase in business is 'we've always done it that way'. Doctrine is an excellent guide – but it is not always the only method to achieve your task. Innovation is about understanding the tactical and logistical context and improving the processes that you use, not throwing out doctrine.

Respect tradition and understand our history

While in barracks read widely to understand the challenges faced by our predecessors and the successful and unsuccessful solutions they chose to enact. Realise that as a peacetime Army of thirty thousand troops the capabilities and methods we employ are limited. Read to understand what is required and what is possible in an era of total war so that when you are on operations your considerations are not limited by what you have personally seen on exercise.

Respect the traditions that have been developed by our predecessors – and know when the present situation coincides with a historical challenge. How are you going to operate in a satellite degraded environment when the accuracy of GPS data is compromised? What can you learn from logistic support to urban operations or beach landings in World War Two?

As a junior logistics leader you are employed to think, consider, and daily seek improvements in the way you do business. Consult widely to develop the best possible plans for your logistics team to be an effective and efficient part of the combined arms battle. These principles are designed as a guideline to help develop your professional skills, and require only a commitment to the improvement of yourself and your team.

This article is one opinion based on one person's experiences. I would like to encourage others to take the opportunity to contribute to the debate within the RACT and our logistics units at all levels.

What is the Chain of Command?

MAJ Simon Millsted, SO2 Project Manager LSD/CAFS

In the ADF we all work for someone who in turn receives direction or guidance from someone else. Does this describe in general terms what the Chain of Command is? When looked at critically the answer to this simple question has to be **no**. It could be argued that there is the supported Chain of Command and there is a supporting chain of command. It is suggested that there is a very specific and select supported Chain of Command as opposed to a supporting reporting chain of command. This supported Chain of Command is the basis of the force structure that is sent on operations and a generic definition is offered as follows:

Section Commander to Troop Commander to Office Commanding to Commanding Officer to Brigade Commander to CJOPS (when deployed) to the Chief of Army to the Chief of Defence Force.

Everyone else within the ADF is therefore in support of the people filling any of the above appointments. Wherever you are working, either directly in support of someone in the Chain of Command, for example section 2IC, adjutant, or Brigade staff officer, or whether you work indirectly through, for example, Army, Tri-Service or Non-Army Group appointments, then everything that you do should be in support of the Chain of Command.

At every level the commanders within the Chain of Command are expected to have three qualities; the ability to decide, adaptability and most importantly, the ability to lead. They inspire, motivate, cajole, make decisions, decide which course of action to take, ensure that their plans are carried out, adapting them as required, whilst looking ahead and shaping their command to meet whatever may happen next. A number of successful tenures within the Chain of Command should continue to be the gauge by which our future senior officers and soldiers are measured and why they should be promoted ahead of others.

The Chain of Command appointments are sought after and subsequently have a highly competitive selection process, and rightly so. All of us currently outside the supported Chain of Command must concentrate all our efforts and capability on supporting and anticipating the needs of this Chain of Command so that they can meet their future or current tactical/operational/strategic objectives. This should be the **only** reason why the rest of us, outside the supported Chain of Command, are here to do what we do.

If you are not currently in the supported Chain of Command, what have you done today in support of them?

Empowering Subordinates by Leadership and Behaviour

SGT Craig Jackson, SPV CARGO OPS HMAS Choules

Defence as an organisation has failed to address the issues of decision making, leadership and mentoring of our Junior Subordinates at all levels. This is a systemic issue that continues to develop, as few are willing to attempt to change. By continuing the way that we currently are, the foundations of becoming a Junior Non Commissioned Officer (JNCO) or a Junior Officer are becoming eroded. This situation has developed predominantly over the last six years, where there have been many changes to the foundations of a JNCO. Many JNCO's have been promoted without completing their time in rank provisions outlined in the current guidelines. Members have been promoted to fill a position that has become vacant, not based on their skill sets. This has lead to issues, as members have little or no time within their respective trades and, the underpinning knowledge has been lost and the failure to understand what is required.

As a soldier/sailor develops throughout his/her career and is promoted within the rank structure, he/she will still struggle to know what is required at there current rank, as the foundations very not established at the lower levels. This is currently evident throughout defence as there are so many JNCO and SNCO not willing to make decisions and stand by their actions based upon their knowledge of their trades.

It has been evident at the Commissioned Officer level too. The further you investigate the reasons behind the lack of decision making and support to subordinates, is that soldiers at all levels are too concerned that a QA/ Fact Finding investigation will be conducted into their actions, if the decision that was made, was in fact the wrong one. The question that has to be asked is, are personal beliefs driving their decisions, or is it the lack of training that has been occurring through out careers. Regardless of which way you look at this issue, it has to stop and defence, as an organisation has to allow people to make mistakes and not persecute them when their decision fails. Commanders at all levels, regardless of rank have to realise that if we don't change today, where will Defence be in a further six years. If empowering our subordinates by guidance and direction, and allowing them to make decisions, this will enhance their ability as our future leaders.

The above is an overview of a systemic issue that is occurring within Defence currently. People are too scared to make decisions, and if they do make decisions that fail, the Chain of Command is to willing to hang them out to dry, instead of standing behind their Soldiers/Sailors. Commanders need to look at the training shortfall through out all levels, and where possible encourage and train their subordinates. Empowering people is a powerful tool that any commander can have, as it develops trust at all levels and allows subordinates to make decisions without being concerned that their actions could cause a QA/Fact Finding investigation. The issue needs to be addressed, so our future leaders at all levels can develop from the lowest level and be able to pass on the same information and guidance to their subordinates as they develop.

The long journey to the beginning – Becoming a Transport Officer in the ARES

LT Nathan Blume, 3 TPT SQN

As we approach the final quarter of the year it is timely to reflect on the year that was, which coincided with my graduation from RMC and the commencement of my career as an officer in the Royal Australian Corps of Transport.

Whilst the recruitment process is designed to test key soldier attributes including resilience and determination through adversity, it was very slow and arduous. Subsequently additional challenges to my military career have emerged due to progression in my civilian career over that time and my family growing from two, to now four! It is a constant daily balancing act between the demands of a senior management role, a young family and a career in the army reserves. Family always comes first but it is at the cost of my own development - in particular on my ability to attend promotional courses and ultimately my readiness and availability for deployment.

Graduating from RMC in February 2015, I recall my first parade as an officer, attending Force Preservation training with the Unit. I was filled with the anticipation and nervous excitement that comes with the first day of any new job. This involved meeting key personnel including our new CO, my OC, my soldiers and provided a great introduction to the Unit.

Whilst I was still getting my feet under the desk I was suddenly given volumes of administration and staff duties to complete, as I am sure all junior officers would attest to - a Quick Assessment, numerous Minutes, Administration Instructions and application of the Military Risk Management principles to name but a few. We had been given an introduction to these documents and administrative tasks during our time as



Officer Cadets and now here I was doing them for real and to strict deadlines.

The quality of training provided to cadets during the FAC has allowed me to pass on these skills and assist with the development of our unit's capability. Most notably for me, was leading the unit through an IMT training month, providing exposure to the 2012 IBM structure, which culminated in a skills based competition weekend. This elevated me from the role of a cadet to an instructor, which I thoroughly enjoyed.

As the FAC has an all corps focus, it was a steep learning curve to understand the ins and out of a Squadron and how a sub-unit deploys as part of a combat service support team (CSST). Gaining an appreciation for what my role entails as a Transport Officer in terms of second line personnel movement and logistic support, for the wider FE has been inspiring.

As I look ahead to next year I am excited by the prospect of taking over the reins as Troop Commander and working more closely with our soldiers to focus on their development. As we enter the reset phase of the FORCEGEN cycle our focus will turn to an 18 month training cycle. This aligns well with my civilian career (and also a personal passion) in the support and development of others. Timing of this appointment couldn't be better!

Another exciting development is the phasing in of Protected Mobility Vehicles (PMV's) capability into the Reserves Transport environment. In 2011 the Parliamentary Secretary for Defence, Senator David Feeney, and Commander 2nd Division, Major General Craig Williams AM, announced major reforms for the ARes under Plan Beersheba. A commitment was made to ensuring that all Reserve Armoured Corps receive PMV's to provide protected transport for our troops. Originally assigned to Light Cavalry, PMV's have commenced their transition across to Transport. This increased capability opens in numerous opportunities for Transport troops, somewhat hamstrung by outdated and anachronistic vehicles. It also presents me with the ability to influence the future of the Sqn capability in this area. However the transition will not be possible without the support of Light Cav and we look forward to working more closely with them over the next year or so.

With all this in mind, my year ahead looks exciting. I have many ideas and have already begun to meet the troops in order understand their needs as we move into 2016. Many share my excitement for the arrival of PMVs whilst others are more focussed on completing their trade and promotional courses. Either way, my role will be focussed on supporting them to achieve and be the best they can be.



PMV TP - Experts in PR

LT Samantha Palmer, PMV TP 2IC

Protected Mobility Vehicle Troop (PMV TP) has had a massive year in Road Transport Wing (RTW). Not only have they been busy contributing to the new TMP to deliver PMV all-corps driver training, piloting courses and reviewing SOVOs, they have also been doing lots of PR and promoting the Army all over the place!

There was plenty of opportunity to promote RACT and, more specifically, PMV TP on base at Puckapunyal. RTW hosted visits from a number of interested groups, such as RMC staff cadets, ADFA officer cadets, work experience students and students from Capability and Technology Management College. During these visits, the various groups were told about the new capability that RACT has gained through the implementation of PMVs, as well as showcasing a number of PMV variants such as the PWS and command variants.

PMV TP used the PMVs to travel the beautiful Victorian countryside in a three day trek that took them cross country driving through Walhalla, Matlock and Jamieson. Along this trek, even though it was late September and well past winter, the group encountered significant snowfall and cold weather but breathtaking views. At the end of this trek PMV TP stopped in for a cuppa and a chat with the residents at Darlingford Upper Goulburn nursing home.



PMV TP encountering snow on the three day trek.

PMV TP was also afforded the opportunity to assist Defence Force Recruiting (DFR) with some recruiting activities in Canberra and Hobart. The Canberra trip involved driving the PMV from Puckapunyal to Canberra, where it was then set up in the Exhibition Park in Canberra (EPIC) for the careers expo for high school students and people looking for a career change. The PMV was one of the main attractions on display at the expo, along with the Precision Drill.

The trip to Hobart in September involved RTW working with the School Of Armour. The PMV, G wagon, ASLAV and AS4 were all transported across the Bass Strait by the Spirit of Tasmania. Upon landing the PMV and G-wagon set to the task of promoting RACT to the school students of Burnie and Devonport, before heading south to park up the PMV in Hobart. Over the next few days the PMV, ASLAV and G wagon conducted more school visits, allowing students the opportunity to see Army vehicles that normally aren't found in Tasmania. The vehicles were then parked up for two days at the Princess Wharf 1 in Salamanca for the Defence Career Expo. This expo saw approximately 6000 people turn up to check out the career opportunities, watch the roulettes fly overhead, listen to the band play and watch the Precision Drill team do their drills. The vehicles that RTW has on display attracted a lot of attention from the general public and certainly got a lot a lot of people interested in a career in RACT.

PMV TP have had a busy year and it looks to continue in the future due to the professionalism, drive and dedication that the staff of PMV TP displayed throughout these tasks.



SGT Griffiths (L) and SGT Baxter (R) assisting one of the nursing home residents.



LT Sam Palmer and BDR Michael Gallinar meeting the CDF, Air Chief Marshal Mark Binskin, AC at the ADF Careers Expo 2015, Tasmania.

Aerial Delivery Painting Finds New Home

WO2 Garry McGravie, AERIAL DEL PROJ OFFR

On Friday 28 August 2015 a small number of people witnessed a painting being donated to the Army Museum, Bandiana South, Gaza Ridge Barracks. A number of ex-serving Air Dispatchers were present and the RACT was represented by the current CO of the Army School of Transport Lieutenant Colonel Kirsty Skinner, and the Corps RSM WO1 Robert Jericevich.

The painting had been presented to the Air Dispatch Association of Australia (ADAA) in 2006 by painter Allan Waite and subsequently to the Army School of Logistic Operations (ASLO), Bandiana South. It had been located in the RACT classroom for a number of years where visiting officers and soldiers could view it whilst attending their logistic courses.

It was presented by Brigadier Geoff Christopherson, AM (Retd) on behalf of the ADAA and formally accepted by Major John Nelson on behalf of the museum. Brigadier Christopherson spoke about the painting, the painter, and the importance of air supply in the New Guinea campaign during WW2.

The painting depicts the first airdrops onto the newly found drop zone called Myola Lake. PX 177, LT Bert Kienzle, of the Australian New Guinea Unit found the gap, near Kagi Gap, in the jungle on 3 August 1942. It was a large open patch of ground on top of the ranges and would become a particularly important discovery. The first airdrops were conducted that afternoon. This was the beginning of a major resupply system which eventually extended to the Papuan coast.

Bert Kinzle discharged from the Army in February 1943 and he was awarded the MBE for his patience and perseverance on the Owen Stanley Ranges. He died in January 1988.

Also in 1942 the first Air Dispatch unit was formed and the members of the unit would become crew members of the USAAF C47 Dakotas which would soon be referred to as 'Biscuit Bombers' due to the fact that they dropped bully beef and biscuits.



Commemoration of the Century of the 2nd Division

LT Steven Duda, 3 TPT SQN

On Saturday, 24 July 1915, the 2nd Division was first raised as part of the First Australian Imperial Force (1st AIF), and served predominately in Egypt, the Gallipoli Campaign, and on the Western Front during World War I.

The 1st AIF consisted of an entirely volunteer force, and total over 330,000 men, and more than 2,000 women including indigenous Australians and people originating from countries all over the world that came to call Australia home. Their entwined struggle, camaraderie and typical larrikin humour during their service helped paved the way for the multicultural Australia and social equality that we now enjoy today.

Friday 24 July 2015 marked the centenary of the Army's 2nd Division and to honour the auspicious occasion and the 330,000 men and women, a parade of current serving 2nd Division members was held in Canberra at the Australian War Memorial. Whilst our forces scarcely numbered those of the past and despite the rain, there was a strong turnout with over 300 in attendance. The new banners, guidons and colours of each of the units on display served as a tribute to the history, battle honours and traditions of our forebears.



To this day, 2nd Division remains primarily a reserve force, whom came from all over Australia, to attend on behalf of their respective units, corps, and regiments.



As a newly appointed RACT officer within 5 CSSB, I had the privilege of carrying the Corps Banner at Australian War Memorial parade. Looking down Anzac parade I felt the full weight of the 2nd division centenary commemoration and was proud to be a part of this historical event.



Members of 5 CSSB representing five of the Logistics Banners.

HOC Banner Parade Print Presentations

CAPT Jeremy Fan, TP COMD/INSTR MT AST

On 04 December, members of the Royal Australian Corps of Transport from across Townsville came together in Bloody Georges Sports Bar, Lavarack Barracks, to witness the presentation of prints from the 2013 Princess Royal Banner Parade.

On 01 June 2013, the RACT was presented its new Princess Royal Banner in its 40th year. To recognise this occasion a painting was commissioned to record this event.

With the opportunity of the Head of Corps RACT, Brigadier Paul Nothard, AM, CSC in location, ranks from PTE to LTCOL of the Corps assembled to observe prints of the official painting being handed to commanders of key RACT subunits residing in Townsville.

To accept on behalf of their sub-units were Major's Weldon, Condon, Schoch and Cook and CAPT Kreiger representing 9 TPT SQN, 30 TML SQN, AST-MW, JMCO-TSV and 35 WT SQN respectively. Also presented with a print was CAPT Jade McMaster, who was the Banner Ensign during the parade in 2013.



WO2 Cindy Bowen was also presented her parchment of conduct as the Subject Matter Advisor for the Postal Trade.

This provided a great opportunity for RACT esprit de corps with representation from Road, Terminal, Marine and Postal trades, providing a chance for our newest RACT members to recognise another moment of our proud history.

Par Oneri



A farewell gift to the Corps

Retiring after 36 years of service, Brigadier Barry McManus has donated a centre piece statue to the Corps. The centre piece is to be used at Corps formal dinners and placed in front of CO 9 FSB, RSM 9 FSB or the senior 9 Tpt Regt/9 FSB Officer/SNCO present. Brigadier McManus has served in Corps appointments at 1 and 4 Transport Squadrons, the Army School of Transport and as CO 9 FSB.



Brigadier Barry McManus AM, CSC presents a statue to Colonel Commandant Southern Region Colonel Rex Rowe at Victoria Barracks Melbourne.



A less than proper goodbye

WO1 Greg Johnson - RSM AST Jan 13 to Jul 14

It was mid July and I was attached to 3 CSSB as an umpire on Ex Hamel 2014. I was standing in the bush of Mt Stuart at 2100 hours whilst on the phone with my partner crying and begging her not to contact my CO. That was the beginning of my breakdown.

I never really had an opportunity to say a proper goodbye to my unit or members of the corps as the RSM of RACT. To be honest I never thought about it because I had just admitted out loud I had a mental illness and I was entering a whole new world of doctors, psychiatrist, counsellors and medication. My motivation in writing this piece is to bid farewell and to clarify exactly what happened to me. It's a kind of therapy plus I think people have a right to hear it from the source rather than innuendo. You see my illness didn't all of a sudden materialise there in Mt Stuart, it took years of trained denial to finally reach out for help.

I don't have an extensive history of operational deployments that compares to a lot of our newest veterans. My deployment history is East Timor in 1999 and South Sudan in 2011. I became aware of signs of my mental illness in 2003 when I was posted to 51 FNQR in Cairns. Mainly sleep deprived and a heavier reliance on alcohol to replace the dark moods with a short hit of euphoria induced by heavy drinking. I was a WO2 at the time and newly promoted so there was no way I could have reported this to the Army Doctors. I knew the medical system would have me downgraded swiftly and any opportunities for progression would have stalled. Even back then my military mind turned to denial and my focus went to my career. My own personal welfare, family and friends were not considered when I decided to ignore the signs. After months of sleepless nights, denial and alcohol; I had convinced myself that the signs of mental illness was temporary and the problem was behind me. The Army provides welcome distractions that shift the focus away from the problem by giving you a posting and another job in which to focus your attention. In 2005 I was a CSM at Kapooka and wonderfully distracted by a very busy role. However, I still wasn't sleeping and now I was suffering some nightmares. I was getting scared because I realised the mental illness didn't stay in Cairns. But my training in denial ramped up and I got on with my job, besides, I was aiming to be an RSM and to get to that position you couldn't be sick or downgraded. Once again I worried about my career with absolutely no regard for my welfare or family.

I kept to this routine for the next nine years with the Army providing the welcome distractions of postings and luckily enough RSMs Cse. On my first appointment as an RSM, my denial went into overdrive simply because I convinced myself that the unit couldn't function without me and I was determined not to let my CO or unit down. Alcohol provided temporary relief from the nightmares and an alcohol induced sleep was better than no sleep, or that was my irrational thinking at the

time. Looking back now I find it disturbing that I had the ability to believe my own lies. Another perfect distraction was provided by the Army in May 2011 when I was deployed to the Sudan as a United Nations Military Observer. I knew deep down that I shouldn't deploy, but nobody needed to know about my issues plus I knew the deployment would keep my mind busy providing me with another distraction. I returned from the Sudan in Dec 2011 and for the next three years, my life of denial started to unravel.

The signs and symptoms for mental illness are well known by most ADF members so I won't bore you with my own personal journey of what I felt. And it's very important to understand that mental illness is not created simply from deploying on operations, it can be a combination of life and work pressure. It's a failure of finding the correct balance and not listening to the warning signs. My biggest regret is I waited and wasted so many years of a wonderful life and chose a career and depression rather than recovery and happiness. I put my career to the front of the line and my self to the back with my loved ones somewhere in the middle. My ability to balance my life was backwards and I ignored the screaming in my head to go and get help. I behaved like a normal functioning human when out in public or at work, but I was always at a heightened level of anxiety and lived life coiled like a spring. The illness had now blackened my soul and I couldn't see any light. I was locked in and couldn't get out and most disturbingly, I didn't allow anyone in. I had subconsciously disconnected from my friends, family and most importantly, my partner who stood in the eye of the storm.

From time to time I reflect on that phone call to my partner whilst at Mt Stuart asking her not to tell my CO. That was the phone call that changed my life, in fact saved my life. She rang my CO immediately after and within two days I was back in Bandiana standing in front of the Senior Medical Officer about to begin my journey back to health. It's not that simple believe me, there is awkward greetings in the waiting room of the medical centre from people wanting to know "what are you here for?" There was a stigma attached to seeking help, a feeling of failure and letting everyone down. And I found it extremely difficult to speak to anyone about my true emotional state; it took time and patience from my medical team. I'm not what I would call out of the wilderness yet; however, I am certainly not anywhere near where I was 16 months ago. I had to open my mind to treatment and rid myself of false bravado and cynicism of the process. I couldn't move forward if I wasn't honest with myself and admit I had a mental illness. Once I pulled down the walls of denial I listened, absorbed, cried, laughed and experienced 100 other different feelings and emotions.

I'm now back to work full time and happily sitting in an OPS position in Holsworthy. My career as an RSM might be finished but I have no problem with that. The Army still looks after me but I'm not going to jeopardise my health for my career anymore. I might continue to serve or I might just walk away, I am still yet to make that decision. I reflect on my time as the RSM of AST and RACT with pride and fondness. I am blessed to be involved in the presentation of the Princess Royal Banner and the celebration of our 40th birthday. Everyone involved in that weekend was extremely professional, generous and dedicated; I could not have done that without the magnificent help. I love the Corps very much and have reflected on my career a lot in recent times. We have good people in our corps and the way I was treated after I checked myself into the medical centre has been with dedication and empathy. We all need a little faith in our commanders in times of personal crisis and I believe we will be treated with respect at all times.

This moment in my life doesn't define who I am as a person. Don't do what I did and stick your head in the sand and swim in the river denial, you will be surprised the relief you experience when the problem is shared. Obviously from this written piece I no longer feel ashamed of what occurred and I refuse to see myself as a failure anymore. Embrace the support and open your mind to the

possibilities of better health, do it before you lose too much. I would not be here today if it wasn't for some very important people in my journey, you know who you are and I will forever hold you in my heart. And to that wonderful person, who I was on the phone to back at Mt Stuart, you forced open the doors to my blackened soul and the light entered. You saved a life and mere written words will never do justice to what that means to me. You are simply my hero.

To all members of AST in 2013 and 2014; I'm sorry I didn't get an opportunity to look you in the eyes and thank you, but this has to be the next best thing. Thank you; it was a pleasure being your RSM. To the Corps, I loved being your RSM and I was honoured to represent you as the senior soldier of the Corps I truly love. Thank you. I now consider this my proper goodbye.

46 Years of Reserve Service

WO1 Brian Neal, AFSM (Retd)

On the 20th May 2015, I separated from the Defence Force Army Reserve having served as a reservist for the past 46 years 1 Month and 10 days.

I was enlisted into the CMF as a PTE in 37 Air Despatch PI RAASC on 10th April 1969 in the Moore Street Depot behind the Sturt Street Depot in South Melbourne. After my Recruit Camp at Puckapunyal and having completed my Air Despatch qualifications at Penrith, I qualified as a Parachutist and rose to the rank of T/SGT, before the change from RAASC to RACT. Due to the closure of Air Dispatch, I was transferred to 15 TPT Coy in Sturt Street Depot, then moved to Surrey Hills Depot. After a change in employment location, I was then transferred to 15 TPT SQN at Bendigo. In 1982 I returned to Melbourne and was posted to 3 Movement Control Unit (3 MCU) Sturt Street Depot. In 1992 as a senior WO2, I was co opted to APA-Melbourne to start the Soldier Career Management Section as a Career Advisor. In 1995 I returned to Movements as WO1 at Simpson Barracks. In 2010 I returned to APA- Melbourne and was part of the change to Career Advisory Group – Southern Region where I still parade.

Some of the highlights of my career are that I have worn all ranks and been T/CPL, T/SGT and T/WO2. Because of being already enlisted, I deferred my National Service to the 5 years CMF service. I have actively been recruiting since 1982 and have been involved in many different initiatives which seem to have been repeated over the years. I attended many exercises throughout Australia including Kangaroo Series, and Talisman Sabre. The change from greens to DPCU, changes in equipment (got my army license in a left hand drive Studebaker) and also the change from pen and paper to computers which provided some challenges.

My main roles were instructional in unit training and IET & Movements Training and administration being Chief Clerk at Bendigo and Career Management.

I have received the following awards for both Defence and Emergency Services work: Australian Fire Service Medal 2007, National Emergency Medal 2013, National Medal with three Clasps 2014, Australian Defence Medal 2006, Anniversary National Service 1951-1972 Medal and the Reserve Force Medal. On the 18th August 2009 Commander HQJMOVGP GPCAPT Robert Barnes presented the fifth Clasp and Federation Star to my RFM at JMCO Melbourne and on the 4 November 2014 MAJGEN Paul McLauchlin presented the sixth clasp/second Federation Star at Victoria barracks in Melbourne. For work in Movements, I received a Chief of Defence Force Commendation on 10 Aug 2006.

My hobbies include Military History, Volleyball as National Referee, Volunteer Firefighter and Fire Investigator with CFA and involved with the Local and State Branches of the RSL. I have been supportive of the 3MD RAASC/RACT Association being one of the inaugural members and still part of the extended committee.

The values of the Army being Courage, Initiative, Respect and Teamwork have always been at the forefront of my dedication and working career in the Reserve. Work in the Reserve is challenging and with today's life style and demands makes commitment for everyone and questions their dedication and ethics. I have seen the focus of the Army Reserve alter to meet the operational requirements. The rewards for individuals are the many skills and confidence that they obtain, the mateship and lifelong friends made.

You also need support from your employers and family. My employer was Country Fire Authority although retired now, and my wife Gail and my three children have given me this opportunity to serve my country.

The reason for this article is it may encourage some of the serving members in the Army Reserve to reflect and may be the inspiration to continue serving in roles that challenge the individual. It should be recognized that to serve in the Army Reserve is a privilege.

ADF Squash Sporting Opportunity - A Real Eye Opener!

PTE Alister Paul, DVR SPEC, 10 TPT SQN

I was recently selected to participate in the ADF Squash Nationals held at RAAF Williamstown over the period 23-28 August 2015. What an amazing experience!!! I've been playing squash for about 10 years now and it was not until this year did I discover that squash and Defence were even remotely connected.

The ADF Squash Nationals attracted about 60 squash players from around Australia with varying levels of experience. Multiple tournaments were conducted which included; Individual, Doubles, Masters (over 35 yrs old), Veterans (over 45s), Interstate, Inter-service and this year we competed against the touring United Kingdom (UK) Combined Services Squash team.



The tournament hosted some very stiff competition. I played in A Grade (Open's being the highest grade) and made it to the final where I managed to sneak a win in 5 sets to win the A Grade Individual tournament. As a result, I was asked to play in the Inter-service tournament against Navy and RAAF representatives and also represent Australia in the Test Series against the touring UK team.

I won my match in the Inter-service tournament but was annihilated by my British opponent. I think I lost my match in less than 15 minutes (which is really short) to a very craft and fit 50 year old. I later discovered, in his heyday he was world number 14 and he claims to have beaten Mohamed El Shorbagy when he was a junior. Mohamed El Shorbagy is the current world number 1.... pretty much the Novak Djokovic of squash.

Overall, out of the 10 matches with the Brits, the Aussies only won 1 match! These guys were exceptional squash players!

I was really sore after a week of solid squash (up to 15 matches) but it was excellent fitness and an invaluable chance to improve my game. I am really grateful my unit allowed me the opportunity to participate in the ADF Squash Nationals. Hopefully, I will get the chance to partake in the Nationals again in the future!

All in all, it was a very well organised tournament and an awesome experience. I have made plenty of new connections across the services and I have also taken away a satisfying trophy.

From Studebaker to Bushmaster

WO2 Graeme Beuth (Retd)

It's a long journey over forty five years starting at Frasers Paddock, Enoggera in July 1970 at the naive age of nineteen years. A couple of my mates were going to join the Citizens Military Force (CMF) and I went along out of curiosity. I thought it would give me a good idea of the Army if my marble came up (conscription in National Service). They didn't join but I did and stayed for forty five years, a privilege.

My journey as a reservist started at 41 Transport Company, 10 Supply and Transport Column, Royal Australian Army Service Corps, which later became Royal Australian Corps of Transport driving Studebaker trucks and ended at Joint Operations Support Section, Defence Support-SQ Enoggera.

I was privileged to have served in ten units from CMF/ Reserve, Tri Services and ARA units, drawing on the experience of a great cross section of both ARA and reserve units. In my early years in the CMF I was fortunate enough to be mentored by very experienced Carter Staff, Transport Cpl Jock Chalmers and the RSM Ian Thompson. I remember, as a Cpl, I had been instructing on several ECN T109 courses (cross country, recovery course) and the RSM caught up with me on the first day of a course saying he had no course report on my 109 course. When he found out I had not completed one, I became a student.

Throughout my career I've had a great relationship with unit carter staff, only the odd one or two that didn't want to be posted to a reserve unit. One of my highlights was becoming SSM of 2 Transport Sqn and being banner escort for Princess Alice Banner with the SSM 5 Transport Squadron on Corps day at Enoggera.

One of my last postings was 7 CSR, Enoggera where I had the opportunity to run numerous driving courses and instruct on PMV course with various ARA units. 7 Combat Support Regiment was a reserve signal unit with a section of ARA when I transferred in. I had the privilege to be involved as the logistics and road transport



Banner Escorts: WO2 Beuth on the left and WO2 Taylor on the right.

subject matter expert Ops WO2 where I was instrumental in organising driver training when the unit evolved into an ARA unit. I would like to thank the CO, LT COL Frankel and 2IC, MAJ Miller of 7 CSR for the opportunity to be a part on the developing structure of the new signal unit.

What I enjoyed most was being involved in pre deployment training of private soldiers and seeing them progress to a standard where they were ready for deployments. Over the years I have formed great friendships with all ranks which I keep in contact with to this day. What I have learnt over the years on promotion courses has helped me greatly both in my civilian career as well as military leadership and interpersonal skills. Without a doubt I would not have gotten into management positions and be where I am today without what I have learnt in the reserves.

Management positions are great but when you go on holidays it usually takes you a couple days to wind down. That's what I liked about the reserves - finish work one day and start a full-on reserve job the next day - a complete switch which was an immediate change in lifestyle. What I've enjoyed mostly is the cross section of reservists you come in contact with, from solicitors who want a complete change and are happy to drive trucks, to brick layers who want advancement.

Always I had the total support of my family who provided enormous strength when times were difficult. They say you can choose your friends but not family. I couldn't have chosen a better family, Fay, Kelly and Jodie great mates. Army Reserve has been such a part of me, it's going to be hard to switch off.

Par Oneri

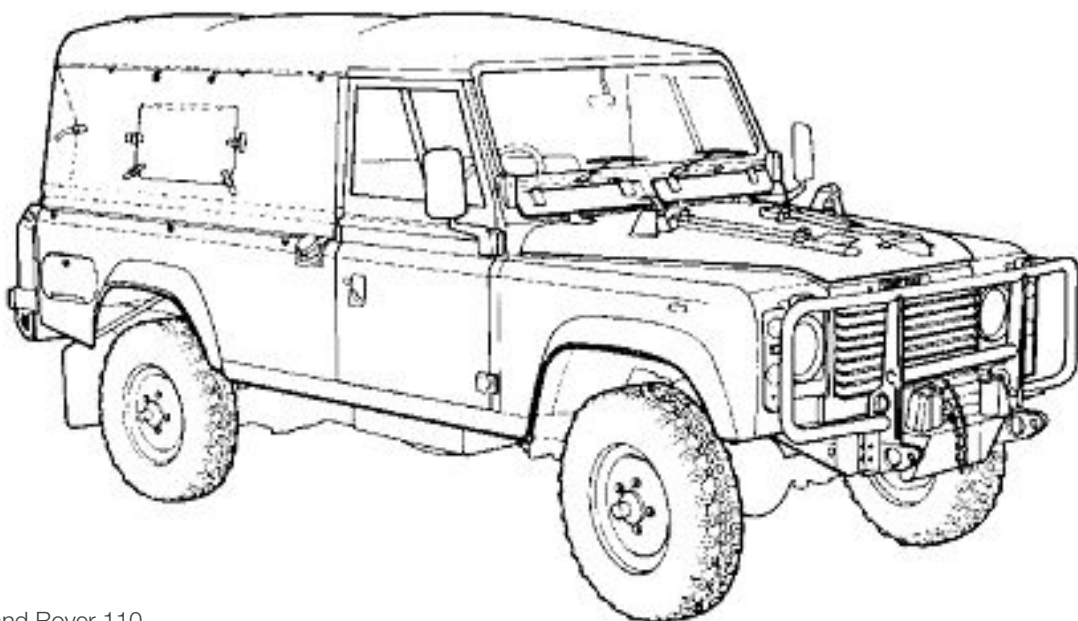
Farwell to the Land Rover 110 Truck, Utility, Lightweight, MC2

WO2 Brian Jones, WSM RTW

Initial studies for Project Perentie commenced in 1981, tenders for the truck, utility, lightweight, MC2 with a payload of 0.7 to 1.0 tonne and a truck, cargo, light, MC2 with a payload of 1.5 to 2.0 tonnes were called in June 1982. Seven companies' submitted tenders and three were selected to provide test vehicles for trial. The Perentie 4x4 and 6x6 are Australian designed and built derivatives of the Land Rover 110.

The Land Rover 110 Truck, utility, Lightweight, MC2 - (2320-66-128-4218) came in numerous variants this included the following models; FFR, Winch, Surveillance, Carryall Senior Commander, Personal Carrier, Survey, Reconnaissance, the following in the 6x6 variants; Ambulance, General Maintenance, Electronic Repair, COMSEC Repair, Air Defence, Crew Cab, Assault Pioneer, Direct Fire Weapon and Mortar Carrier.

Since the vehicles introduction into service in 1987 where it is was part manufactured and assembled in Moorebank NSW, and known originally as the Land Rover Perentie; the vehicle has seen active service in Somalia, East Timor, the Solomon Islands, Iraq and Afghanistan.



Land Rover 110.

28 years later after, Road Transport Wing, has conducted the final Land Rover Course. The Land Rover has been an important part of driver develop in all CORPS since 1987, and it is estimated that at Road Transport Wing over 4500 soldiers have been trained in its operation. It would be easy to say that there would not be many current serving or ex serving members of the Australian Defence Force that have not taken a joyful ride in passenger's seat or even the rear of this mighty beast.

We would all still remember fondly the lack of cooling in summer's months, the freezing cold embracing us in the winter months as we manoeuvred this vehicle around High Range or Shoal Water Bay or even hitting the winter freeze of Cultana. But all in all the Land Rover has served us all well and as we say goodbye to a vehicle that will be permanently etched into our memories, the sound, the smell and the rattles, we welcome a new vehicle into service the Mercedes Benzes G Wagon. Only time will tell if this new vehicle will be able to stand the time of 28 years of service.



Land Rover 110 Cab.



Land Rover 110 Ambulance.



Final Land Rover Course Completed on the 30th of June 2015.

Early Conflicts in the RACT's History - The Second Maori War

COL Neville Lindsay, OAM (Retd) - *Author of Equal to the Task Volume 1 - The Royal Australian Army Service Corps*

In citing the history of the RACT, the lazy approach avoids some interesting conflicts in which Australian water and land transport soldiers were involved, predating the histories of other corps. This is one episode. For a fuller account, see Lindsay NR Equal to the Task v1 Chapter 13.

Those Maori chiefs who signed the Treaty of Waitangi in 1840 imagined that they were taking on imperial protection of their lands and rights, rather than the exploitation which followed. From 1844 intermittent warfare erupted, with increasing numbers of imperial troops from Australia and England used to control uprisings. Peace was restored in 1847, but the same troubles of land piracy culminated in a new outbreak in Taranaki in 1860-1 during which Victorian Colonial Navy steam corvette Victoria provided support to the imperial troops, while its Naval Brigade joined ground operations – the first Australian unit to participate in an overseas operation.

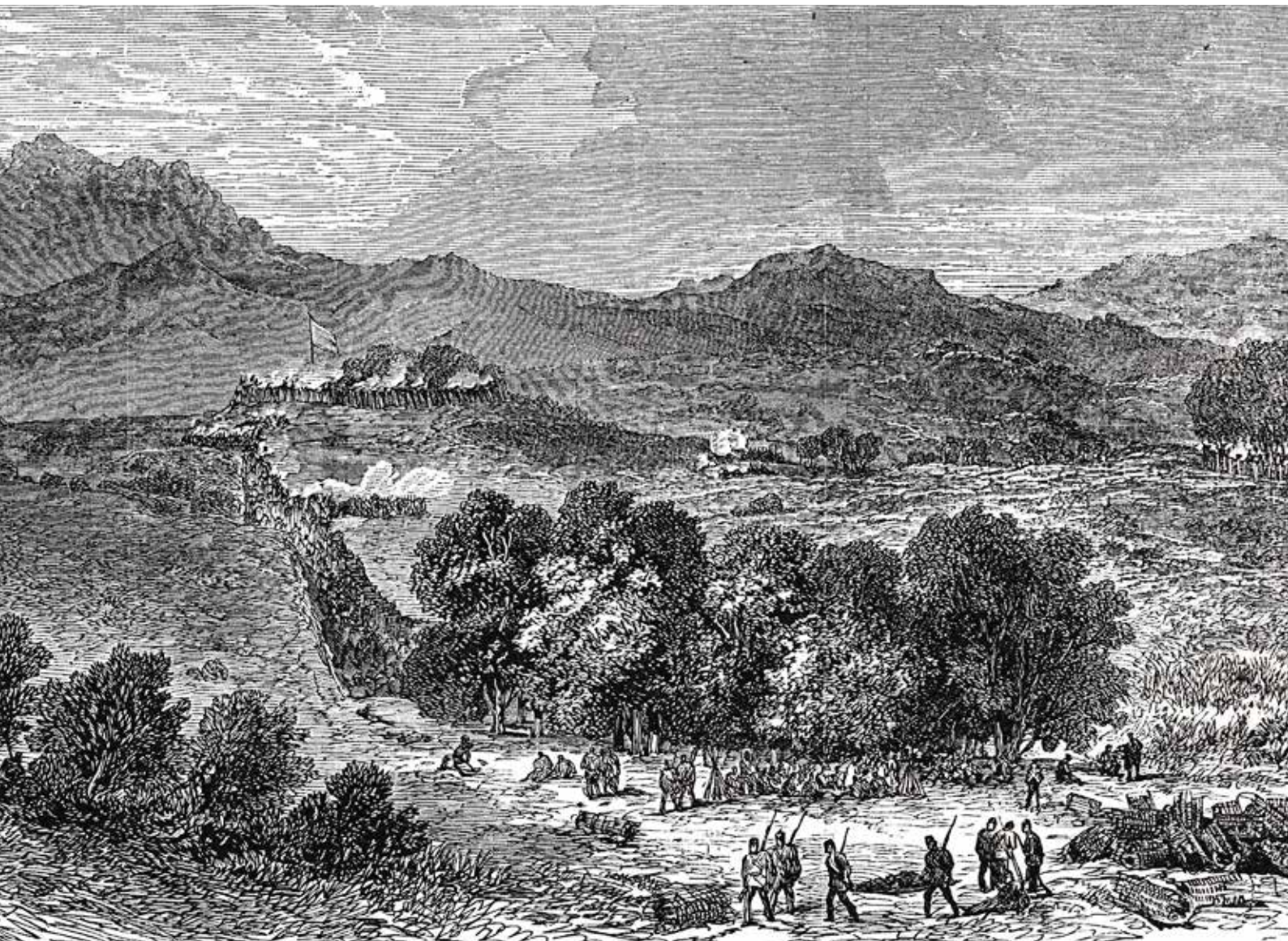
To the north in the Waikato Valley a further outbreak of trouble brought on a full scale war in 1863, for which the New Zealand Colonial Government, finding reluctance amongst its own inhabitants to join the local forces, sought to raise substantial militia forces in Australia with the promise of farms in the Waikato for those who completed their three year engagements. Rallying to the twin incentives of the call of Queen and Country, and the promise of farms on 'rich land', difficult to come by in post-gold rush squatter-controlled Australian colonies, some 1,784 men enrolled in the Waikato Regiment, sometimes referred to as the Waikato Militia, together with 31 Australians who joined the Regiment in New Zealand from the Otago goldfields. Another 553 enrolled in the Taranaki Military Settlers for service in the Taranaki district on the southwest of the North Island.

The former were embodied in the 1st, 2nd, 3rd and 4th Battalions of the Waikato Regiment, initially used mostly on protective duties, as the lines of communication absorbed about 40 percent of the total force deployed in the Waikato campaign. After being involved in the Waikato campaign and the following one around Tauranga in the east, they were quickly settled at Alexandria, Cambridge and Hamilton in the Waikato valley, and at Tauranga to the east, so placing the military settlers on free seized land in a defensive circle coincidentally protecting the New Zealander settled areas during the ensuing eight years of guerrilla warfare, and also coincidentally saving the NZ Colonial Government the expense of paying them.

This loss of pay left the militiaman, who were given free rations for the first year only, without the resources to support themselves while developing their farms; so, disillusioned, many sold up as

soon as they had finished their engagements. Those who wished to remain on the rolls transferred to the 4th Battalion Auckland Militia.

A more durable group was formed in the Commissariat service. Volunteers were accepted from regulars and militiamen, and about 300 Australians served in the Commissariat Department and Commissariat Transport Corps of water and land transport. As these troops were required to support the ongoing actions over the following years in the east and south, they remained on paid active duty and so could afford to develop their farms and became the most successful settlers. They were also awarded the majority of New Zealand Medals to Australians as these were awarded only to those who had been present at the various battles of the war. Descendants of those Australian watermen and drivers still live in New Zealand, occupying some of the richest farming land in the country. These 300 supply and transport men were early predecessors of the RACT.



Assault on Orakau Pa After suffering casualties in an initial assault, the attacking force is digging a flying sap towards the pa palisade to provide a protected start line for another attempt. The Australian transport section, shown firing in the forward trench, is protecting the head of the sap from Maori assaults. Water transport members supported the force from the river. The transport detachment also joined in the subsequent assault, Capt W.V. Herford and drivers Cpl J.A. Armstrong, Pte J. Leeky and Pte J. Lovett were killed in action.

Illustrated London News 30 July 1864

Our Boer War Ancestry

MAJ John Neenan (Retd)

Every ANZAC Day we hear prominent people deliver stirring addresses, always featuring Gallipoli, and nearly always going on to mention the Western Front, World War II and its major battles (especially Kokoda), Korea, Viet Nam and recent operations. The speakers almost universally suggest that Gallipoli was the theatre where the spirit of the Digger first manifested itself, where the reputation of the Australian soldier first put our new nation on the world stage, and where we first fought alongside our New Zealand brothers.

Actually, all those things happened in South Africa 14 years before Gallipoli. After we federated on 1 January 1901 while the Boer War was in full swing, Australia, not the separate colonies/States, sent several contingents to the fray, and there they continued to enhance the fine reputation already established by their colonial forerunners.

A National Commission was appointed to examine how we might commemorate the ANZAC Centenary, and there was an official Government website to support the concept. The following explanation appeared on the home page:

Between 2014 and 2018 Australia will commemorate the Anzac Centenary, marking 100 years since our involvement in the First World War.

During this time we will remember not only the Anzacs who served at Gallipoli and the Western Front, but all Australian servicemen and women, including those who fought along the Kokoda Track and at Tobruk; those who were held as prisoners of war; those who fought on the seas and in the skies; and those who served from Korea and Vietnam to Iraq and Afghanistan.

It is as if the Boer War never happened. And yet:

- 23 000 Australian and colonial men and women and 6057 New Zealanders served, often together;
- nearly 1000 Australians (that's more than Korea and Viet Nam combined) and 232 New Zealanders died there;
- our first six Victoria Crosses and another 161 awards for gallantry, were awarded there;
- the original design of the famed "rising sun" badge was worn there;
- our first women (60 nurses) went to war there, one of whom died;
- 43 000 Australian horses were expended, none of which returned to Australia;

- much of the military skill and national pride displayed by Australian officers and men in World War I was provided by Boer War veterans, without whose example and leadership the reputation of our forces at Gallipoli, on the Western Front and in Sinai and Palestine may not have been acquired; and
- the principles of Australian sovereignty and unified command in all subsequent conflicts were established as a result of having failed to be observed during the Boer War.

Our involvement in the Maori wars, Sudan and the Boxer Revolution notwithstanding, the Boer War was our first national intervention in a foreign conflict. From the outset, our forces, both colonial and federal, carved a reputation for valour, perseverance and military acumen that was recognized by the Imperial leadership, the Boer enemy and the world press. Australians took part in almost every successful major action. We led the way in innovative military medicine; British soldiers schemed to be treated by Australian medical units rather than their own.

Generally accepted to have been one of the finest military feats of the war was the battle of the Elands River, where some 500 men, mostly Australian Bushmen with about 150 Rhodesians, held off a Boer force of more than 2500 for 12 days from 4 August 1900. The Boers, with artillery, commanded the river crossing from the surrounding high ground and pounded the garrison unmercifully by day, killing most of the horses and other livestock early in the siege and creating a frightful stench that added to the defenders' difficulties. The Boer gunfire prompted our men, with bayonets their only tools, to dig weapon pits in the shallow soil and vertical slate. Those men were our first "diggers". By night, however, the Australians patrolled vigorously, creating havoc in the Boer lines. The Boers gave it up as a bad job and melted away on the night of 15 August. Apart from the dead animals, Allied casualties were astonishingly light: five were killed, seven died of wounds, and 38 others were wounded.

A British officer with the relief force that arrived at the crossing late on 16 August



Western Transvaal, South Africa, 1901-09. A team of bullocks drags a supply wagon belonging to the 3rd New South Wales Bushmen across a spruit or creek, while other Bushmen standing or mounted on their horses look on from the bank of the stream at rear. The wagon is carrying a small load of supplies including an ammunition box (left). (AWM 5313)



Mounted on his horse, a member of the 3rd New South Wales Bushmen watches as a wagon laden with supplies stands bogged in a muddy patch of ground. The horses hitched to the wagon are standing still (right), while the teamster or driver of the wagon holds their reins taut. The horseman in the foreground has a collapsible telescope slung over his shoulder. (AWM5314)

wrote to the *London Times*, “I do hope that Great Britain will show its gratitude to those Australians for the brightest page in the history of the war”. Sir Arthur Conan Doyle (of *Sherlock Holmes* fame) suggested that “When the ballad makers of Australia seek for a subject, let them turn to the Elands River, for there was no finer resistance in the war.”

Many Australians know about Hamel, the charge at Beersheba, El Alamein, Milne Bay, Sandakan, Maryang San, Long Tan and Timor. But how many are familiar with the Elands River? It is one of our proudest military achievements, and is certainly one of the first, so it deserves a higher profile than hitherto.

Most military history accounts list the combat elements but end with “and administrative” or “logistic units”. Histories of the Boer War are no different; very few describe logistic details. But the predecessors of the RACT were there, and we logisticians know that heroic first-line deeds cannot succeed without effective supply and transport.

But wait on! Talking of heroism, wasn’t the Elands River post a supply depot?

The Australian colonies, on learning of the opening of hostilities in South Africa, immediately offered to assist the mother country. Condescendingly, like a parent not wishing to offend an enthusiastic but amateurish child, the Brits accepted, but suggested that we send mainly infantry, especially mounted infantry. We misconstrued that request to mean the “balanced” combined-colonies force that we initially thought to provide was not needed, and that the UK would pick up the specialist functions such as supplies and transport. What we finished up sending were State contingents without any national co-ordination, and without Army Service Corps (ASC) units or sub-units.

We did, however, send some gunners, chaplains and medics; and to service the huge numbers of animals engaged, both mounts and transport, we shipped vets and farriers.

But ASC men did manage to get in the act. Some left Australia having been recruited for the Imperial force, and some went at their own expense to South Africa. Such men were sometimes employed in Imperial ASC units. Then there were ASC officers and men who opted to join combat squadrons and regiments. For example, an officer and a bugler from the Victorian ASC accompanied the first Victorian contingent. The OC of the NSW ASC, MAJ D. Miller, was with the NSW Imperial Bushmen (NSWIB). When they arrived in South Africa he was invited to command a Brit ASC unit, but he declined, preferring to stay with the Bushmen. LT D.F. Miller, also from the NSW ASC, was severely wounded with the NSWIB. He later died as a captain in the 1st NSW Mounted Rifles.



In St James's Anglican church in King Street Sydney hangs a memorial, pictured on the right. The lettering in the picture is legible and self-explanatory. Carl Oswald Basche was an ASC officer in NSW. When the war broke out, he and his men were preparing to offer.

The previous service of early Boer War volunteers was noted, but not for later contingents, so later ASC volunteers cannot be identified as such in available records. Photographs of ASC men taken after 1902, however, often show South Africa medals. We do know that by late 1900 some four officers and 29 other ranks from the NSW ASC were serving with mounted infantry units.

The following is an extract from Neville Lindsay's¹ epic opus, *Equal to the Task*:

A Victorian ASC officer on special service, Lt (later Capt) A.J. Christie, commanded P Tpt Coy ASC in operations throughout the theatre, being twice wounded, evacuated to England after the first and returning to South Africa for duty. A NSW artillery officer on special service, Capt A.P. Luscombe, commanded 33 Coy ASC, operating ox wagon convoys of up to 300 in support of operations in the northern mobile operations. His reports contain interesting insight to the ad hoc but effective methods of operation: a 101 wagon convoy with 1621 oxen was driven with 230 conductors, porters and natives, managed by himself, a subaltern and 20 sergeants and rank and file. Losses of oxen were made good by rounding up cattle from the veldt under sniper fire.

The Treaty of Vereeniging was signed on 31 May 1902 to end the Boer War. For the last few years in cities all around the nation, commemorations have been held on or near that date to honour the service of those Australians who went to war in South Africa, and to remember them who died there answering the Empire's call. An initiative of the National Boer War Memorial Association Incorporated (NBWMA), Boer War Day is one of the means designed to raise awareness of that conflict and of the role in it that Australians played so well.

For eleven years now, a group of dedicated enthusiasts has been striving to build a memorial to the Boer War in the nation's capital where presently none exists, though there are memorials to all our other



Pictured above is Carl Oswald Basche. This description of him was written when he applied to enlist for the Boer War: *Lieutenant Carl Oswald BASCHE, who is about 24 years of age, has for some time occupied the position of a clerk in the Treasury Department, but has obtained leave of absence under the circumstances. He joined the Army Service Corps as a private, and rose from the ranks to his present position. He is an excellent rifle shot, and a good rough-rider. Moreover, he is very popular with his regimental comrades.*



The badge of the Commonwealth Horse 1902, precursor of the "rising sun".

¹ Colonel N.R. Lindsay OAM mid jssc psc pi BA (Hons). *Equal to the Task* was published by Historia Productions in 1992.

conflicts and to some of our allies, and even one to Mustafa Kemal Atatürk, a former enemy, now revered.

The vast tragedy of the First World War tended to overwhelm consciousness of the earlier conflict, but the significance of the Boer War to our national history and culture cannot be overstated, and must be recognized in the national memorial precinct in Canberra. To achieve that, the NBWMA has made real progress: committees have been established in most States and Territories; a site on Anzac Parade has been allocated; a splendid website has been created (see www.bwm.org.au); a national database of supporters and veterans' descendants has been built; quarterly newsletters are sent to the database residents; Boer War Day is being observed nationally; a magnificent design, featuring four mounted troopers one and a half times life size in bronze, has been approved by the National Capital Authority; prominent sculptor, Louis Laumen of Melbourne, has been engaged; the first statue has been completed and paid for and the second is well on the way; and notable personalities have been co-opted to support the aims of the Association, particularly fundraising.

In that regard, a further \$3m is needed to complete the memorial by Boer War Day in 2017. Contributions, both small and large, will be gladly received. To make a tax-deductible donation, please consult the website.

The President, Colonel John Haynes OAM, and members of the NBWMA express our grateful appreciation to the Colonel Commandant, Head of Corps and members of the RACT for the opportunity to canvass our cause.

The first of four mounted troopers to be created by sculptor Louis Laumen for the National Boer War Memorial Association. The statue is one and a half times life size.



An escorted supply convoy on the march, note the mules. Bullocks and horses were also used.



And so occasionally were steam tractors. Here two of them cross a river, one towing plus 100% spare.

Compare it to the 170 cm Colonel John Haynes (Retired), President of the Association.

As our serving readers may have guessed, I did time in the RAASC and was therefore concerned with Supplies and Transport (S&T). These days I am the S&T (States and Territories) Co-ordinator for the NBWMA. I communicate with the sub-committees that we have established in each S&T but one. Twice have I emailed every Defence officer of the rank of Lieutenant-colonel and above in the Northern Territory, and every RSL in Darwin, in an attempt to create a sub-committee there, but I haven't received any sort of response from any of the dozens of addressees. I can only believe that there is not even one Navy, Army or RAAF leader in the



NT interested in and proud enough of our military heritage to promote the aim of the NBWMA: to complete the Boer war Memorial in the nation's capital.

May I now, through the pages of our Corps journal, call on my RACT brothers and sisters in the NT to come to the party? Such a sub-committee would need a chairman, secretary and treasurer (or secretary treasurer) and a couple of workers. Its job would entail fostering awareness of the Boer War; identifying Boer War descendants and interested supporters; providing their names and addresses to the national database; planning and conducting Boer War Day ceremonies; and raising funds. Perhaps some wives too could lend a hand.

Surely there is someone in the nation's biggest Defence concentration who thinks that we must get a Boer War memorial built. The Chief of the Defence Force is our principal Patron, and he has appointed a general, MAJGEN Iain Spence CSC RFD as his representative on the NBWMA National Committee of Management.

The NT Grunts and Black Hats have failed us; I would be delighted hear from my Truckie brethren. My details are:

MAJ John M. Neenan (RL)
 john.neenan@bigpond.com (preferred)
 john.neenan1@defence.gov.au (rarely attended)
 02 9665 4911 (home)
 0458 453 339

Before closing I must thank Colonel Neville Lindsay for allowing me to quote from his book; and Lieutenant-Colonel David Deasey, RAAC and Boer War historian extraordinaire who fed me some detail and the photographs for this article.

RACT Associations

RACT Association in South Australia (Incorporated)

42nd RACT Corps Birthday All Ranks & Partners Candlelight Dinner –
Adelaide, Saturday 31 May 2015

MAJ John O'Grady

Current and previous serving members of the RACT in South Australia gathered with their partners to celebrate the Corps 42nd birthday at the Marion Sports Club in Adelaide on Saturday 31 May 2015.

This year's theme was in the words of a previous Australian Prime Minister (of now some years ago), 'relaxed and comfortable'! Diners attended a relatively informal Candlelight Dinner where most of the formalities occurred at the beginning of the evening. Following several speeches to mark the occasion and Grace being said, diners tucked into a tasty two course dinner; this was followed by cutting the RACT Corps Birthday cake which formed a beautiful desert. The Dining President was MAJ John O'Grady, DQ (S1/4) 9 Bde who in his speech mentioned the role of many RACT soldiers posted to South Australia (from 1 and 9 Brigade and JMCO Adelaide) who were at that time deployed on Ex COURTNEY'S POST and Ex PREDATORS WALK (at the Cultana Training Area) or on various operations overseas. The Principal Official Guest was Colonel Bill Denny AM, BM, COL COMDT RACT Central Region and his spouse Clare. The number of diners attending was down on previous years, largely due to the heavy commitment of RACT personnel to the exercises mentioned earlier. However, particular thanks goes to WO2 (R) 'Blue' Wonnocott, Mrs Margaret Wonnocott, CPL (R) Dave Duncan, Mrs Marilyn Duncan and all on the RACT Association in South Australia committee who assisted with making this a fantastic occasion which was enjoyed by all who attended. Par Oneri



WO2 Carl Smith (Retd) right talking with friends.



COL Bill Denny, AM, BM and wife Clare centre with MAJ Esther Satterly on the right.

**The End of an Era at JMCO Adelaide!
Keswick Barracks, Adelaide,
Tuesday 11 November 2014**

MAJ John O'Grady

JMCO Adelaide conducted a 'Boots and Saddles' vehicle mounted parade at Keswick Barracks at dusk on the evening of Tuesday 11 Nov 2014. The Reviewing Officer was Colonel Bill Denny AM, BM, Colonel Commandant RACT in Central Region, who was joined by his spouse Clare. Unfortunately the Commander 1st Joint Movements Group, COL Simon Tuckerman CSC was unable to attend due to his short notice deployment to the Middle East Region. Some fantastic musical support was provided by the 10/27 RSAR band, pipes and drums both during the parade and afterwards. Also attending the parade were the spouses, partners, families and friends of the ARA, ARES and Air Force personnel from JMCO Adelaide and from JMCO Melbourne which is also under command.

This parade signified the end of the year and the end of an era for JMCO Adelaide with the departure of its' OC, MAJ John O'Grady and OPSWO, WO2 Linda Mol. Both members have had a long association with the unit at differing times in various appointments which have included several ARA and ARES postings. MAJ O'Grady's first posting to the unit was as the OPSWO in 1998-99 soon after the formation of the 1st Joint Movements Group in 1996. WO2 Mol first posting was as the OPS SGT in 2000.

The parade format included unit personnel driving onto the parade ground in Landrover 110 and Landcruiser vehicles to the musical accompaniment of the 10/27 RSAR band; on arrival, personnel disembarked from their vehicles in order to take part in the parade. Following an inspection by the Reviewing Officer and musical troop by the 10/27 RSAR band; a short speech was given by the departing OC who highlighted the tireless efforts of movements personnel in performing



10/27 RSAR Band leads JMCO Adelaide onto the Keswick Barracks Parade Ground (11 Nov 14).



COL Bill Denny, inspecting JMCO Adelaide (11 Nov 14).



Musical troop by 10/27 RSAR Band (11 Nov 14).



LCPL 'Tank' Tanaskovic is promoted to CPL by COL Denny. SGT Peryn Smidt (foreground) Parade Orderly Sergeant assists (11 Nov 14).

their duties globally and the spouses and families who support them. A number of promotions, honours and awards were then presented by COL Denny these included:

- LCPL Tanaskovic – being promoted to CPL on posting to 2 CAV Regt.
- PTE Hume – being promoted to LCPL on posting to the JMCC; and also being awarded the Operational Service Medal for recent service in the Middle East Region.
- CPL Bickley (RAAF) – being awarded the Operational Service Medal for recent service in the Middle East Region.
- MAJ O’Grady – being awarded the fourth clasp to the DLSM.

On departure of the Reviewing Officer, JMCO Adelaide personnel then mounted their vehicles and in formation drove off the parade ground, again to the musical accompaniment of 10/27 RSAR band. After the parade, members of JMCO Adelaide joined with their spouses, families and friends for an end of year unit social function within Keswick Barracks which included a 1940’s style ‘big band’ performance by musicians from the 10/27 RSAR band. A great evening was concluded by several further presentations and farewells to unit personnel. As a farewell gift to both JMCO Adelaide and JMCO Melbourne, MAJ John O’Grady and WO2 Linda Mol jointly presented two framed prints depicting the Presentation of the Princess Royal Banner to the RACT.



JMCO Adelaide drives off the Keswick Barracks parade ground (11 Nov 14).



MAJ John O’Grady and WO2 Linda Mol present the RACT Princess Royal Banner print to SGT Penny Rogers and CAPT Chris Latham (holding the print) who are representing JMCO Adelaide (11 Nov 14).



MAJ John O’Grady and WO2 Linda Mol present the RACT Princess Royal Banner print to SGT Tim ‘Dutchy’ Van Den Driesschen and LCPL Donal Stott (holding the print) who are representing JMCO Melbourne (11 Nov 14).

The RACT Association of Tasmania

RACT 42nd Anniversary Dinner - Tasmania Region

LTCOL Doug Wyatt, OAM, RFD (Retd) - President RACT Association of Tasmania

The RACT 42nd Anniversary dinner was a great success. The dinner was held at the Devonport RSL Club with over 75 past and present members of the Corps in attendance. Special guests included the Head of Corps and Commander 17th Brigade, BRIG Nothard, AM, CSC. The Regimental Sergeant Major, 2 FSB, WO1 McKindley also attended.



Head of Corps and Commander 17th Brigade, BRIG Paul Nothard, AM, CSC pictured with the OC, MAJ Annette Wyatt and officers, NCO's and soldiers of 44 Tpt Sqn.



L/R Past OC's, MAJ P. Simmul, RFD, LTCOL D.M. Wyatt, OAM, RFD, MAJ W. E. King, RFD, MAJ A. E. Wyatt (Current OC).



44 Transport Squadron Senior Officers. L/R CAPT Mark Williamson, OPSO, MAJ Annette Wyatt, OC, and CAPT Doug Doherty, 2IC.



Ex CPL Ian Bannister and Mrs Bannister. Ian was presented with his certificate of ARES Service by HOC, BRIG Paul Nothard, AM, CSC.



Anniversary Dinner Place Mat.

The RACT Association of Tasmania Driver Award 'THE DRIVER'

'THE DRIVER' is an annual award presented by the RACT Association of Tasmania to the most proficient RACT private soldier in Tasmania.

Selection Criteria:

- Must be a private soldier posted to any RACT position in Tasmania for the past 12 months, ending 31st March.
- Must be AIRN compliant.
- Must have demonstrated regular attendance.
- Must have No convictions in the past 12 months.
- Must be a willing volunteer and 'equal to the task'.

Nominations:

Eligible recipients are to be nominated (in writing) by Sub Unit commanders to the RACT Association Selection Committee no later than 30th April each year.

The Award:

The annual award will be announced at the RACT anniversary birthday dinner (normally 1st Saturday in June).

Winners name will be inscribed on the 'The Driver' trophy which was presented by HONCOL D. M. Wyatt, OAM, RFD, W02 G. Williams and Mr D. J. Button.

Winner presented with a framed certificate as well CD of 'Par Oneri 44', signed by Chairperson of the RACT Association of Tasmania.

The Driver Award has been presented to:

2004 - 8215237 PTE Steven Gleeson, 160 Tpt Tp, 44 Tpt Sqn, 2FSB
2005 - 8299665 PTE Beck Campton, 172 Tpt Tp, 44 Tpt Sqn, 2FSB
2006 - 8442109 PTE Kevin Tibballs, 172 Tpt Tp, 44 Tpt Sqn, 2FSB
2007 - 2008 NA
2009 - 8518180 PTE Andrew Fuller, 160 Tpt Tp, 44 Tpt Sqn, 2FSB
2010 - NA
2011 - 8515394 LCPL Kate Perkins, 172 Tpt Tp, 44 Tpt Sqn, 2FSB
2012 - 8545253 PTE J. K. MaCrae, 160 Tpt Tp, 44 Tpt Sqn, 2FSB
2013 - 8524061 PTE S.F. Walsh, 160 Tpt Tp, 44 Tpt Sqn, 2FSB
2014 - 8485117 PTE N.D. Eyles, 172 Tpt Tp, 44 Tpt Sqn, 2FSB
2015 - 8546069 PTE L. Karamanis, 160 Tpt Tp, 44 Tpt Sqn, 2FSB

As the Officer Commanding, 44 Transport Squadron in 1986, I conducted a competition to design a logo for 44 Transport Squadron.

The successful design was submitted by Corporal Chris Arnol, 44 Transport Squadron. The Thylacine (Tasmanian Tiger) was used as it was based on the hat badge of the Tasmanian Rangers of 1903.

When the logo was submitted for approval, a direction was received that the logo must include the letters RACT. When this added, the logo was subsequently approved and introduced in 1986.

The logo is also used on the new 44 Transport Squadron shoulder patch as shown right.



PTE Lisa Karamanis, 160 Tpt Tp, 44 Tpt Sqn, 2 FSB.



44 Transport Squadron Logo.



Hat badge of the Tasmanian Rangers, 1903.



The new 44 Transport Squadron shoulder patch.

The RACT Association of Western Australia

WA RACT and RAASC Associations Join forces to Commemorate ANZAC Day

Tony Smith WA RACT Association President

For the first time in known history in WA, the RACT and RAASC associations joined forces to commemorate the 100th Anniversary of ANZAC Day March. After a minor coordination problem they finally met up to talk about old and new times. It was an opportunity for some renewed friendships as well as establishing some new.

Although not large by some standards, our first time out managed to gather 28 members to march through the streets of Perth. Some of the group managed to find a 'watering hole' in the city to relive their younger days in greater lengths.

The next event in the calendar was the all ranks Corps Birthday Dinner held at ANZAC House. For the first year the event was open to the current OR's within the state and once again it was a great success. A special thanks to LTCOL Mike Stewart (CO 13 CSSB) and MAJ Viv Law (10 TPT SQN, 13 CSSB) for the additional support they gave. With around 64 members and guests this was the largest group we have seen for a few years.

We are hopeful to continue to grow with many ex members of the Corps settling in WA but 'laying low'. If you have settled in WA recently and or are posted to WA in the coming years, we always welcome new members to the association. Just send your contact details to Tony Smith via email at tony.smith8@defence.gov.au





3rd Military District RAASC/RACT Association

Bruce (Stretch) Jarvis - President

It gives me great pleasure as the new President of the Association to be able to contribute to Par Oneri. Since our AGM in May we have had a busy time. We have visited 7 Transport Squadron and assisted in the Corps' Birthday celebrations where I presented the annual Soldier of the Year award to Private Jake Wilson in recognition of his outstanding efforts during the year (see photo). The Association has also visited the Joint Movement Control Office at Watsonia where we conducted an information presentation on the Association. We will be arranging a similar presentation for 15 Force Support Squadron when all Sub Units gather in Ballarat in the near future to encourage rural based Corps Members to become members.



Stretch Jarvis presenting Private Jake Wilson with the 7 Transport Squadron Soldier of the Year Award.

ANZAC Day in Melbourne saw a good turnout of fifty plus members who marched behind the Association Banner followed by a reunion at the Drop Bear Inn in South Melbourne. The Association will be looking at conducting similar activities at other marches across the district and in regional areas should the opportunity arise and the members request this support. We held a new members welcome function in Melbourne at the Blue Diamond Jazz and Cigar Bar on the 23 October 2015 and intend that this become an annual event each November. The 3MD RAASC/RACT Association currently has in excess of 100 financial members of which 15 have been recruited over the last 3 months.

The Committee has called for expressions of interest in redeveloping our Mission Statement and Values to ensure that they are in line with the future direction of the Association and its goals into the future. I take this opportunity to wish all members of the Corps a safe and Merry Christmas.

Par Oneri

Air Dispatch Association of Australia: Report 2015

Geoff Cutts ADAA Committee member

Well, another year is rapidly coming to a close and it's time to look back on what we have achieved over the year and, more importantly, the exciting plans for the year ahead and beyond into 2017. As we are all aware there have been many significant milestone anniversaries in recent times, such as the Centennial of the Gallipoli landings, seventieth anniversary of VE Day and so on. We are also approaching some significant anniversaries with respect to Air Dispatch and Airborne activities.

Firstly, I would like to introduce some new members of the ADAA Committee. Our President (Nick Nicolai), Vice-President (Anthony Eddie) and Secretary/Treasurer (Denis McCann) are unchanged but have been joined by Lou Heidenreich as Assistant Secretary and Committee Members Grant Foster and Geoff Cutts. Also new to the team are Jim Piet, in charge of the Association newsletter and Geoff Harris who is the new QM. On behalf of all the members of the Association we would like to recognise the contributions of the outgoing Committee members, Immediate Past President Garry Cole, former Assistant Secretary Barry Gannon and Committee member Pat Slee. We also pause to remember the late and sorely missed Chris Gill who unfortunately passed away whilst in office as Secretary. The outstanding work done by these members is greatly appreciated and has left the Association in good stead for the future.

Much of this year has been about consolidating the Association's presence and beginning to plan for up-coming commemorations in the future. After an encouraging turn-out for the ANZAC Day march, thoughts turned to those who weren't present and the realization that 2016 is the Centenary anniversary of the first air drops conducted from powered aircraft. These were carried out in 1916 at Kut El Amar in (then) Mesopotamia by Capt. H.A. Petre of the Australian Flying Corps. In recognition of Australia's leading role in aerial resupply the annual Airborne Reunion will be hosted by the Association in Sydney between 23 April and 30 April 2016. The reunion encompasses ANZAC Day and we would like to invite all past Air Dispatchers and those who served with them to attend the march. As those who attended this year's march will attest, it is a great chance to catch up with old mates and make some new ones. Several other events are planned for the week, including some bus tours and an air-drop demonstration, so if you can stay for the whole time it will be well worth it. Members and their families have been conducting fund-raising activities to help mitigate the costs involved in hosting the reunion and we encourage any members who are able to help with this by contacting your state rep, who are listed on the ADAA website.

Also of significance this year was the presentation by the ADAA of Allan Waite's painting of a C-47 conducting an air-drop at Myola Lake, near Kokoda, to the Army Museum at Bandiana. The painting had been displayed in the RACT classroom and it was decided, after being raised by WO2 Garry McGravie, a more exposed site was deserving. During his presentation speech, Brig. Geoff Christopherson (Ret.) pointed out the significance of the role of Air Dispatch not only at Kokoda but throughout the entire PNG



Allan Waite's painting of air-drops at Myola Lake, PNG.

campaign, especially in the decisive battle-of- the- beaches that finally saw the Japanese forces driven from the island. Those in attendance for the ceremony included OC Army Museum Maj John Nelson, CO Army School of Transport Lt-Col Kirsty Skinner, RACT RSM WO1 Rob Jericevich, ADAA Secretary Denis McCann and several ADAA members (Pappy, Blurta, Cuttsy, Little Jock etc.)

This leads us to the main project for the Association for 2017. As it will be the 75th anniversary of the air-drops at Myola Lake at Kokoda, plans are being developed to conduct a trek to Kokoda and perhaps an air-drop at either Myola or Kokoda in commemoration. The proposal put forward, is that a party will trek from Owner's Corner to Kokoda, on a conducted tour, being at Myola Lake to receive a commemorative air-drop. Amongst many ideas around this proposal is the possibility of "live-streaming" the drop to a gathering in Australia for those that can't (for whatever reason) make the trek. Standby for more details as they are finalized.

The ADAA is constantly looking for new members, Australia wide. If you have ever served with an Air Dispatch unit, Air Maintenance unit or AMTDU, whether as a driver, rigger, clerk, medic, VM or for whatever role you played, you are welcome to contact the ADAA and find out what we have to offer.

Overall, a good year for the Association and the promise of even more adventures ahead. There are still many details to be nussed out and much fund-raising to be done but the Committee, with the assistance of many members, family and friends, are working to make it happen. Let us take this opportunity to wish you all a Merry Christmas and a safe and happy New Year.

RACT Central Fund Financial Members as at 30 Nov 15

Rank	Init	Name
MAJGEN	A.W	Bottrell
MAJGEN	D.T	Mulhall
RRIG	M.C	Ashleigh
BRIG	P.M	Nothard
BRIG	C.L	Purdey
COL	J.J	Alexander
COL	P.A	Bruce
COL	C.M	Carrigan
COL	J.L	Cotton
COL	J.R	Evans
COL	A.C	Gillespie
COL	A.G	Hambleton
COL	A.R	MacClean
COL	M	Miller
COL	G.A	Taylor
COL	D	Webb
COL	L.I	Woodroffe
LTCOL	L.T	Bullpitt-Troy
LTCOL	P.D	Fleming
LTCOL	I.J	Ford
LTCOL	S	Graham
LTCOL	N.B	Grierson
LTCOL	P.F	Hills
LTCOL	M.J	Miller
LTCOL	E.M	Modderman
LTCOL	S.P	Muldoon
LTCOL	D.J	Nathan
LTCOL	L	Oei
LTCOL	E	O'Mahoney
LTCOL	J.H	Parkins
LTCOL	J	Phillips
LTCOL	P.R	Rogers
LTCOL	T.J	Rouwhorst
LTCOL	K.M	Skinner
LTCOL	M.N	Stewart
LTCOL	A	Walker
MAJ	M.E	Adams
MAJ	J.S	Armstrong
MAJ	P.M	Baldoni
MAJ	C.J	Bellis
MAJ	C.S	Benfield
MAJ	T.L	Bennett
MAJ	P.G	Blowers
MAJ	A	Booth
MAJ	B. J	Bridge
MAJ	J.A	Burdett
MAJ	A.C	Carroll-Keays
MAJ	E.J	Christian
MAJ	D.A	Clark
MAJ	P.J	Cook
MAJ	P.C	Cox
MAJ	K	Crawford
MAJ	M.A	Eastgate
MAJ	C	Edwards
MAJ	D	Ellis
MAJ	D.E	English
MAJ	S.J	Field
MAJ	A.R	Finlayson
MAJ	N.A	Foster
MAJ	B.R	Green
MAJ	R.D	Hingst
MAJ	R.J	Holmes
MAJ	B.J	Huggins
MAJ	P	Killen
MAJ	I.M	Lahey
MAJ	M.J	Lamberton
MAJ	L.M	Le Lievre
MAJ	M.A	Luciani
MAJ	S.J	Lymbery
MAJ	E.L	Maiden
MAJ	E.J	McLatchey

Rank	Init	Name
MAJ	S.A	McMahon
MAJ	S.G	Millsted
MAJ	F.E	Molnar
MAJ	M.D	Nelson
MAJ	M.B	Olding
MAJ	R.M	Patterson
MAJ	N	Peake
MAJ	C.M	Pope
MAJ	J.A	Prucha
MAJ	S.J.S	Roe
MAJ	D.M	Rojo
MAJ	A.G	Schmidt
MAJ	N.P	Schoch
MAJ	M	Scott
MAJ	G.J	Smith
MAJ	S.R	Strijland
MAJ	G.R	Tapper
MAJ	D.J	Turner
MAJ	R.E	Willard-Turton
MAJ	A.E	Wyatt
MAJ	M.D	Young
CAPT	P	Bearzatto
CAPT	A.R.C	Brent
CAPT	S	Brown
CAPT	A.R	Cherry
CAPT	J.M	Edmunds
CAPT	C	Elston
CAPT	L.S	Freeman
CAPT	V.L	Hickey
CAPT	A. N	Humphreys
CAPT	K.A	Keeling
CAPT	R.J	Knight
CAPT	A.J	Laing
CAPT	J.M	Mar Fan
CAPT	D	McLaughlin
CAPT	W. M	Morrison
CAPT	U.P	Nadalin
CAPT	M.J.L	Nelson
CAPT	M.A	Newsham
CAPT	H.Q	Phan
CAPT	B	Reedman
CAPT	M.J	Taylor
CAPT	R.M	Ward
CAPT	P.J	Weir
CAPT	MG	Weldon
CAPT	S.L	Williams
CAPT	S	Williamson
LT	S.K	Adamson
LT	T.J	Anderson
LT	E.E	Archibald
LT	L.C	Broadfoot
LT	B	Chapman
LT	D	Day
LT	R.T	Huynh
LT	J	Kirk
LT	J.G	Langford
LT	B	Larke
LT	K.A.J	Lloyd
LT	M	Lorimer
LT	J	McKinnon
LT	C.E	Monaghan
LT	A.J	Newman
LT	A.P	Porebski
LT	M.J	Pszczolinski
LT	J.M	Reynolds
LT	C.A	Scott
LT	F	Sykes
LT	J.B.	Wilson
WO1	G.E	Barron
WO1	P	Bodsworth

Rank	Init	Name
WO1	G.K	Cavanough
WO1	A	Coughlan
WO1	D.	Cracker
WO1	PA	Dawe
WO1	R.H	Doolan
WO1	A.P	Eddie
WO1	MRJ	Frampton
WO1	J.G	Gardner
WO1	J.M	Giampino
WO1	M	Giampino
WO1	KA	Golden
WO1	R.A	Hardy
WO1	K.C	Harris
WO1	R.M	Jericevich
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	I.P	Sojan
WO2	T	Avery
WO2	A	Bate
WO2	A	Beckham
WO2	M.K	Bressow
WO2	A.D	Bullpitt
WO2	C.B	Connie-Carbery
WO2	M.J	Davies
WO2	M.D	Doyle
WO2	K.J	Dunn
WO2	P.D	Frawley
WO2	B.F	Goodwin
WO2	A.J	Goss
WO2	J.A	Greer
WO2	B.R	Hart
WO2	J	Harton
WO2	M.W	Hobbs
WO2	L.I	Lak
WO2	M	Leayr
WO2	K.D	Mangnall
WO2	M.W	McConkey
WO2	J	Montgomery
WO2	P.J	Morritt
WO2	R.W	Nairn
WO2	S.M	Nash
WO2	T.G	Penrose
WO2	J.M	Ritchie
WO2	D.S	Russell
WO2	M.G	Ryan
WO2	P.L	Sidwell
WO2	K.R	Smith
WO2	S.N	Smith
WO2	J	Swenson
WO2	A.W	Tarr
WO2	A.C	Tronson
WO2	M.R	Wellsmore
WO2	A.B	Harper
SGT	A.L	Avery
SGT	L.A	Blair
SGT	J.A	Burton
SGT	M.G	Canham
SGT	M	Chapman
SGT	M.L.J	Davis
SGT	C.R	Dudman
SGT	N.J	Dudman
SGT	K.A	Duncan
SGT	D.R	Eivers

The Last Post

Sadly missed but not forgotten

Colonel Victor Carl Yeomans Smith (Retired)

22 October 1932 - 26 August 2015

Lieutenant Colonel Stephen Ham (Retired)

16 November 1952 - 18 August 2015

Warrant Officer Class One Terence Allan Eaton, OAM (Retired)

10 October 1942 - 3 June 2015

Lance Corporal Kane Athol Bennett (Retired)

31 July 1975 - 31 January 2015

Private Craig (Fruit Box) James Allen (Retired)

28 August 1978 - 15 August 2015

Corporal Matthew David Carter (Retired)

23 September 1968 - 14 September 2015

John William Stringer (Retired)

1960 - 1 December 2015

Peter James Kenny (Retired)

1963 - 5 December 2015

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