

# PAIR OVERI

The Journal of the Royal Australian  
Corps of Transport

VOL.1 NO.1

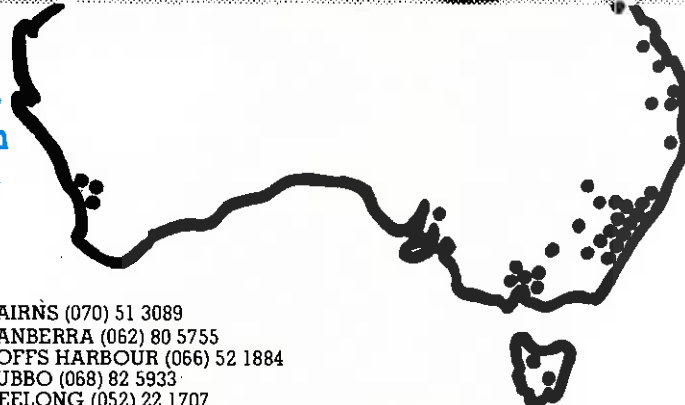


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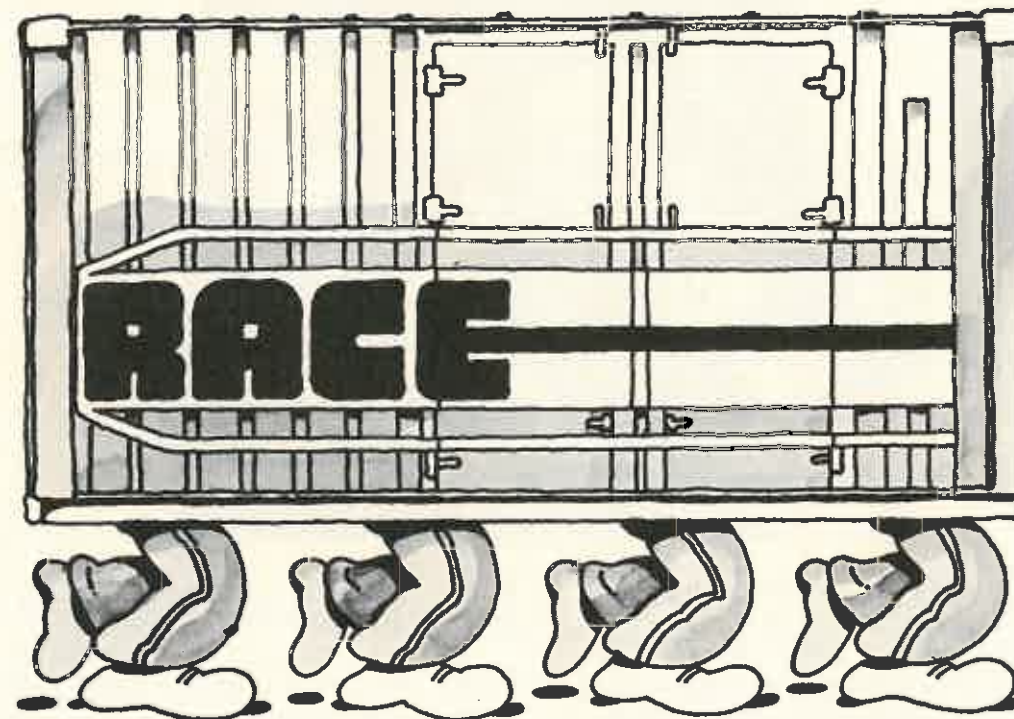


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VOL. 1 NO. 1

## The Journal of The Royal Australian Corps of Transport

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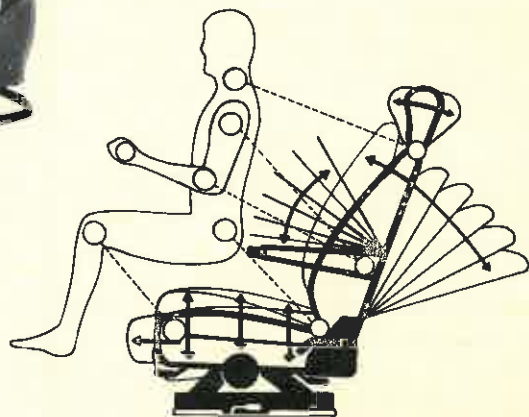
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# EDITORIAL

This is the first issue of "PAR ONERI", the Journal of the Royal Australian Corps of Transport.

The aims of PAR ONERI are to promote professional discussion within the Corps and to promulgate to all ranks the latest information on Corps' related matters and activities.

The Journal will be published in January and July of each year and original contributions are sought from all members by 15 November and 15 June respectively. Whilst not wishing to limit style or subject matter, contributors should nevertheless be aware of the need to capture the interest of the reader. To this end, formal service writing should be avoided as should subjects that only interest a limited number of our Corps. It is also requested that all contributions be typed.

Whether the Journal becomes a success is largely up to you as it will either flourish or wither according to the quality and quantity of contributions. I therefore urge you to play your part by personal involvement and the encouragement of others.

In this first issue we feature our Honorary Colonels and the Directorate of our Corps. The July issue will feature the Army School of Transport. Each issue thereafter will feature one of the units of the Corps. In this regard, if you are proud of your unit please prepare a suitable feature article for our consideration.

Black and white photographs are sought to accompany each article to give the Journal more visual appeal, also photographs of individual contributors, so please bear this request in mind.



Finally, remember that this is your Journal which will be distributed not only to all regular and reserve members of the RACT but also to every other Corps in the Army, Corps Associations and every Directorate in Army Office. If you have a point of view which you wish to air, then now is your opportunity to reach a very wide readership and hopefully invite continuing discussion and comment.

I ask you all to give this new venture your wholehearted support.

LTCOL D. A. GOUGH, psc, MCIT  
*Editor*



Colonel P. W. Blyth, MBE, jssc, psc, MCIT, A.FAIm

## A MESSAGE FROM THE DIRECTOR

In this, the first issue of The Journal of the RACT we join a number of sister Corps which have adopted a more sophisticated format with which to project the image they wish to present to the Australian Army.

I applaud the transition from the old RACT Newsletter to this new layout. I believe that it properly reflects the fact that the RACT has come of age in the past six years in the face of heavy pressures and great change in circumstances. I also view the Journal as a prime means of linking the various elements of the Corps, both regional and functional, in their common objective — to move the Army wherever and whenever the need arises in peace and in war.

The Journal will provide a vehicle for the free expression of views on a variety of movements and transport related issues. I ask all our readers, serving or retired members or friends of the Corps, to contribute actively. I also ask that potential contributors think long and hard about the future as it might affect the Corps. Be prepared to express your views in the Journal's pages. Do not fear the prospect of attracting counter comment in letters to the Editor or in subsequent articles. It is only by discussing contentious matters that we will continue to

change and meet the challenges of the years ahead. Naturally, we still seek news of current events in commands and units which add so much to a journal of this nature.

The words "PAR ONERI" are well known to members of the RACT and, of course, to past members of the RAASC. To the uninitiated, PAR ONERI means "Equal to the Task". It is also the Corps motto — one which has been proudly borne by the RACT since its inception and by the RAASC for many years before that date. To my mind it reflects precisely the ethos of the RACT as a supporting service — to meet the Army's movements and transport requirements regardless of the circumstances. The task may not be a glamorous one, but it possibly demands more of its adherents than any other because of the unceasing nature of the commitment it imposes on Corps members. I cannot imagine a more appropriate title for the RACT Journal.

I wish the magazine every success as I do all those who read and contribute to it.

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# THE CORPS

(Its early history)

Prior to Federation the defence forces in Australia were raised and maintained by each State separately. Victoria was the first to raise a supply and transport unit which it did in 1887. This unit was known as the Ordnance, Commissariat and Transport Corps but, two years later, was designated as the Commissariat and Transport Corps when the Ordnance duties were removed.

In the earliest New South Wales official list, extant in the Australian War Memorial, appears the name of Captain David Millar of the Commissariat and Transport Corps. Commissioned on 1 June 1891 he was, most certainly, one of the AASC pioneers and was assisted by Lieutenant A. Tower who was commissioned on 17 February 1892.

After New South Wales had raised its first company, a second was raised in 1896 and a third in 1899.

The first time the title "Army Service Corps" appears in the official lists is in 1895 when 2nd Lieutenant R. S. Tower is shown as having been commissioned on 4 June 1894 in that Corps. However, in Colonel Beadon's history of the RASC (1931) it is stated that the nomenclature "Army Service Corps" was adopted by the States in 1892.

In 1900 Corps officers are shown as partially paid. In 1901 three AASC companies are recorded as being at Headquarters in Sydney.

The AASC, with the rest of the military forces in the various States, passed under Federal control in 1901. Following the war in South Africa and as a result of a re-organisation of the Commonwealth Forces according to a scheme prepared by the first Commander of the AMF, Major-General Sir Edward Hutton, by which six brigades of light horse, three brigades of infantry and certain garrison troops were to provide for the defence of the Commonwealth, a permanent Army Service Corps came into being. It was at first implemented only in New South Wales.

The Army Service Corps was designed to provide eventually a permanent cadre for the supply columns which were organised for each of the higher formations and consisted of eleven officers, the senior being a major, four warrant officers and 221 other ranks. These were distributed in varying strength among the supply columns. The Assistant Quartermaster-General at Headquarters controlled the Army Service Corps, while in each military district the Deputy Assistant Quartermaster-General was responsible.

Early in 1905 the AASC was organised as follows:

New South Wales.....	No. 1 Light Horse Supply Column No. 2 Light Horse Supply Column No. 1 Infantry Supply Column Garrison Company
Victoria.....	No. 2 Infantry Supply Column Garrison Company
Queensland.....	Garrison Details
South Australia.....	Garrison Details

In the other States the functions of supplies and transport were a regimental responsibility.

The 1907 AASC Regimental List state that appointments, promotions and transfers are to date as from 1 July 1903 and the following changes of titles of Regiments and Corps will take place as from that year.

The Army Service Corps will be as shown in the various States:  
New South Wales..... Nos. 1 and 2 Light Horse Transport and Supply Columns, No. 1 Infantry Transport and Supply Column and the New South Wales Garrison Company

Queensland..... No. 5 Light Horse Transport and Supply Column and Queensland Garrison Details

Victoria..... No. 2 Infantry Transport and Supply Column and the Victorian Garrison Company

South Australia, Western Australia and Tasmania each had Garrison Details.

That organisation was entirely militia except that New South Wales had a permanent section with one officer. He was Quartermaster and Honorary Lieutenant M. McD. Lyons who was posted on 1 July 1904.

In 1907 New South Wales had a militia officer establishment of seven majors or captains and seven lieutenants, which, in the event of war, was to be increased by one lieutenant. Victoria differed from New South Wales in having one less lieutenant, a deficiency which it made up in war. Queensland was the only other State to have an officer establishment and this provided for three captains and two lieutenants, in peace and war.

Fifteen Corps officers served in the South African War. Seven of these came from New South Wales, three from Victoria, four from Queensland and one from South Australia.

In 1912 the British modified their ASC organisation and Australia quickly followed in recasting the AASC, but having no mechanical transport at the time it was not possible to follow the British all the way except in the adoption of principles. The first line transport of units was fully completed and the AASC supply columns became "trains" carrying one day's supplies, whose purpose was to run between railhead and refilling point and replenish the trains daily. Owing, however, to the distance from railhead at which operations took place and the fact that they were necessarily animal-drawn units, the latter carried three days' supplies.

In 1912 the Corps was organised into companies and allotted as follows:

States	Military Districts
Queensland.....	1st Military District: 1st, 2nd, 3rd and 4th Companies
New South Wales.....	2nd Military District: 4th-9th, 25th and 26th Companies (plus a permanent section)
Victoria.....	3rd Military District: 13th-18th, 28th and 30th Companies (plus a permanent section)
South Australia.....	4th Military District: 19th, 20th and 31st Companies (plus a permanent section)
Western Australia.....	5th Military District: 22nd Company
Tasmania.....	6th Military District: 23rd Company

In 1920 the organisation became as follows:

- 1st Military District . . . . . 5 companies
- 2nd Military District . . . . . 13 companies
- 3rd Military District . . . . . 12 companies under DST at Army Headquarters
- 4th Military District . . . . . 4 companies
- 5th Military District . . . . . 1 company
- 6th Military District . . . . . 1 company

The Royal Australian Corps of Transport was formed on 1 June 1973, when the road, transport, air dispatch and postal functions of the Royal Australian Army Service Corps were amalgamated with the water transport, terminal and movements functions of the Royal Australian Engineers (Transportation). The Royal Australian Corps of Transport is responsible for the movement of the Army, its equipment and personnel, including removals, using all modes of transport available, in Australia and overseas, in peace and in war.

#### The Transportation Service RAE

In 1942 a joint services decision was made that Army would be responsible for the supply and operation of small craft and in September of that year the Directorate of Water Transportation (Small Craft) RAE, was formed. This decision occurred because of the necessity to maintain troops, widely dispersed, in various localities and to which access was difficult, particularly in New Guinea. The problems of finding trained manpower and suitable equipment for the task were enormous for the Navy had first call on such resources. Nevertheless, by the end of WW2, Army had operated some 500 various types of small craft (including sailing ships) of which 200 were landing craft.

Associated with water transport were docks operating units which had been established in April 1942. By the end of the war these units were located in nearly all operational areas in the SW Pacific and had handled over seven million movement tons of military cargo.

A Directorate of Rail Transportation was formed at the outbreak of WW2 but because of the need for close cooperation between rail and road, the Directorate became Directorate of Rail and Road Transportation responsible for planning, advising and liaison.

On 6 August 1945 the Australian Army Transportation Corps (AATnC) was formed by the amalgamation of existing road, rail, water transport and dock operating units. The Corps was short-lived, for on 7 April 1947 the units, with the exception of road, reverted to the RAE and became the Transportation Service RAE, or RAE (Tn).

From 1947 RAE (Tn) continued to train personnel for water transport and port operations. The latter training was expanded to include all terminals. Training was also provided for officers and all ranks for employment in the movement's organization. Railway expertise was maintained through a Supplementary Reserve unit until its disbandment in the late '60s.

It could perhaps be said that the formation of the RACT in 1973 was merely a repeat of what had occurred in 1945. It seems to be lasting longer this time though.

#### Motto

The motto "Par Oneri", meaning "Equal to the Task", first appears as the motto of the Victorian Army Service Corps in the 3rd Military District, on page 90 of the 1913 Regimental Lists. It is assumed that this was selected by the first Staff Officer, Supplies and Transport Movements and Quarters, Captain J. T. Marsh, of the United Kingdom Imperial Army, who took up his appointment on 16 February 1912. It appears as the motto of the Corps in the 1st Military District on page 157 of the 1915 Regimental Lists, and appears to have been adopted by the Corps in 1916, as indicated on page 51 of the Regimental Lists for that year, to date 1 July 1916.

#### Uniform

In 1913 the Corps in the 1st, 4th, 5th and 6th Military Districts wore a khaki uniform with white facings. In the 2nd and 3rd Military Districts the Corps wore a blue uniform with white facings which was first worn by the Corps of Royal Wagons in 1794, being identical in pattern. It is not known when the latter uniform was adopted throughout Australia, but it is believed to be about 1933. It was worn until the outbreak of the 1939-45 war, and discontinued thereafter. In 1948 the RAASC adopted a mess jacket of scarlet, with midnight blue facings, and is still worn by the RACT today.

#### March

The march tune is the old Royal Army Service Corps March tune "Wait for the Wagon", which had its origin in 1875 at Aldershot. On this occasion a review was held in honour of the Sultan of Zanzibar and the Army Service Corps was ordered to march past by the Commander-in-Chief, His Royal Highness the Duke of Cambridge (prior to this, the Army Service Corps had not marched past at reviews). When the Duke of Cambridge was told the ASC had no march tune, he instructed the band to play "Wait for the Wagon". When the Corps had expanded in size the tune was too short for the numbers marching past, making repetition of verse and chorus monotonous. In 1945 a South African folk tune, the "Trek Song", was added, and was first played at Kensington Barracks by the Royal Army Service Corps Band, on VP Day, 14 August 1945. It was approved by the Colonel-in-Chief, His Royal Highness, the Duke of Gloucester. It was officially notified in Army Order No. 36, 1946.

*(The above information was largely extracted from the book "Equal to the Task" written by Colonel H. Fairclough (RL) to whom we express our thanks. — Ed.)*

# OUR HONORARY COLONELS

**Colonel Mair joined the Australian Veterinary Corps in 1938, and in June 1940 was transferred to the AASC and posted to HQ 1 Cav Div.**

In December 1941 he was commissioned and appointed Adjut HQ AASC 1 Cav Div. An interesting aspect of his tour during this period was that at one time he worked with two young RMC graduates in preparing a National Service training programme. These two young officers were Lieutenants C. I. Pearson (later the Chief of Personnel) and G. F. T. Richardson (later the Director of Supply and Transport and then Chief of Logistics).

During the war Colonel Mair also served with 1 Aust Motor Div and 3 Aust Armd Div, during which time he earned his Infantry Combat badge as a "Rat of Tobruk". He also saw war service with HQ Merauke Force and 11 Aust Indep Inf Bde.

Following the war he served in various AASC and RAASC units including a spell as OC of the "Coal Strike Tpt Coy". He is also believed to be the first AASC officer to attend the Army Staff College.

In 1954 he was appointed Asst DST followed by a posting to the US Army Comd and General Staff College in the USA. From 1960-61 he was the CO/CI of the RAASC Centre and finished his regular army career in 1963 as once again the Asst DST.

Colonel Mair is actively associated with "Legacy" and "Carry On" and is also a member of the Regular Defence Forces Welfare Association.

He is a keen swimmer and gardener and also has an interest in working-sheep, dog trials and polo.

Colonel Mair's civil employment is with the Australian Institute of Management.



**Colonel R. K. MAIR, MBE, psc, fsc (US), FCIT, AFAIM (RL)**  
*Representative Colonel Commandant,  
Colonel Commandant 3rd and 6th Military Districts*

**Colonel Hallett enlisted into Infantry in November 1940 and was commissioned in March 1942.**

From 1944 to 1947 he filled various junior officer appointments in Engineer Transportation units in the South West Pacific Area, Japan and Australia followed by two years in Japan during 1948-49 as OC BCOF TN Sqn and Port Superintendent at Kure.

On return to Australia, Colonel Hallett held an instructional position followed by attendance at a Long Transportation Course in the UK during 1954-56. He attended Staff College in 1958 and was then appointed BM of HQ 6 Engr Gp in Melbourne.

During the years 1961-63 he was the CI of the TN Centre and also received training at the US Army TN School at Fort Eustis. On his return to Australia he commanded the 6th Engr Stores Regt.

For the period 1966-72 Colonel Hallett was Director of Transportation and then Director of Movements at Army Headquarters. During this period he also attended the Australian Administrative Staff College.

In 1973 he was appointed CRAASC Eastern Command and then CTMO HQ 2 Tpt and Mov Gp.

In 1975 Colonel Hallett was appointed DMOVT and held that position until his retirement in 1976.

He was appointed Colonel Commandant 1st Military District in 1977 and now lives at Tweed Heads.



**Colonel J. A. HALLETT, psc, TN (RL)**  
*Colonel Commandant 1st Military District*

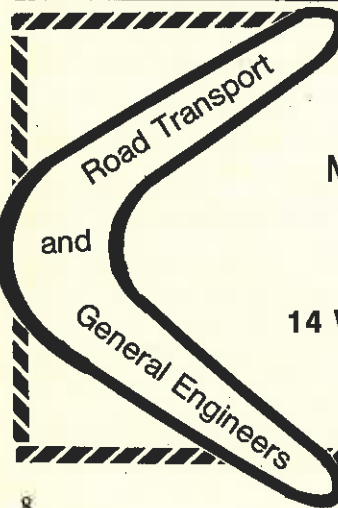
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**Lieutenant Colonel A. W. BEWLEY, psc (RL)**  
*Colonel Commandant 2nd Military District*

Lieutenant Colonel Bewley enlisted in 1942 at the age of 16 (?) and was allotted to the AASC for service with 22 Fd Amb.

During the war years he served with 3 Aust Armd Div in the Middle East and 5MAC in New Guinea and Bougainville.

After the war Lieutenant Colonel Bewley joined BCOF and served continuously in Japan from 1946 until 1952 as OC of various Supply Platoons at Kobe, Ita Jima and Kure.

On return to Australia he served with Transport Companies in Tasmania and then became Senior Instructor of the Air Dispatch Wing RAASC Centre during 1957-59.

He was 2IC and then OC of 6 Coy RASC in Singapore during 1959-61 and then attended Air Dispatch Techniques training in the US.

During 1962-67 he commanded the Army Component of AMTDU and 1 AASO and was then Senior Admin Offr of OTU Scheyville until 1969.

For the remainder of his service, Lieutenant Colonel Bewley was CO 1 GL Gp 1969-72 and 1974-75 interspersed with a period as CO 2 Tpt Bn (later 9 Tpt Colm) during 1972-73.

Lieutenant Colonel Bewley retired in June 1975 to run a family plant nursery near Penrith.

---

Brigadier Barr was appointed a Lieutenant into the AASC in January 1941 and posted to 2 Cav Div. During the war years he served in various AASC units and transferred to the Reserve of Officers in 1946.

In 1948 he joined the ACMF and was posted to 6 Tpt Coy in Melbourne with subsequent service in 7 and 9 Companies and HQ 3 Div Colm.

In 1959 he was promoted to LTCOL to command 7 Sup Gp and was later seconded to the Comd and Staff Gp in Southern Command.

During the period 1961-64 Brigadier Barr held the appointment of CRASC 3 Div and was promoted to Colonel in CSTU W Comd in 1965. Subsequent service saw him as Comd CSTU/OTG C-Comd during 1967-71 until his promotion to Brigadier in 1972 as Comd 9 TF.

Brigadier Barr retired from active CMF service in 1975 and was appointed Col Comdt RACT 4/7 MD on 25 August 1977.



**Brigadier I. F. BARR, ED**  
*Colonel Commandant 4th and 7th Military Districts*

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**Lieutenant Colonel O. N. B. OLIVER, ED, MLA**  
*Colonel Commandant 5th Military District*

Lieutenant Colonel Oliver was appointed a Lieutenant in the ACMF in 1954 and posted to 15 AD Coy RAASC, a unit which he subsequently commanded in 1958 on his promotion to Major.

During the period 1959-64 he served in various RAASC appointments in Victoria and also CSTU S.Comd.

In 1964 he moved to Perth and was appointed DADST (CMF) HQ W.Comd and subsequently saw service as OC 10 Coy RAASC and with 28 RWAR.

In 1971 Lieutenant Colonel Oliver was promoted to his present rank as a GSO1 on HQ W.Comd and in 1972 he transferred to the RAE and was posted as CO 7 MC Trg Gp. He returned to the fold on transfer of the RAE movements responsibilities to RACT.

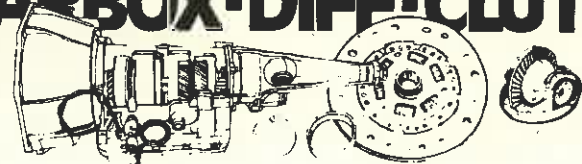
Lieutenant Colonel Oliver was appointed Colonel Commandant RACT 5 MD on 17 September 1979. He is presently also a Member of the West Australian Legislative Assembly.



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# THE DIRECTORATE OF MOVEMENTS AND TRANSPORT

## DIRECTOR MOVEMENTS AND TRANSPORT — ARMY

Colonel P. W. BLYTH, MBE, jssc, psc, MCIT

Colonel Blyth graduated from RMC Duntroon in 1955 and his first appointment was as a Platoon Commander with 20 NS Bn. There then followed numerous RAASC postings culminating in his being selected for instructional duties at the RASC Officers School in the UK and attachments to the BAOR during 1964-66.

On his return to Australia, COL Blyth was posted to the RAASC Centre and attended Staff College in 1968.

In 1969 he joined HQ 10 TF as DAA and QMG and was posted as DAQMG HQ 1 ATF Vietnam in 1970. The last six months of this tour was spent as GSO2 (Ops).

Following his service in Vietnam COL Blyth was promoted and posted as an SO1 to DTPT and he subsequently attended JSSC in 1974.

During the latter half of 1974 he was an instructor at the Australian Staff College and remained in that appointment until the end of 1975 when he was appointed the Director of Studies.

In 1977 he was appointed as the Colonel Military Member of the Regular Officer Development Committee and on 6 June 1978 he assumed his present appointment as Corps Director.

During the period March-May 1980, COL Blyth is to attend the Australian Administrative Staff College.

## DEPUTY DIRECTOR MOVEMENTS AND TRANSPORT — ARMY

Colonel W. P. RILEY, psc, MCIT



Colonel Riley graduated from RMC Duntroon in 1951 and joined the RNZASC.

His early service saw him as a Platoon Commander and HQ Capt in an RNZASC transport company in Korea during 1953/54. On his return to New Zealand he served in various Transport and Supply appointments before attending The Australian Staff College in 1961/62.

During the period 1963/65 COL Riley was CI of the RNZASC School and following subsequent staff appointments he was appointed to the NZ Defence Movements Committee in late 1966 and participated in various ANZAM and SEATO planning committees involving tours to Vietnam and Thailand.

He transferred to the ARA in January 1972 and has since served in various logistics appointments in AHQ/Army Office. COL Riley assumed his present appointment in September 1975.

## Systems and Coordination Section

### SYSTEMS SECTION

The activities of Systems Section are broad and varied. They include provision of the coordination element of the Directorate, complementing the activities of Org/Ops Section, and providing the link between user and staff on equipment matters.

As the coord element of the Directorate, Systems Section provides personal support to the Director and, through the General Office, staffed by Chief Clerk WO2 John Bellis, SGT Ron Pert, Mrs Patsy Ranger and Miss Barbara Kirk, provides administrative support to the Deputy Director and to all Sections.

Systems Section itself consists of three specialist areas, land (MAJ George Vaughan, RCT), marine (MAJ Bob Boyle) and air (CAPT Max Grimshaw).

Brief mention of major activities which have occurred in each section follows.

#### Marine

MAJ Bob Boyle is the Army adviser to Navy on the HMAS TOBRUK project. Its imminent introduction into service has required a deal of detailed work by SO2 Marine. One major problem has been with the provision of pontoon equipment. The British version of the ship is fitted for, and carries when required, MEXEFLOTE pontoon equipment. The RACT equivalent is NLE of American design. Funds for HMAS TOBRUK were insufficient to purchase MEXEFLOTE, but it was felt that rather

SO1 LTCOL  
J. T. G. BONNETT, psc



Lieutenant Colonel Bonnett was appointed to the ARA in June 1965. During 1966 he was Master of the LSM AV "VERNON STUDEE" in Vietnam followed by a posting with 34 Water Tpt Tp and then on the Staff as SORE 2 (Marine) at AHQ. Since 1972 he has served in various staff positions in Army Office, D TPT, The Office of the CGS, and DAT. He joined DMOVT in June 1977.



than modify the ship to take NLE, an expensive business, NLE should be modified to fit the ship. This would give the vessel the flexibility to carry MEXEFLOTE in the future should funds become available. NLE modifications are now underway with a number of unusual, but practical ideas from SO2 Marine being incorporated.

At last RACT's WW2 workboats are being replaced. The first ones have been issued to 10 Tml Regt in Sydney. The twin screw all aluminium craft are a far cry from the single screw timber craft they replace. It remains to be seen if the new boats possess the longevity of their predecessors.

The first draft of JSP (AS) 22-Seaborne Support has just been completed and should soon be around for staffing. Keep an eye on your IN trays.

Our SO2 Land, British Exchange Officer Major George Vaughan was impressed by the watercraft of 35 Sqn when visiting Sydney earlier this year. He was picked up by what he thought was an immaculate LCM8 and was somewhat surprised when the coxswain apologised for bringing the scruffiest craft because it was the only one available.

The first draft of Standing Orders for Watercraft Operations and Maintenance (SOWOM) is still not quite complete. Because SOWOM is, or will be, an Army-wide document, input is being provided by Corps other than RACT. Some of this input remains outstanding, hence the delay.

#### Land

Continuing concern is being expressed about the potential dangers of carrying M113 equipments on the cargo semi-trailers. It has consistently been the DMOVT-A view that this is a marginal load for these vehicles, and should not be routinely carried. This clearly conflicts with the financial viewpoint of maximum economy. Nevertheless the recommendation will be made not to carry the M113 by this means except where operationally necessary. This will add urgency to the requirement to procure a suitable low bed trailer to perform this function.

The trial of the 4 and 8 tonne trucks is well underway. The vehicles are being evaluated under many climatic/geographic situations, and in many units. Because the trial is still underway it is not possible to report in any detail. This will have to await a future edition of the Corps Journal.

A similar position exists with respect to ISO Container handling equipment. A trial of civilian equipment was carried out this year. This allowed Army to gain some feel for the problems of handling this scale of equipment away from purpose-built terminals. Some appreciation was also gained of the comparative merit of different manufacturers' equipment. The trial report is still being compiled, and decisions on equipment procurement have not yet been made. Even the concept of container usage is still under consideration.

An Interdepartmental Committee on Motor Transport sits periodically to co-ordinate this subject at the highest level. Defence is represented and frequently has to speak out in favour of an independent line, because the operational needs of the services must sometimes prevail over the straightforward economic constraints. A recent example was the working party set up to consider whether services administrative transport could be more closely integrated with DOAS. The conclusion reached, which has been endorsed at the highest level, was that because of a continuing need to achieve and maintain operating expertise in line-haul operations and the associated transport management, it was not possible to place any more emphasis on use of DOAS resources, than already exists.

Readers may be aware that a proposal was recently made to introduce a Driver Training Simulator to the Army School of Transport. There was an attractive prima facie case for the use of

a simulator and so a small team was set up to conduct a Value Analysis Study of the proposal. After detailed investigations the study concluded that the use of simulators could not be justified. Many aspects of the use of a simulator were investigated, but the one major factor which militated against the proposal was that 92% of male trainees arrive with a civilian driving licence. Under those circumstances it could only be a retrograde step to put people back into a simulator to learn basic control positioning and procedures. The study looked at all other possible benefits such as reduced maintenance costs or manpower savings, but could find nothing to justify the introduction of the equipment. The report made the point that should the circumstances change (i.e. the number of non-drivers increase substantially) then the Study could be revived. It was also observed that other types of simulators, for example weapons effects, could well warrant investigation.

Many readers will know of a Log Branch Implementing Instruction which has been issued to set up the evaluation of various items of bulk fuel equipment. The concept of bulk fuel supply has not been fully enunciated but what is known is that the following equipments will be acquired:

- (a) 4,400 litre truck mounted pods for use at first and second line.
- (b) 8,000 litre tankers for use at second line. These will be a variant of the 8 tonne cargo vehicle.
- (c) 32,000 litre semi-trailer tankers for use at third line.

Evaluation of the equipment will take place during 1980 and it is hoped that simultaneously there will be development and refinement of the conceptual base.

#### Air

In June, the Air Standardization Co-ordination Committee Working Party 44, on ABCA Air Forces organization, held its 23rd meeting at RAAF Base, Richmond, NSW. MAJ G. E. Vaughan, RCT, represented the Army's point of view in what is an Air Force structure. Army input was provided on all aspects of direct concern to Army, these mainly involved aerial delivery and personnel parachuting.

PTS have recently conducted trials on a steerable free-fall bundle and conducted a presentation in conjunction with Aeronautical Research Laboratories at Army Office in September. MAJ G. E. Vaughan attended the presentation.

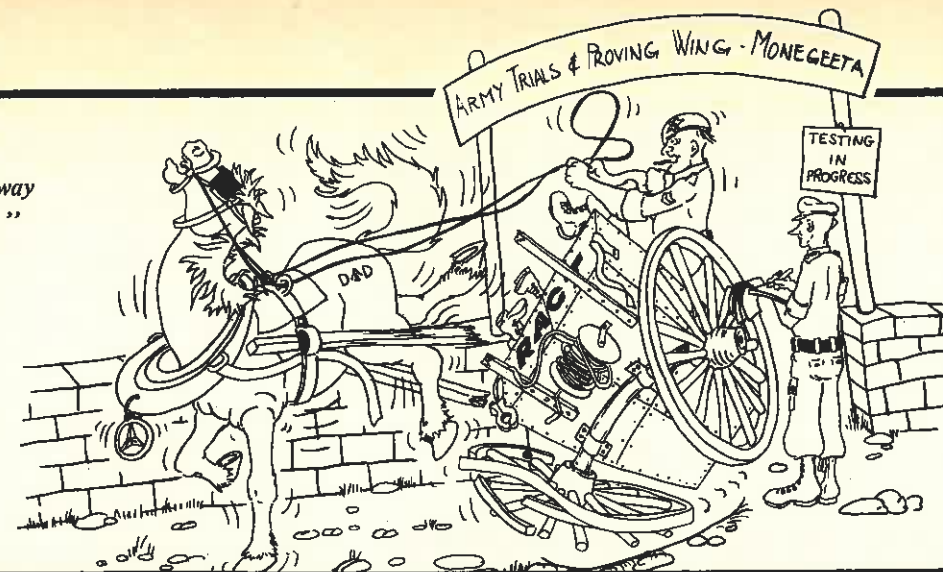
The free-fall bundle is only steerable after the parachute has deployed and is controlled using radio equipment similar to that used for model aircraft, by either a free-fall parachutist or from the ground. The accuracy attained is extremely high. This system could be adapted for aerial delivery especially for compact loads in heavily wooded areas or jungle.

The Preliminary Study on Air Logistic Support which was completed at the end of 1978 has been revived in part. Some aspects are being re-studied with the intention to confirm them or otherwise; as well as to reassess the whole study in the light of our current defence policies.

The service life of the RAAF's De Havilland Canada CC08 Caribous is due to end in 1985. An Air Force paper has been circulated suggesting that the Caribou fleet be replaced by C130H Hercules and Army has been asked to provide input to this proposal.

Information from the US Army on a Canadian devised aerial delivery system called WEDGE has recently been secured. The system is a wooden wedge-shaped platform fitted to the aircraft's ramp producing a false floor parallel with the aircraft floor on which equipment (small loads only) is placed for airdrops with parachutists using the side para doors. The system was developed by the Canadian Armed Forces for Arctic rescue operations so that parachutists and their equipment land in close proximity to each other. This system may have an application within the Australian Army.

"There's gotta be a better way to cope with defence cuts."



## Personnel Management and Corps Training Section

SO1 — LTCOL D. A. GOUGH,  
psc, MCIT



Lieutenant Colonel Gough graduated from OCS Portsea in June 1958. During 1961-63 he served on attachment with the British Army in Malaya/Borneo where, in the latter stage, he was responsible for the supply of Royal Marine Commando field posts along the Indonesian border. He served in Vietnam during 1969 as a Transport Company Operations Officer and has subsequently commanded a Supply Depot and been Supervisor of Training in a Recruit Training Bn. In 1976-77 he was the Senior Australian Observer with the UN Force in Kashmir and on his return to Australia was SO1 Pay, Leave and Allowances in the Directorate of Service Conditions. He assumed his present appointment at DMOVT in May 1979.

### PERSONNEL AND TRAINING SECTION

This section of DMOVT manages the careers and training of approximately 350 officers and 2,300 other ranks of the regular component of the RACT.

The section is divided under the SO1 Pers/Trg LTCOL Derek Gough into two elements as follows:

#### Officer Management

SO2 MAJ David Gillett  
CLK ADMIN SGT Stan Mumberson

#### Other Rank Management

SO2 MAJ David Cran  
ASST ADMIN WO1 Steve Smith  
CA3 Mrs Peggy Sylvester

The section is also responsible for the function of the RACT Central Corps Committee, the ACT Corps Committee and Regimental matters.

Matters of current interest involving this vital section of DMOVT are as follows:

#### Changes to Command and Staff Training

Changes to command and staff training resulting from the Regular Officer Development Committee (RODC) enquiry are to be introduced in the 1980s. It is planned that from 1981 onwards Lieutenants and Captains will attend a Junior Staff Course prior to their first staff appointment. After 1982 the present Staff College course will be replaced by a Command and Staff College (C&SC) course. This will be substantially different from the present course and will have the aim of preparing selected majors for command and staff appointments in the ranks of lieutenant colonel and higher. This involves much increased emphasis on command training and the removal of the present requirement of preparing officers for Grade 2 staff appointments.

This change to a C&SC with an aim which focuses on the next rank (and beyond) requires a progressive change to the average seniority of those attending. At present officers enter Staff College at the level CAPT 0/3 to MAJ 0/1; i.e. in the eighth to the eleventh year of service from substantive lieutenant. In the future this will be lifted so that officers attend, on average, during their twelfth or thirteenth year of commissioned service from substantive lieutenant.

The change to the timing of attendance at C&SC requires changes to the selection process. These changes were commenced by the February 1979 Staff College Selection Board and will be progressively implemented so that by 1987 the process will be substantially complete.

#### Selection Procedure

*Eligibility for Selection.* To be eligible for consideration to attend in 1981 and 1982 officers must, at the time of the Selection Board, have successfully completed the written examinations for promotion to major as listed in the Promotion Manual, Chapter 2, paragraph 203.a.

Before the end of the year immediately prior to the year of attendance at Staff College (rather than by the date of entrance to Staff College as is now the case), officers must:

- (a) for male officers, have completed the Tac 3 and Corps 3 requirements;
- (b) have completed a minimum of seven years continuous full-time commissioned service in the ARA or in an army of a country of the British Commonwealth;
- (c) have had at least six months regimental duty in a regular unit;
- (d) have completed three years service as a substantive captain (or have been granted appropriate seniority);
- (e) be medically PES FE, or certified by the medical authorities as likely to be of that category by the date the course commences. Officers of a lower medical category are eligible provided that their retention in service is approved; and

- (f) hold an appointment for an unspecified period (i.e. permanent commission) in the ARA.

**Selection Categories.** The Selection Board will place each officer considered into one of four categories:

- (a) (S). Selected for attendance at the next available course (e.g. selected in November 1979 for attendance in 1981).  
 (b) (D). Selected as suitable for attendance but attendance deferred until a course after the next available course (e.g. an officer categorised "D" in November 1979 might attend in 1982 or 1983. This permits the consideration and selection for later attendance of an officer who is precluded from attending in 1981 because of training, commitments, overseas service, etc.).  
 (c) (Y). Deferred for reconsideration for selection in a subsequent year.  
 (d) (NS). Not selected and not to be reconsidered.

A policy on the notification of the results of the selection process is still being developed. Reserves will be identified from amongst the group of officers classified "D".

**Cohorts to be Considered.** A cohort comprises all officers whose seniority falls in a given calendar year. At the February 1979 Selection Board a number of cohorts which had passed beyond the previous upper limit for selection (MAJ 0/1) were reconsidered. This was a measure adopted to ensure equal opportunity for selection between cohorts and to assist in boosting the selection rate to the level which is necessary in the transition to the C&SC selection system. Cohorts have been referred to in terms of the last year (LY) of attendance, i.e. of seniority MAJ 0/1, and this convention is adhered to for convenience in the paragraphs which follow.

The officers considered by the November 1979 Selection Board for attendance in 1981 were:

- (a) eligible officers in cohorts LY80, LY81 and LY82; and  
 (b) any officer more senior than those above who was raised by his Corps as a special case. (N.B. This provision was only used in exceptional cases.)

The officers to be considered by the November 1980 Selection Board for attendance in 1982 are:

- (a) eligible officers in cohort LY82;  
 (b) officers categorized (D) or (Y) by the November 1979 Selection Board; and  
 (c) any officer raised as a special case by Head of Corps.

**Selection Procedure: Post-1980**

**Selection Principles.** During the transition to a steady-state selection procedure the following principles will guide those involved in the selection process:

- (a) Selection is to be on merit irrespective of Corps. Assessed performance and potential are the key criteria.  
 (b) Quantitative targets provided to the Selection Board will ensure that the "selection chance" between cohorts is equalised, i.e. that every officer has an equal chance of selection. The average selection rate for the next five to eight years will be about 40% of all those eligible.  
 (c) The selection category (D) will enable the establishment of a "pool" of officers to attend in the future; this pool will steadily increase in size to a target of equivalent size to three years student numbers. The principle being aimed at is to plan an officer's year of attendance as far ahead as possible to enable optimal employment and career planning.  
 (d) Officers should attend C&SC, on average, in their twelfth or thirteenth year of commissioned service from substantive lieutenant and the transitions process should seek to shift attendance to this bracket by 1987.

**Schedule of Cohorts for Consideration**

During the period 1981 to 1987 it is planned that the Selection Board should consider the following:

Year of selection	New "Target" Cohort		Officers categorized (D) or (Y) from cohorts
	In present (LY) terminology	In year of substantive lieutenant	
1981	LY84	LT73	LT70-LT72
1982	LY85	LT74	LT71-LT73
1983	LY86	LT75	LT72-LT74
1984	LY87	LT76	LT73-LT75
1985 (1)	—	—	LT74-LT76
1986	LT88	LT77	LT75-LT76
1987	LY89	LT78	LT76-LT77

NOTE (1): At present it is planned that in 1985 no new target cohort should be considered, but that officers previously categorized (D) or (Y) will be. This is to shift the first year of consideration from the eighth to the ninth year of commissioned service since lieutenant, giving officers a better opportunity to be well presented before the Board.

It is proposed to continue beyond 1980 the option for Head of Corps to re-raise for consideration any officer where a special case exists.

**Conclusion**

The effect on selection processes of the transition to a new system of command and staff training is to be implemented over an eight year period. It will not disrupt procedures presently in operation, nor will it disadvantage any officer; in fact it will require a marginally higher selection rate than would otherwise have been the case.

The new selection process will, however, enable what amounts to be a "pool" of cleared officers to be established relatively quickly and to steadily increase in size. This will enable much improved career planning by removing "availability" as a major constraint on selection. It will allow personnel managers to plan employment and Staff College attendance to maximise each officer's development.

**The Junior Officer Posting Planning Cycle**

**Definition**

Junior officers include Majors, Captains, Lieutenants and Second Lieutenants.

**Posting Planning Cycle (PPC)**

The PPC is a cycle of inter-related events that make up the junior officer posting process. The process starts with the issue of the results of the annual promotion exams (note that annual promotion exams are to cease from 1981) which leads to the selection of officers to attend the senior staff colleges (Australian Staff College, overseas staff colleges and RMC of S). This is followed by the selection of officers for Corps and non-Corps appointments and completes the cycle.

This can be illustrated as follows:

Planning Year	Posting Year
JULY '79-JUNE '80 (all officers due for posting in the next posting year are considered)	JULY '80-JUNE '81 (all officers who were considered during the planning year move to their new postings)

Most postings are planned to take place around the December/January period of each year as this is the time that the majority of officers prefer to move (schooling for children being a major consideration). However, because of service and compassionate reasons some postings will occur throughout the year. It is aimed to give at least six months' notice of a posting and in most cases this will happen. Most posting orders for officers to move in the December/January period will be issued by July of each year.

Activities which need to be considered when determining every posting due to occur in any one posting year are as follows:

- (a) collection of personal data from Confidential Reports interview sheets, and promotion exam results;

- (b) identification of Majors likely to be promoted to LTCOL;  
 (c) identification of officers due to be reposted for service needs, career development, or personal wish;  
 (d) selection of officers to attend the various staff colleges;  
 (e) selection of officers to undertake civil schooling;  
 (f) selection of officers to undertake overseas training;  
 (g) selection of officers for overseas exchange appointments;  
 (h) selection of officers to fill overseas staff appointments;  
 (i) selection of officers to fill special appointments such as ADC or UN observers; and  
 (j) manning of Corps appointments.

Changes and modifications to these processes can be anticipated as RODC recommendations are progressively implemented. Overall, the PPC provides for the more efficient management of the Army officer strength.

**Other Rank Management**

The Soldier Management Section of DMOVT manages both the careers of approximately 2,300 RACT Other Ranks and all trades sponsored by DMOVT. Management of soldiers is effected through recommendations made to CARO, which is responsible for implementing the policies of the DPE (Director of Personnel Employment). The management of RACT trades involves the continual monitoring and review of Employment Specifications (and consequent training) to ensure that these meet the needs of the Army and the Corps.

The guidelines for posting and trade policy are primarily contained in two manuals: the Manual of Personnel Administration and the Manual of Army Employments respectively. Additionally DMOVT has issued a Career Management Guide for the Other Ranks of RACT which provides a general explanation of posting and employment policies as applicable to the RACT. RACT Policy Statement 19 which gives more specific guidance for career progression and promotion is to be issued in late 1979. These two documents are not authorities but are guides for Units and soldiers.

**Postings**

There has been significant posting turbulence in the last eighteen months, due largely to external factors such as discharges, retirement and compassionate postings. It is hoped to substantially reduce this turbulence by keeping postings to a minimum, by posting members within a geographic area where possible and by aiming at a minimum tenure of 2½-3 years. However, the needs of the service, and of course career progression, must still be primary considerations.

Due to this turbulence, promotion, particularly to the ranks of Corporal and Sergeant, has been rapid over recent years. Temporary promotion to any rank is, however, only considered if a member is fully qualified for the rank. A soldier will be promoted substantively if he is cleared during the Annual Promotion Series (usually conducted in March each year). To be cleared he must be fully qualified, be recommended for promotion and (based on previous reports) be considered suitable. It is stressed that promotion not only depends on full qualification but also on an assessment of merit, as determined by Confidential Reports, Course Reports, Trade Test Certificates and Record of Service generally.

The Confidential Report (PR66) compiled at least annually for soldiers fully qualified for the rank of Corporal and above, is the basis for selection for postings, promotion and specialised training. The report must be accurate, and the soldier should take the opportunity to state preferences for posting locations, as well as other factors to be taken into consideration such as children's schooling, own civil schooling, domestic circumstances and so on. This information is all taken into account when posting is being considered.

**Trade Management**

Trade Management has been streamlined during 1979.

However, all RACT trades have undergone, or are in the process of, review. Revised Employment Specifications for the trades of Freight Handler (ECN 171), Supervisor Terminal Operations (ECN 379), Seaman (ECN 356), Air Dispatcher (ECN 099), Supervisor Aerial Delivery (ECN 370), Clerk Postal (ECN 077) and Supervisor Transport (ECN 381) have been promulgated during 1979. The review of the trade of Supervisor Movements has been completed and will be promulgated shortly.

The trades of Driver (ECN 109), Assistant Traffic (ECN 035) and Seaman are currently being reviewed and are expected to be completed during 1980. A new trade of Supervisor Marine (ECN 382) has been written and is to be introduced during 1980 to replace the now redundant trade of Watchkeeper Deck (ECN 442).

The logistically oriented soldier trades have been restructured, with the trades of Clerk Technical (ECN 075) and Storeman Technical (General) (Ordnance) being restricted to RAAOC use only. The all-Corps progression will be:

- (a) PTE to SGT — Storeman Technical (General) (All Corps) (ECN 365)  
 (b) SSGT — QMS-1 (ECN 331-1)  
 (c) SSGT-WO1 — QMS-2 (ECN 331-2)

This is not substantially different from the existing progression and will certainly not disadvantage any RACT soldier. Cross training of soldiers qualified as ECN 366 and ECN 075 has commenced where required, but the majority of soldiers holding those trades will be deemed qualified as ECN 365 due to postings history and work experience.

**Promotion Requirements**

The revised promotion requirements for Warrant and Non-Commissioned Officers are contained in Annex J to Army Office 386-2-26 dated 14 June 1979 and are further amplified in Policy Statement 19. Provisional approval has been given for a Subject 2 for Corporal requirement to be introduced in early 1980. Course design is currently under construction by the Army School of Transport and when completed is to be a unit/formation run course of 10 days duration.

Unit Commanders are responsible for the selection, grooming and training of the soldiers of their unit for promotion to the rank of Corporal, and for the attainment of educational qualifications (Subject 3) at all stages. The early identification and training of soldiers with potential for promotion is in the interests of the soldier, the unit and the Corps.



Your complaint Smith is that you either get a rotten job at a good unit or a good job at a rotten unit. Well, we can remedy that. We're posting you to a rotten job at a rotten unit.



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OSM 318019 11

## Organization and Operations Section

SO1 — LTCOL  
 J. D. O'NEILL, psc



Lieutenant Colonel O'Neill graduated from RMC in December 1962. During 1964-65 he was attached to the British Army in Malaya/Singapore serving with 55 AD Sqn and 3 Tpt Sqn. During the Vietnam war he served as CAPT RAASC on HQ 1TF and later commanded 1 Coy RAASC during 1970-72. In recent years he has seen service with HQ Trg Comd and assumed his present appointment in DMOVt in January 1979.

### ORGANIZATION AND OPERATIONS SECTION

The Organization and Operations Section responsibilities include representing the Director in Army Office studies on

operational and organizational matters and the subsequent development of the RACT order of battle. It is also responsible for advice on the Army Postal Service and for the management of RACT sponsored publications and forms.

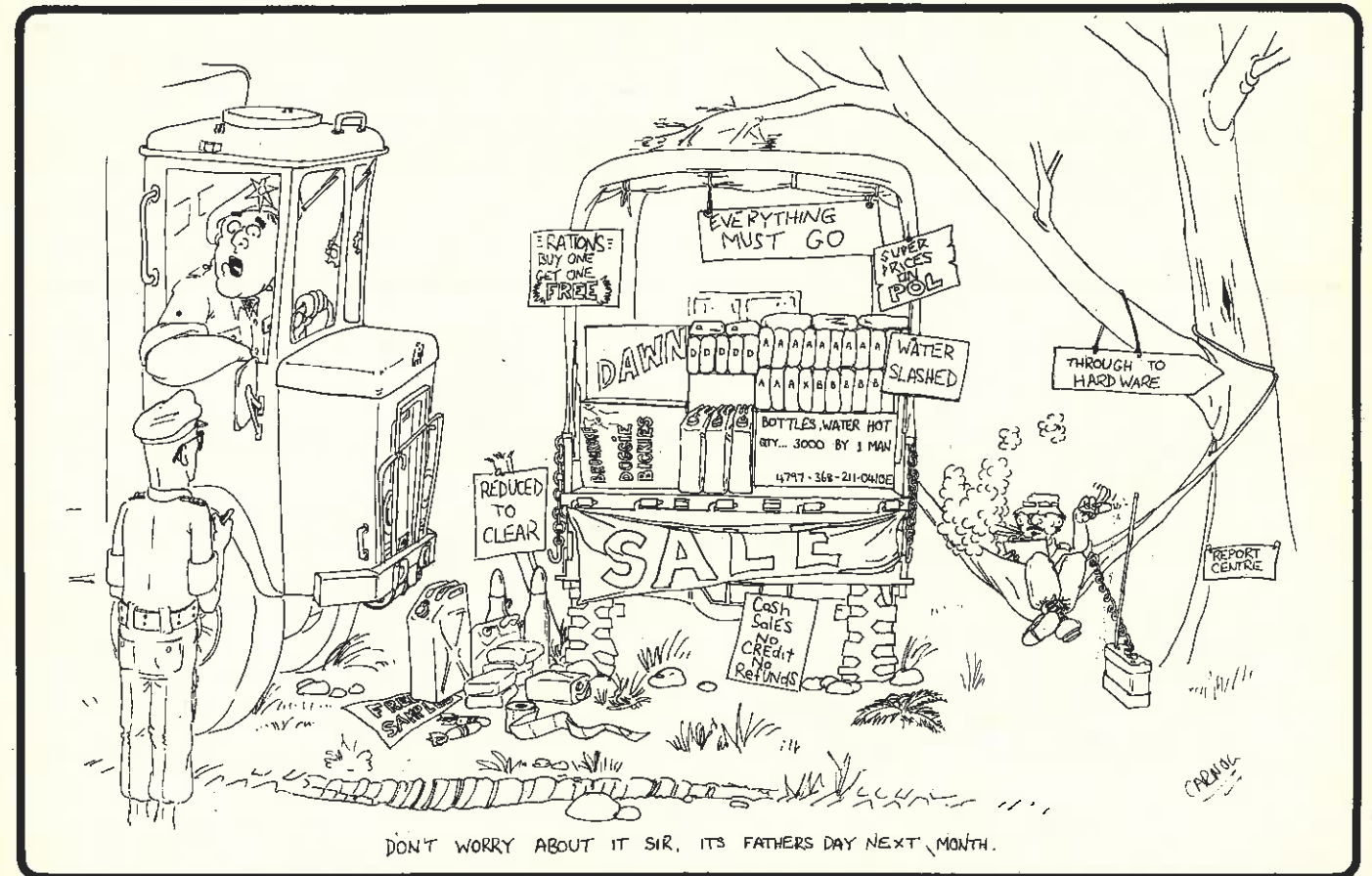
Included in these RACT sponsored publications is the RACT element of the Manual of Land Warfare (MLW). Apart from contributing to the general and other corps pamphlets of the MLW, the Section is the sponsor for MLW Part 2 — Transport Training. It is proposed that this part of the MLW will contain the following pamphlets:

- VOLUME 1 — RACT Operations**
  - Pamphlet 1 — Employment of the RACT
  - Pamphlet 2 — Road Transport in the Area of Operations
  - Pamphlet 3 — Road Transport Behind the Area of Operations
  - Pamphlet 4 — Terminal Operations
- VOLUME 2 — Movements**
  - Pamphlet 1 — Road Movement Planning and Procedures
  - Pamphlet 2 — Operational Movement
- VOLUME 3 — Driver Training**
  - Pamphlet 1 — Driver Training

This proposed restructure of the MLW allows for the separate additional publication of handbooks on Guide to SOP's for RACT Regiments, Terminal Operators, Military Railway Rule Book, Army Seamen, Movement Data, Hazardous Cargo and Postal Operators.

The Section Manning is:

- SO1 Org/Ops — LTCOL Denis O'Neill
- SO2 Org/Ops — MAJ Chris Welburn
- SO2 Org/Ops — MAJ Dick Filewood
- SO3 Org/Ops — CAPT Bob Smith
- CA3 — Miss Narelle Prothero



## MOVEMENTS SECTION

- CAPT Peter White replaces CAPT Vince Walsh as SO3 MOV OPS/PLANS (however the position will be vacant from December to June while CAPT White is involved with recruiting duties in NSW);
  - WO2 M. J. Gray replaces WO2 Dave Boardman as Traffic Supervisor.
- The only members of the section not moving are:
- LTCOL M. G. Heal (SO1 MOV), and
  - Mr Bruce Glossop (Clerk Class 4 Removals).

### Manual of Movement Control (MMC) VOL 1

An attempt is currently being made to rationalize the number of loose leaf amendments to the MMC Vol 1. To achieve this aim Logging Instructions will no longer be issued to the MMC Vol 1 and all current Logging Instructions should be included in the manual and then cancelled by the end of 1980. In future the only loose leaf amendments to be made to the MMC Vol 1 will be DMOVT-A supplements. These will be included in official amendments and then cancelled when the official amendments are received by units.

### Removals

The Department of Administrative Services (DAS) is currently discussing the introduction of a number of changes in removal procedures with the National Furniture Removalist Association. It is hoped that when introduced these new procedures will ensure a more satisfactory standard of service from Removal Contractors. The proposed new procedures include:

- more stringent qualifications for removalists to be included on the panel for Government work;
- revised specifications for packing, removal and storage;
- revised method of allocating work;
- an increase in the number of inspections at uplift and delivery; and
- harsher penalties for unsatisfactory work (including late delivery).

DAS has agreed to train a number of servicemen, in each State, as removal inspectors. Once qualified these members will have the same authority as DAS inspectors during uplift and delivery. It is anticipated that this will increase the number of uplifts/deliveries that are supervised by an inspector with DAS authority. CTMO's in each State are currently arranging the introduction of this system.

## FINANCE SECTION

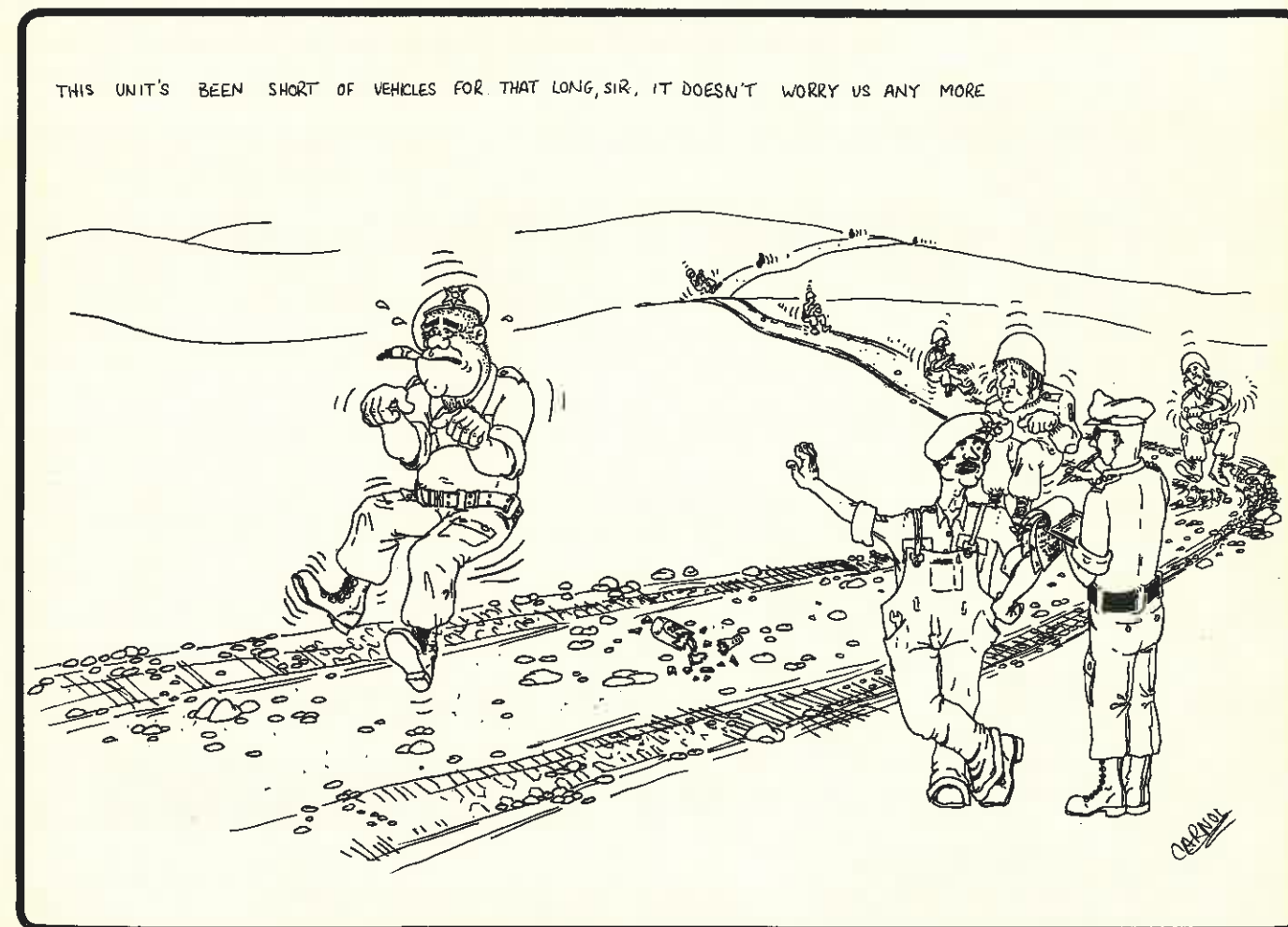
SO1 — LTCOL  
R. P. KNOX, psc, t, MCIT



*"We have been doing so much with so little for so long, that now we are expected to do everything with nothing forever."*

The Finance Section provides for the management of the Army's movements votes. This encompasses the preparation of the movements aspects of the Annual Estimates, Additional Estimates, the FYDP submission, and the daily management control of the movements votes. In 1979, the Section has been initially concerned with the newly inaugurated decentralized financial management system which will culminate in 1980 with the introduction of computer support.

Posting movements in December 1979/January 1980 will result in LTCOL R. A. Rachinger being replaced by LTCOL R. P. Knox, whilst CAPT E. J. Hanger will replace CAPT T. P. Simonds. MAJ J. S. Tracey will remain as the "anchor man" until Staff College 1981 (it is rumoured that he can sail).

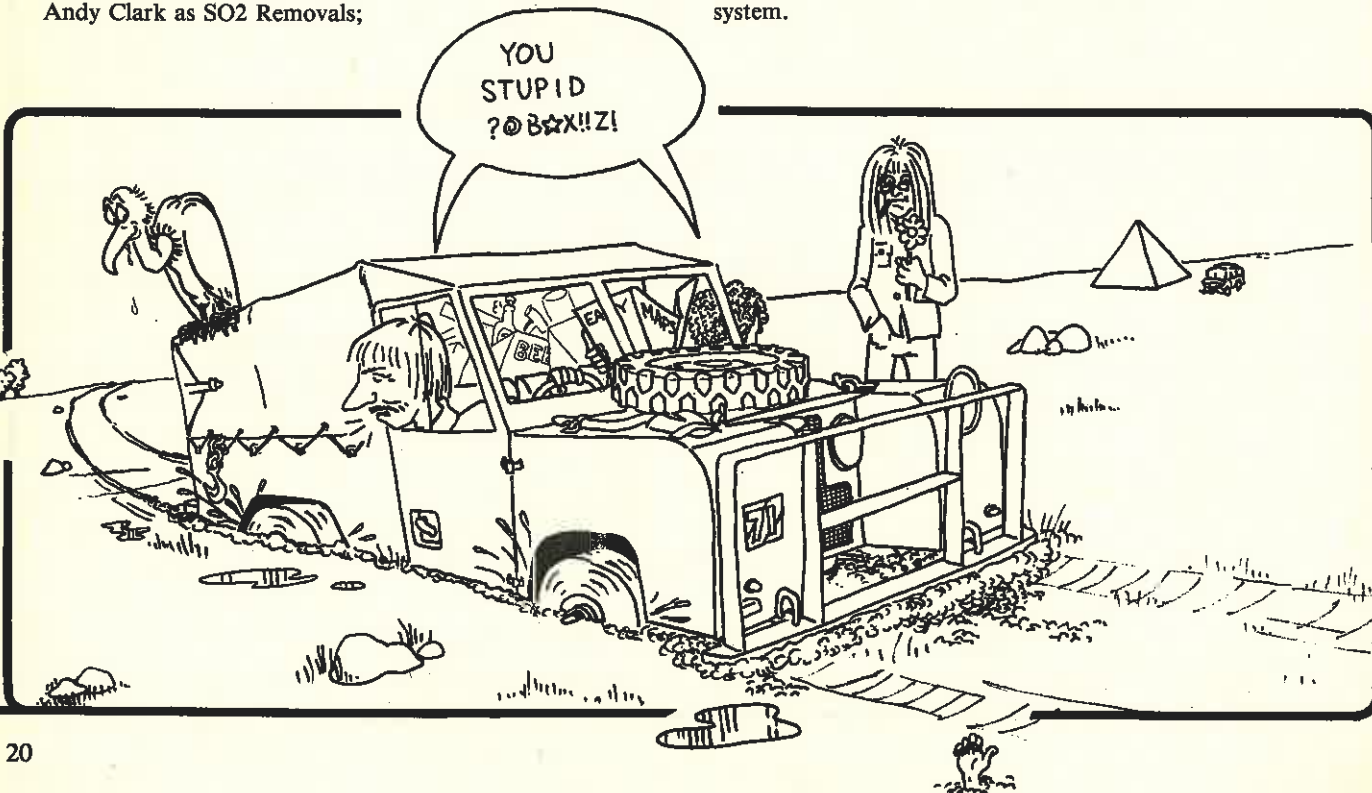


## MOVEMENTS SECTION

### General

The Movements Section, which is responsible for the day to day and future planning aspects of movement and removals within the Army, is currently in a state of flux with the following staff movements:

- MAJ John Robinson replaces MAJ Keith Butler as SO2 MOV;
- CAPT Terry Watson (on promotion to MAJ) replaces MAJ John Robinson as SO2 MOV OPS/PLANS;
- CAPT Bob Sande (also on promotion to MAJ) replaces MAJ Andy Clark as SO2 Removals;



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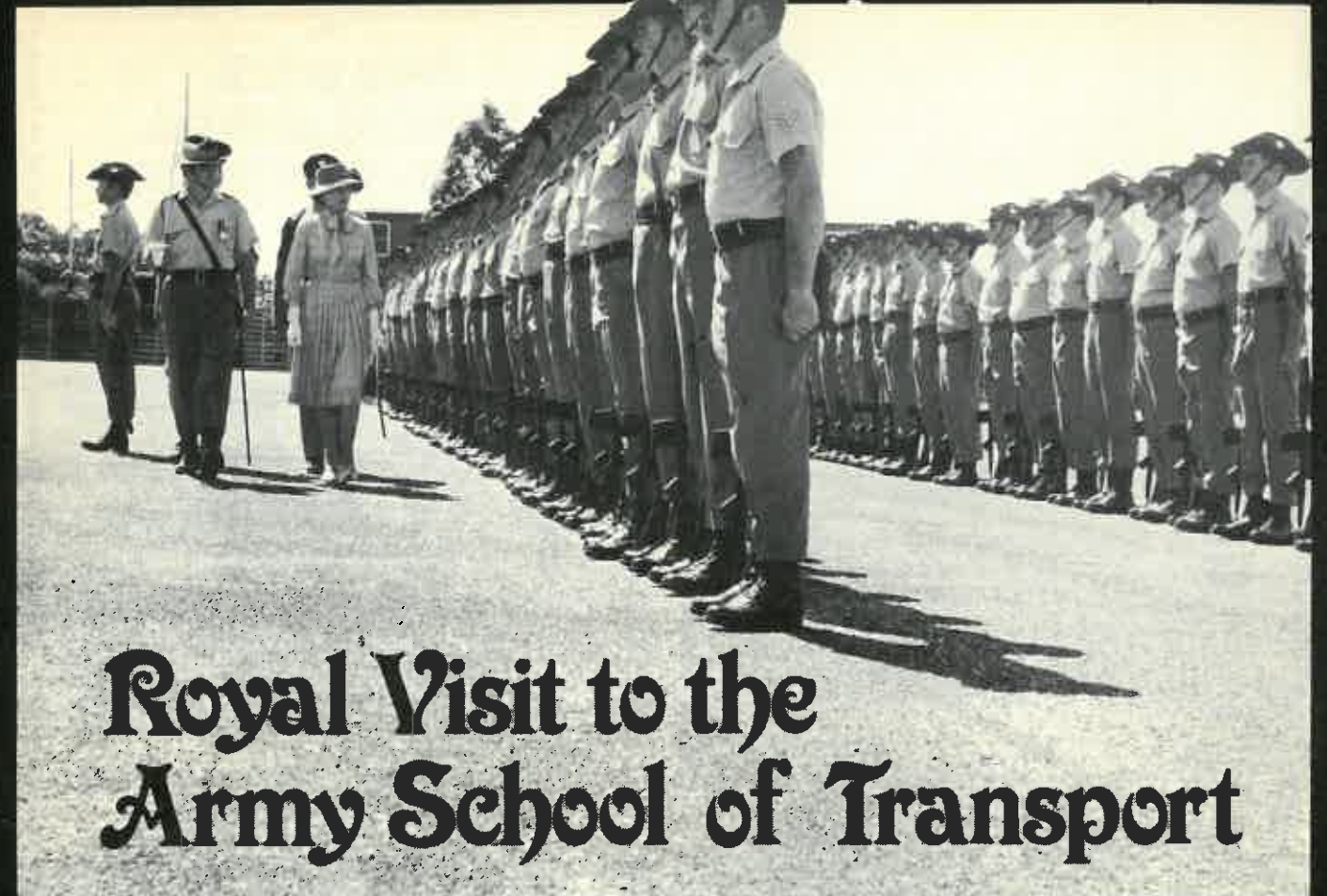
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## Royal Visit to the Army School of Transport

HRH Inspects the Royal Guard Parade Comd. MAJ Rob Regan; 2IC, LT Terry Zajer; Marker, SGT Ted Hall.

The Corps was honoured in March 1979 with a visit by the Colonel in Chief, Her Royal Highness, Princess Alice, Duchess of Gloucester, CGB, CI, GCVO, GBE, to the Army School of Transport, Puckapunyal. During a private visit to Australia Her Royal Highness took time to meet members of the RACT at the School as she had not had the opportunity to do so since her appointment.

The School was first advised of the Royal visit in December 1978 and planning commenced immediately. Major George Marsh, 2IC of the Army School of Transport, was appointed visit coordinator, and work programmes affecting Tobruk Barracks were reassessed to enable some reallocation of priorities. The planning was meticulous and prepared the foundations of a successful visit.

- The visit had three major activities, and these were:
- The arrival of Princess Alice, inspection of the Royal Guard and Corps Pipes and Drums. A walk through tour of the School's central instructional building, including briefings by the Wing Senior Instructors.
  - Visit to the Corps Officers' Mess where Her Royal Highness met officers and wives of the RACT, and a luncheon with the officers and their guests.
  - Visit to the School Soldiers' Dining Room where Her Royal Highness met WOs, NCOs and Other Ranks and their guests and a presentation of a gift by the soldiers to the Honorary Colonel.

At the Princess' request formality was kept to a minimum and every opportunity was taken for her to meet with members of the Corps. Throughout the day Her Royal Highness was escorted by the CO/CI Lieutenant Colonel Colin Swinfield and the DMOVT-A Colonel Peter Blyth.



HRH inspecting the Corps Pipes and Drums accompanied by the Pipe SGTMAJ "Tiny" Body.

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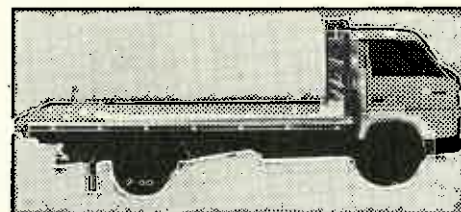
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The Royal Guard was commanded by Major Robin Regan and Lieutenant Terry Zajer and trained by the School RSM, WO1 Jim Ryman. Her Royal Highness was particularly impressed by the dress and bearing of the members of the Royal Guard which was formed from staff and students of the School. She also expressed her thanks personally to Sergeant "Tiny" Body, the Pipe Major, and Corporal Storey the Drum Major of the Corps Pipes and Drums for their presence and fine playing throughout the day.

Many Corps personalities were present during the visit, and they included:

Brigadier W. A. Bunting, OBE, Representative Honorary Colonel, and Mrs Bunting.  
Colonel R. K. Mair, MBE, Colonel Commandant 3MD and 6MD, and Mrs Sedgman.  
Colonel P. W. Blyth, MBE, DMOVT-A, and Mrs Blyth.  
Colonel V. C. Y. Smith, COL MOVT HQ Training Command.  
Lieutenant Colonel C. T. Swinfield, CO/CI, Army School of Transport, and Mrs Swinfield.  
Lieutenant Colonel G. J. Christopherson, CTMO 3 Transport and Movement Group, and Mrs Christopherson.

The mood of the day was set by the Honorary Colonel herself, who took a lively and informed interest in all aspects of the School. Her spriteliness and stamina belied her 78 years. Throughout the visit Princess Alice was escorted by 2nd Lieutenant Veronica Connaughton, and the Royal Vehicle was provided by Melbourne Transport Unit and driven by Corporal Wendy Eve, a driving instructor on the School Staff.

The visit by our Honorary Colonel was a highlight in the Corps History and we at the Army School of Transport were proud to be the hosts for the occasion. A leather bound photograph album showing a range of the School's activities and facilities was presented to Princess Alice on behalf of the Corps. The two Warrant Officers responsible for its contents and compilation, WO2 Trevor Butler and John Spruce, made the presentation. A duplicate copy of the album is now in the Corps Museum.



HRH signing the Visitors' Book in the Officers' Mess escorted by the CO/CI LTCOL Colin Swinfield.

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# ■ CORPS CONFERENCE 1979 ■

The RACT Corps Conference was held at the Army School of Transport, Puckapunyal, from 16-18 November 1979. It is too early for the full reports of the Conference to be available. A short report is all that can be made at this stage.

The event was run as a "Search Conference" with the aim of examining the operating environment of the 1980s and 1990s in order to:

- Identify and discuss factors which will affect the RACT's organization, training and employment over the next twenty years.
- Provide a basis for development of a DMOVT-A position on major areas of concern.

CLOG, MAJGEN J. D. Stevenson, opened the Conference with an important keynote address. This was followed by DGAD, BRIG R. A. Sunderland, giving an extensive presentation covering two major themes. Firstly the technological changes that will be affecting military operations; and secondly the concept of the Army Development Model.

A civilian consultant, Mr David Young, acted as Conference Director, and the entire Conference split into five groups to consider different areas of concern. Although various problems were identified beforehand, the actual subjects discussed were those that emerged at the Conference itself.

After detailed consideration of the various subject areas each group presented its major conclusions to the Conference as a whole. From this the Conference Director was able to draw the threads together, and also confirm that the various solutions proposed fitted into the classic methods of attempting to cope with turbulence and the unknown.

With the understanding that this is merely the first step in a process of dealing with change, it is believed that the Conference succeeded in meeting its aims. The next steps involve the normal activities of studies, circulation of papers, staffing for approval, and making proposals.

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# ■ THE CORPS PILGRIMAGE ■

On Sunday, 3 June 1979, the Corps held a pilgrimage to the Shrine in Melbourne in commemoration of fallen comrades. It was led by the Representative Colonel Commandant and the Corps Director, at the head of 350 servicing and retired members of the Corps.

Since the early 1950s an annual pilgrimage was held; however, since 1970, time pressures caused a temporary cancellation. It is

hoped that the pilgrimage will continue to be an annual event in the future.

A highlight of the parade was the refurbishing of the AASC commemorative plaque and the unveiling of the new RACT plaque alongside a redwood gum tree.

The parade was ably assisted by music from the 1 RVR Pipes and Drums.



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# FAREWELL

## Lieutenant Colonel Ralph Darlington

1st March 1979 dawned perhaps too bright for those who attended the ladies' dinner at Headquarters 1st Division Officers' Mess the night before and, as has happened on many an occasion in the past twenty-six years, the leader of the night's more rugged activities was cursed with gusto.

In keeping with everything he has done over those twenty-six years, Lieutenant Colonel Ralph Darlington set out to ensure that

his last night in the Army was boisterous, long-lasting and long-remembered, and, by all reports, he succeeded.

The 1st Divisional Transport Regiment salutes its first Commanding Officer and patriarch and wishes him well in his new career as oyster farmer and retired gentleman. A picture is said to be worth a thousand words, and no one who knows him would doubt for a minute that the photograph below sums up perfectly twenty-six years service with the Corps.



"I did it my way."



The memory of LTCOL Darlington will not fade quickly. One of the LARCs that will see service in the Antarctic during 1979/80 will bear his name. — Ed.



GOOD TURN OUT PRIVATE... KEEP IT UP... WE'LL MAKE A MAN OUT OF YOU YET.



# Townsville Truckies Torrid Tropical Torment

(THE TOWNSVILLE TRANSPORT UNIT)

The Townsville Pacific Festival and the Corps Birthday Celebrations provided a welcome relief from routine for members of Townsville Transport Unit as these photographs show.



LT Ray BOTHAM and his Ingenious Crew demonstrate their 'TRANK' (Army New Light Weight Tank!!). Townsville Transport Unit's contribution to the Townsville Pacific Festival Parade 1979.

... and in a more serious vein:



Townsville Transport Unit Taxi Fleet, whose motto is: "FLAG FALL COSTS ONLY A 'PLEASE' AND 'THANK YOU', COST PER KLM IS A SMILE."

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"I ADMIT I MADE A MISTAKE"
- The FIVE most important words:  
"YOU DID A GOOD JOB"
- The FOUR most important words:  
"WHAT IS YOUR OPINION?"
- The THREE most important words:  
"WOULD YOU MIND?"
- The TWO most important words:  
"THANK YOU"
- The ONE most important word:  
"WE"
- The LEAST important word:  
"I"

## Familiar Faces Farewelled

On the evening of 6 April 1979, four Corps Warrant Officers Class 1 were "Dined Out" on their retirement from the Army. The function was held at the Maritime Wing, Chowder Bay, and despite the happy faces in the photograph below it was a sad

and nostalgic occasion as four senior members of our Corps left the fold. We wish them all every happiness in their new endeavours, and thank them publicly for their many years of loyal and dedicated service.



Left to right: WO1 Ken Smyth, 1 ATSR; WO1 Peter Conway, 2 Tpt & Mov Gp; COL Peter Douglas, Comd RACT FF Comd; COL Peter Blyth, DMOVT-A; WO1 Don Watkins, 9 Tpt Regt, and WO1 Mick Dacey, 10 Tml Regt.

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SGT 'Woodie' WOODWARD instilling some enthusiasm into his crew during Corps Birthday Celebrations in Townsville, June 1979.



"WHERE DID YOU SAY THE IGNITION WAS?" — Gymkhana Entry — Corps Birthday Celebrations in Townsville, June 1979. OC — MAJ F. K. LONG (gentleman in background leaning on something!!) wonders what the world record is for moke packing!!

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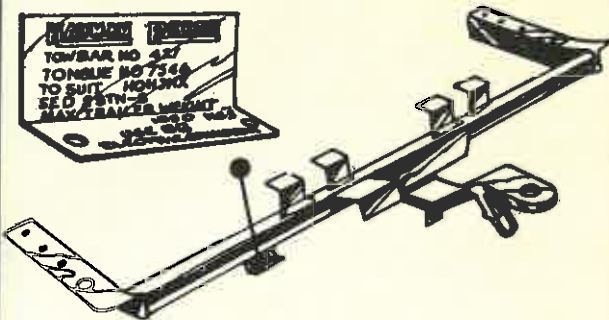
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# EXERCISE MUDLARK A STORY OF INTEGRATION

By 2LT SUE STENNER, 33 Tml Sqn (ARES) 10 Tml Regt

EXERCISE MUDLARK, under the command of LTCOL "Tim" Frost, CO 10 Terminal Regiment, was recently conducted in the Jervis Bay area. The exercise was a Joint Service Logistics Over The Shore (LOTS) and Road Terminal exercise.

Aims of the exercise included the validation of previous training and new Regimental SOPs and the establishing of joint operational procedures within a LOTS operation. One underlying aim of the exercise was to mould the Esprit De Corps of a fully-integrated ARA/ARES Regiment.

Units deployed in the Jervis Bay area were:

- 10 Terminal Regiment consisting of —  
16 Tpt Sqn (ARES),  
30 Tml Sqn,  
33 Tml Sqn (ARES),  
35 Water Tpt Sqn;
- The 1st Australian Landing Craft Squadron comprising —  
HMAS Tarakan,  
HMAS Labuan;
- 9 Tpt Regt provided valuable third line transport support; and
- Attachments included elements of the Signals, Medical and Engineer Corps and Military Police.

The exercise was conducted in an area which is being developed by the Australian Capital Territory as a nature reserve and conservation area. Great care had to be taken, and several protective measures, with regard to the movement of vehicles and equipment, had to be invoked to protect the environment.



Pettibone forklift unloading an LCM 8 at Iluka Beach.



Navy and Army share the beach. HMAS Tarakan being loaded at Iluka Beach.



"Liaison" with an environmentalist!

Iluka and Murrays Beaches were the two transshipment points used during the exercise. The transit area and main terminal area were located near the Regimental area, two miles from Iluka Beach.



Refurbishing cargo in the transit area.



10 Terminal Regiment accommodation area.



At the end of Exercise Mudlark, all predetermined aims had been accomplished. Although ARES members lacked the expertise and experience of the ARA members, this was compensated for by the willingness and co-operation shown by all ARES and ARA Squadrons. Both ARA and ARES combined to form a happy working Regiment.



A Squadron Ops Offr briefing CO.

ARES WRAAC soldiers assisting to overcome the rain and mud.



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The first air dispatch unit formed after WW2 was 2 Air Dispatch Company RAASC, on 15 March 1950, as part of the Citizens' Military Forces (CMF). This unit was raised at Moore Street, South Melbourne. 176 AD Squadron, today, is a direct descendant of that original unit, as HQ 1 Air Transport Support Regiment (1 ATSR) is of HQ 1 Army Air Supply Organization (HQ 1 AASO).

Headquarters 1 Air Transport Support Regiment (HQ 1 ATSR) is a non-divisional field force unit. It is under command of Headquarters Field Force Command. HQ 1 ATSR commands 176 and 177 Air Dispatch Squadrons and 2 Air Maintenance Platoon, and is the next superior HQ for AMTDU (Army Component).

176 Air Dispatch Sqn is a Regular Army unit located at Penrith. 177 Air Dispatch Sqn is an Army Reserve unit located at Randwick and Richmond Town. 2 Air Maintenance Platoon is co-located with HQ 1 ATSR.

HQ 1 ATSR moved to RAAF Base Richmond from Wallgrove in 1970 and occupied its new facilities in December 1974.

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- Maintenance of a comprehensive library of all loading and lashing diagrams and publications concerning aerial delivery equipment and techniques;
- Technical Inspections of air delivery matters as prescribed by Field Force Command at all air dispatch units to ensure that approved air delivery publications, equipment, training and operating methods are used; and
- The preparation of draft air delivery publications and instructions, as required by Field Force Command.



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### Unit Notes

Around the hangar, one of the high excitement points was 23 October when, on moving a large G12D parachute, a three foot red-bellied black snake was disturbed. Amid a flurry of activity, the reptile went to ground in a drain. Determined attempts to capture and bag the snake apparently annoyed it, and it attempted to escape by going under a one ton sliding hangar door. At this time the OC 1 Air Maint Pl was observed holding onto the last foot of the reptile as it endeavoured to wriggle into the door. Fortunately this Rikki Tikki Tavi act was unsuccessful and the snake vanished into/under the door. The situation was now at an impasse. The snake was disinclined to come out, the hunter was less inclined to leave it be. Unfortunately an attempt to get at the snake by closing the door coincided with an attempt by the snake to break out to a flank. The snake was decapitated (if that is the term) and all that remained was to extract the half remaining within the door. This outcome did not distress the Adjutant, whose New Zealand heritage was obvious from his disinclination to approach closely the animal when it was in one part.



The (funny) business of Air Dispatch: Parachuting. The smiles appear a bit strained, don't they. Identify the two officers in the photo. We give you a clue. Neither of them are smiling. Both are showing a quantity of white in their eyes.

Wild excitement was again manifest at the rehearsal for RAAF Richmond Open Day in March when a parachute team was dropped over the Air Base as part of a DZ acquisition simulation. The first pass was aborted because of a Chinook passing underneath the C130. On the second pass, as the parachutists emerged, an observer on the ground was heard to remark, "That last man will be able to grab a beer in the Macquarie Arms Hotel in all probability."

As the dust cleared, the score became apparent. LCPL McNulty landed on a (fortunately stationary) car in the Windsor-Richmond road, CAPT Roseblade up a tree and out on a limb, and the balance on the Hawkesbury Racecourse or the Windsor-Richmond Railway. Unfortunately, high winds on the day prevented a repetition in front of the 200,000-plus crowd.

Three more examples serve to show the scope and scale of the undertakings of this highly-trained, dedicated organisation of self-deluders.

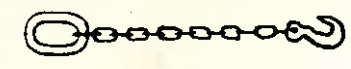
On 13-14 October, 176 Air Dispatch Sqn conducted a navigation exercise in the Blue Mountains. As this exercise was in the right place at the right time, certain local organisations thought it to be a convenient occasion to mount another search for the inhabitant of the Ranges — the notorious Yowie or Big Foot. For the duration of the exercise the sweating, swearing, scrambling searchers prowled the verdant vertiginous vistas of the range but

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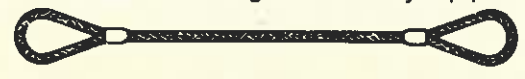


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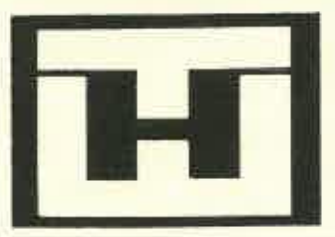
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*This is what the DZ finally selected looked like. Both photos taken March 1979 at Macquarie Island from a C130.*



*For budding Air Dispatchers: a trade test — "You have 10 seconds to locate and identify a drop zone capable of receiving a C130 load of compacts . . . Time's up. Stop writing. Pass your papers to the front."*

to no avail. SGT May discovered evidence of an incision made by a sharp object upon an occasion somewhere between 500 years and five minutes earlier, dependant upon the source of the story approached, but no sight of Blaxland, Lawson and Wentworth's woolly friend.

On 15 August in front of the assembled senior class of the OCS and of the WRAAC OCS, 176 Air Dispatch Sqn again simulated a DZ acquisition in conditions of nil wind and unlimited visibility. In front of this (120 strong) spellbound audience of potential Air Dispatch Officers, MAJ. R. A. Filewood, OC 176 Air Dispatch Sqn, finding the DZ dimensions (1,200m x 800m) constrictive, contrived to land on the two square feet of his combat equipment, breaking his leg in two places. A marked tailing off of interest in going to RACT on graduation was evident among the Officer Cadets.

Fortunately CPL May captured the whole sequence on cine camera. Unfortunately for posterity, the film has apparently been misplaced. (Certainly no screening is known to have occurred.) Fortunately for CPL May he was shortly after promoted to SGT. It is strenuously asserted by RHQ Staff (and by SGT May) that no connection between these events exists.

As a result, perhaps, of this unfortunate incident, a new personnel DZ has been established within the boundaries of the Hawkesbury Agricultural College. On 10 and 11 September, Continuation Training was conducted over this DZ. Amid some misgivings the CO, the RSM and the Exchange US Army Officer at Air Movement Training and Development Unit, were coaxed from their lairs and trained up for the event. Together with another officer, whose flight drills apparently date back to Icarus, these heavies completed four descents in fine and wet weather and nil to 10knot winds, the three named above jumping as a separate stick before the other sticks. Landing techniques were to say the least innovative, however it is not correct to assert (as some did) that all these people were entitled to class their descents as night jumps on the grounds that they all had their eyes tight shut all of the time, anymore than was SGT Harvey who appears to be irresistably drawn towards barbed wire fences like a moth to a flame.

The continuous Pat and Mike cross talk act indulged in between the PJI's and CAPT Dave (Geronimo) Shaw, US Army, interspersed with their mysterious miming, entranced the entire aircraft. In the end American native ignorance triumphed and WO2 Nicholas retired defeated. Score: PJI nil, Shaw 1. Another significant problem encountered was convincing the soldiery that the correct term for the RSM/CO/CAPT Shaw group was "...wind drifters" not "\*!?! Dummies".

At the time of going to press it was learned that four of 176's NCOs had been authorised to go to New Zealand in November 1979. Assuming they survive the earthquakes, landslides and cannibalistic habits of the natives, they are going off to try their luck at McMurdo Sound in Antarctica for three months or so. It is to be hoped that they keep their mouths (and legs) shut and their bowels open for the duration. We wish them an enjoyable summer and a speedy return to their native shores, if such be their desire.

Despite all this, officers of the Regiment are well aware that the emphasis of the Regiment's activities is on the Air Landing of freight and pax, not airdropping, parachuting or Antarctic tripping. At least that's their story.

*The business of Air Dispatch: Air Drop. An AD crew dispatches two "Compact" loads over the ramp of a C130.*

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# Macquarie Island

## A HARSH TESTING GROUND

Captain R. P. L. PARKER

In rough seas and winds in excess of 50 knots, the bosun of the Nella Dan gingerly operated the over-strained ship's derricks as the LARC V was tossed violently against the ship's side. The operator at the wheel of the LARC V was being hurled about the cabin, trying desperately to hold the craft on station, as the other operators were struggling to position and hold the lifting hooks in place. At last she started to lift, then suddenly the swell rose violently, thrusting the craft into the air and then leaving her unsupported to drop heavily onto the lifting hooks. Again and again the seas tossed the LARC V about until at last she was inched clear of the seas.

With the LARC Vs tied down and CES items secured, the crews gathered for a final craft check and a debrief on the day's operations. All were cold, wet and tired, yet there was a continuous hum of exuberant chatter in the air as they expounded the rigours and thrills of the day's events. It was action such as they had experienced that day which made all the training and repetitive practice worthwhile, and explained why they had competed so vigorously for a position in the Australian National Antarctic Research Expedition (ANARE) Resupply Detachment.

The Detachment was mounted on 25 September 1979 and consists of three officers and 11 other ranks, four of whom are RAEME tradesmen qualified in LARC V repair. All personnel have attended a Seaman Grade I ANARE course to qualify them as amphibian operators and have subsequently attended a three-week exercise to ascertain their suitability for service in the Antarctic. Those who were considered suitable attended a further course assisting the Department of Transport operate their LARC V from the MV Cape Don as she operated off the coast of Darwin.



MV Nella Dan with LARC V alongside. Lance Corporal Cotterell in foreground.

As well as the three phases of training, the prospective members of the Detachment were required to pass a medical and psychological assessment based on the requirement for them to serve in the Antarctic. Additionally, all personnel who strive for a position in the Detachment are volunteers who must be recommended by their Head of Corps.

A short time after arriving in Melbourne, the Detachment took charge of three LARC V, specially modified for their task in the Antarctic, and commenced a programme of activities that included various aspects of work with the craft, liaison with the Department of Science and the procurement of necessary stores. In the following week, the Detachment took charge of a fourth LARC V and awaited the arrival of a final three craft, finalising the craft to be used in support of ANARE of 7 LARC V.

With a good percentage of their stores, nine members of the Detachment loaded three LARC V onto the MV Nella Dan (a Danish ship owned by J. Lauritzer of Copenhagen, and on charter to the Department of Science) and prepared to sail on the morning of 19 October. The Nella Dan carried a cargo of 600 tons and 18 expeditioners who were to man the base at Macquarie Island for the coming year. Five days out of Melbourne, on 23 October 1979, a shout of "land" was heard and all eyes scanned the horizon for their first sight of Macquarie Island.

The base camp on the island is situated on a narrow isthmus, 100 metres wide, at the northern end of the island. In a bay on the eastern side of the island, the captain anchored the Nella Dan adjacent to and 600 metres to seaward of the base. The morning of 24 October was bright and sunny and the island appeared to stand boldly and clearly out of the sea as her steep hillsides rose sharply toward the sky. All the rumours of bleak Macquarie Island weather were cast aside as we gazed at this lonely speck of land set amidst the sea. By midday our thoughts had changed as a thick fog dropped quickly and without warning, obscuring any sign of ship or shore. The LARC V operators had managed to complete two to three circuits from ship to shore in the more

pleasant conditions of the morning and experienced little difficulty in locating and passing through the narrow rocky approach to the beach.

In the days following, the LARC crews unloaded over 400 tons of general cargo and positioned a fuel line to facilitate the transfer of 200 tons of fuel oil from the ship to the base's fuel farm. Conditions worsened as the days passed and at one time operations had to be suspended as winds in excess of 100 knots blew over the isthmus. We resumed our tasks as the winds lessened to 50 knots, yet the job of transferring personnel from ship to shore and vice versa was hampered by rough seas and an unpredictable swell. Expeditioners, often not adept at scrambling up a ship's ladder, were frequently assisted in their actions with a quick lift and/or a harsh word from the LARC operators who were supervising their transfer. Needless to say, in the harsh conditions that existed, the odd mishap occurs and in our case, two personnel were left a little colder and wetter than they had expected at the end of the day. In the hazardous conditions that existed they were lucky to have only suffered a dunking, and can thank the skill and quick thinking of the operators that they were not seriously injured.

With all cargo successfully transferred and the changeover of personnel completed, the Nella Dan departed Macquarie Island for the port of Melbourne. She now sat higher in the water, and her cargo of homeward bound expeditioners were looking forward to seeing their families after 12 months of separation. The journey back to Australia took six days from 27 October to 1 November. The return trip was a little longer, yet no wonder when you consider the seas and winds that the Nella Dan was fighting against. On the second night out, the ship was rolling about, in her usual manner, when her roll continued past the

"norm" — she had listed 47° to port and then violently swung 51° to starboard. Within seconds we had changed course and were now bidding our time with her head into the elements. The high seas and winds continued and with caution the mate brought the Nella Dan back onto course.

As we came into the lee of Tasmania, the effects of the strong westerly winds lessened and all gathered for the captain's party and a night of merriment. The next day we sighted the heads of Port Phillip Bay and were secured alongside by 1800 hours. The first phase of the 1979/80 ANARE Resupply Detachment was over, and the training, personnel and craft had been proven in one of the harshest areas known to man, the sub-Antarctic. They had proven themselves and now they look forward to the ultimate — Antarctica!



# HALT — WHO GOES THERE? REMINISCENCES OF A SERVICE CORPS OFFICER

By Colonel HUGH FAIRCLOUGH (Retired)

It was a joke in the army when I joined in 1939 to depict the rookie-recruit as a simple-minded person on sentry-go, challenging an intruder with "HALT! — WHO GOES THERE?" and, continuing his challenge, to add, "ADVANCE ONE AND RECOGNISE ME". It will serve here as an introduction for me as I advance to be recognised.

The Australian Army Service Corps (AASC) was recruiting candidates for commissioned rank to train in H Section. I joined up as a private soldier in the AASC one February lunchtime. I confess I did not know what the initials stood for on the barrack door, and enquired of my sponsor what AASC represented; he said, "For heavens sake, do not ask the Commanding Officer that." I did not, but the CO was singularly unimpressed with me. Had it not been for that grand permanent officer of the Army Instructional Corps, three times decorated for bravery in World War 1, Bill Kennedy, who was the adjutant to the Militia Commanding Officer of AASC 1 Div, I would have been rejected.

I started forming impressions from my first experience of military camps and did not like all I came in contact with: the worst was the attitude of certain officers who regarded their Commissions as a license to have a good SWANK and the devil take the soldiers.

I had difficulty at the outset mastering close order drill and rifle exercises; my unregimental awkwardness reminds me of Private Hossack on sentry duty in Dubbo Camp (his normal job was batman). When the OC left camp in his car, Hossack endeavoured to do the right thing and perform a salute with his rifle, but got so mixed up, with the car nearly out of sight, that Hossack, in desperation, waved the OC goodbye.

After some training we went into bivouac at Long Bay for compulsory range practice. I did quite well but was shocked at my first meal in a military camp when a mountain of a man, the cook, plunged his arm like an elephant's trunk into a basin of stew, grabbed a handful and splattered it on my plate, saying, "Yer in the army, mate." I swore if ever I had a command, the food would be improved. Later, this resolve was strengthened in November of that year when, in Penrith Camp, as Orderly Officer, I counted seventeen maggots on a soldier's lunch. There was some excuse as we were encamped in the local showground and the Officers' Mess was the showground's pig-pens. In 1943 in Milne Bay, I interrogated American soldiers as to their reason for being in my unit lines, and they replied they had come for a decent feed. That also occurred in the occupation of Japan, when Americans again intruded into my Ebisu Camp in Tokyo for the same reason.

War was declared in September 1939, and our uniforms and training took on a new dimension; we were all commissioned in H Section on 1 September, and in January 1940 went into camp at Greta, only then getting the final touches as a military camp. I was given command of 120 Universal Trainees, young blokes called up for training. It was a rewarding camp as far as I was concerned, and my command the envy of the other officers.

At Greta, we had a mascot — an eagle with a buggered wing — which we named after the Adjutant, Bill Mull, later shot by the Japanese as he was trying to escape from a prison camp in Japan. The eagle always took the 1st Light Tank Company's parade by flapping his way through the ranks at the precise moment that the Adjutant handed over to the OC; at 4 p.m. the bird joined some crows picking at a dead carcass some 400 yards away and I would

send a despatch rider to collect him. Bill, perched on the handlebars and flapping his wings to retain balance, made the despatch rider look like somebody out of Dante's Inferno. I always took Bill into the Mess for a beer, which he loved. I never heard Bill's fate, but my next mascot was a goat (almost human), and on Morotai I had a pig. I loved them all equally, and each did its measure of good when things were slack.

From Greta, I went into the RAS showground to train reinforcements for the AIF; 6 Australian Division and ancillary troops had by then gone overseas. I was using text-book manuals written before WW1, and had no reply when a young soldier asked why the army did not use sub-machine guns; he must have been an avid reader of gangland stories in the USA, where that type of weapon was becoming the gangster's piano, on which they played some unlovely tunes. Later of course the army adopted the Bren and the Owen sub-machine gun.

One night I was detailed to take the 1st Forestry Unit, and others from the RAS, to the Minerva Theatre. It was cold and the troops wore greatcoats. The good, and, no doubt, the bad people of Kings Cross thought we were going to embark for overseas and they pressed cigarettes, money, fruit and chocolates on each of us in the biggest burst of giving ever to be witnessed at the Cross. Two and a half hours later, of course, we all marched back again, to the locals' utter bewilderment.

My unit had left AASC 1 Div at Greta, what was left of it, and joined the 1st Australian Corps Troops Ammunition Company and sweated out our impatience at not going overseas in military camps at Ingleburn, Dubbo and Bathurst.

Almost a year after we had enlisted in the AIF we embarked on the largest liner afloat — Queen Elizabeth.

84,000 tons of steel, propelled by four massive screws, she travelled at 28 knots (after we shed the Queen Mary, Nieuw Amsterdam, Ile de France and Acquitania) through the warm waters of the Indian Ocean and into the Red Sea. The ship was a furnace, with an air-conditioning system that no engineer on board thoroughly understood. It was virtually the QE's maiden voyage.

One soldier, hoping to escape censorship, wrote home that the ship was so big, it took a day to walk around one funnel. There were 6,500 troops on board (later, she ferried 13,000 at a time across the Atlantic). We had two fires on board, set alight by communists in the crew. Also there were two food riots involving 3,000 troops each, again inspired by the commos.

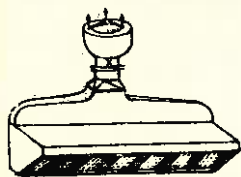
Despite the 1,500 military duties on board, many of them duplicated, there had been ample time to sweat out the blackout at night, and to reflect on all that had happened since our enlistment in the AIF.

On arrival at Port Tewfick, we saw a large liner, the Georgic, lying on her side, having been sunk by the enemy the previous night believing that she was the QE. I next saw the Georgic in Kure Harbour, Japan, as a troop ship for the United Nations fighting in Korea.

Most of the equipment we had collected since formation had been withdrawn at embarkation; we cried to see our seven brand-new Chevrolet sedans, on issue to Section officers and the unit hierarchy, disappear from our war equipment. Imagine my chagrin in Palestine to see my Chevrolet driven about by another unit: why could we not have retained it, and the others? We had done a lot of initial training by using troops as vehicles and parts

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of vehicles; many a driver in the Ammo Company had been the steering wheel or the engine of an imaginary vehicle.

We settled into Beit Jirja camp whilst the issue was being decided in Greece and Crete. Then the Syrian Campaign started, and again we were issued with vehicles; even the ingenuity of the Military Jeep Club would have been taxed to convert these pig-carriers to military usefulness. One of my vehicles had a branch of a tree as the windscreen support. Rumour followed rumour; I had 220 of the men at Tel-el-Kebir in Egypt, ferrying vehicles to the Western Desert and Palestine. We were withdrawn to our Company at Heit Jirja and immediately prepared a convoy to proceed to Irak and establish dumps of ammunition and petrol, in case the war spread to there. I was the Convoy Commander; my captaincy, three months overdue, had put an extra pip on my shoulders. As I was standing there, a dusty dishevelled despatch rider came up to me, failed to salute, and rocked my regimentality by asking, "What mob are youse with?"

He handed over his despatch; it read: "Captain Fairclough will report to 1 Aust Corps Headquarters, forthwith." Reluctantly I summoned my batman-driver and our kit and took off to Beirut. There the Deputy Director of Supplies and Transport, having briefed me on my new job, commanding No. 2 Aust Detail Issue Depot at Baalbek, asked me would I care to go to the races in Beirut that afternoon. Recalling that signal and the word "forthwith" I was resentful at having lost the trip to Irak, unnecessarily. Shortly after, a signal from Army HQ went to all units in the Middle East; it read, "The use of the word, FORTHWITH will be discontinued forthwith."

Driver Ray O'Toole and myself continued our journey that day into the valley of chocolate soil and icecream (snow) between the Lebanon and Anti-Lebanon ranges. We passed a solitary house at one stage of our journey with some military vehicles parked outside, which aroused my suspicions; I later found that the house was the equivalent of today's massage parlour. At Baalbek I took over the unit. It consisted of one lieutenant, 32 other ranks, and the inhabitants of four or five Syrian villages who assisted us with thousands of pounds weight of horse and mule fodder, thousands of gallons of petrol in "flimsies" (four-gallon cans), which were leaking 2,000 gallons a week, and rations for 40,000 troops comprising Free French, Cypriots, South Africans, New Zealanders, Australians, Indians and British. I refused to accept any more petrol in flimsies without an enquiry into our losses to establish that Lieutenant Colin Walton and I were not black-marketing the leakage. Just after this decision, the heaviest snowfall for 40 years cut off my supplies from Beirut, and we were virtually immobilised.

I also had in stock all the anti-freeze, not to be issued except when the action threatened by the Hun started. One unit without anti-freeze lost 27 engines in one night; they had drained the radiators and engine blocks but had filled the icy cold radiators next morning with boiling water, thereby getting the cracked cylinder blocks they had tried to avoid. One driver was found frozen in his cab.

I was, with my unit, three months in Baalbek and its very ancient ruins. One morning my Syrian interpreter told me the AIF was being withdrawn. He was right because later on that day 1 Corps HQ rang up and told me to close off my books, but wouldn't say why. I heard that 6 Aust Div HQ, next door to my depot, had a signal about our move but when I enquired, the Staff Officer said it was too secret to show me. I said, bristling, "OK, I will get the facts from my Syrian interpreter." "Does he know?" he asked. I said, "Yes", and that is how I found out we had to move under arrangements 6 Div.

My mind went back to one of my Universal Trainees in Greta Camp. I had kept him as my batman at a distance believing that familiarity was a bad thing. After a fortnight, I said, "Well, Private Fitton, you must find life in the army very different to civvy street." He said, "No, as a matter of fact, I do not." "What do you do in civvy street?" and he replied, "I work in a lunatic asylum." I checked, and so he did.

Churchill gave orders that the AIF leaving the Middle East was to be fully equipped; thus I got my first binoculars and compass.

By now thousands of vehicles bulging with equipment and troops were rolling across the Sinai desert which I and my 220 drivers knew so well; my solitary vehicle, Chevrolet Utility, went by road; my troops and I travelled by rail in horse boxes, reminiscent of WW1 — 40 hommes and/or 8 chevaux. I had written a new code for the control of convoys.

I'll jump to my best command, 27 Company, AASC (all Queenslanders), which I took over in Townsville: at Aitkenvale, to be precise. After some weeks and a pioneering convoy of some seventy vehicles to Cape York, we boarded the Katoomba, a coal-steaming vessel that was barred from every convoy on account of her smoke which any submarine could detect. We landed in Milne Bay, one of the most malarious areas in the world, and into a swamp which engulfed our 4x2s, wooden-bodied Fords and Chevrolets, our CAS (Canadian All-Steel) 4x2s, to a depth of about two feet in the green slime of a coconut plantation. Without the help of a GMC 6x6, "borrowed" from the Yanks, we could never have functioned, and we were required full-time, 24 hours a day. Milne Bay was dry, alcoholically-speaking, but providentially a bottle of Corio came into my possession at the time the American unit was searching for its "borrowed" GMC. That bottle converted the deal from fictitious borrowing to factual loan. I wish I had kept the bottle. Anyway we kept going and even erected our own saw-mill to restore the damaged bodies on our trucks.

Those troops of mine worked hard at driving, building roads in the camp, erecting tents on raised platforms and providing amenities such as reticulated showers and electric light throughout the camp. Major-General Milford, GOC 5 Aust Div, told me 10 years later in Melbourne that he would never forget my unit in Milne Bay. They were grand blokes and I remember them with pride and affection. Our experience was increased by operating two Japanese landing barges and some American DUKWs, which we honestly borrowed to unload the Naval supply ship, the Merkur, of the meat and other foodstuffs which 5 Div HQ said they could not unload.

I cannot leave 27 Company, re-organised before I left into 154 General Transport Company, without saying we had the lowest malarial rate of any unit of comparable size in the whole of south-west Pacific, and only two charge sheets in 12 months of living in that baneful climate, working flat out, and sustaining several air-raids, one of which consisted of 100 Japanese bombers with fighter Zero escort. Equal to the task? Yes, indeed.

I must tell this story; I said to my driver, one day, trying to conceal my impatience, "You must find 20 mph very tiresome." "No," he said, "I'm used to it in civvy street." "What do you drive in civvy street?" His answer, "A hearse." It made me take stock of my health, and I never really recovered from that disclosure!

One day, Major E. A. Clarke called at my HQ, and said he was to take over 129 Gen Tpt Coy; Major Williams was to take over my unit, and I was to take over 2/105 Gp Coy, in Port Moresby; he added, "It is the finest Company in the AIF." "How could that be?" I asked, "as I already command the best unit, anywhere." I asked when all this was to happen, and he said, "Tomorrow morning." I'll draw a veil over what Major Williams said to my ex-command after I handed over. Suffice to say he walked out one day to the airstrip without ever revealing his plans, and the first 154 heard of his departure was a signal asking for his heavy baggage to be forwarded to him in Sydney.

It is a long time ago, so I will draw a veil over what I found. I took 2/105 back to Queensland; two-thirds of this unit had been taken prisoner in Java. After a spell on the mainland at Chermiside and Wondecla, we finished up literally on Morotai when the war ended. In the waters around Morotai, you will find hundreds of brand-new jeeps and other expensive vehicles and machinery dumped in the sea after the war by the American units.

I had been taken to Army Land Headquarters in 1943 to be DADST (operations) and to be promoted to Lieutenant Colonel. In my few months there, I wrote a General Routine Order and weighed a MACK diesel, in the argument as to whether that

vehicle was too heavy for the Stuart Highway. I ignored the promotion and returned to 2/105 on Morotai.

I formed 168 GT Coy on Morotai and arrived with it in Japan on 13 February 1946; wild horses could not have dragged me there had I known the troubles and worries that awaited me in the land of the setting sun. I became Major, MT, then DADST, then Camp Commander of Ebisu Camp in Tokyo: a rewarding stint; then I attended a course at Puckapunyal to enter the newly-formed Regular Army as a major.

I then went back to Japan where, as DAQMG, I became responsible for the ADJUSTMENT OF THE POOL ACCOUNT, as between the participating contingents in the occupation of Japan. Then six months as Chief Instructor RAASC Centre in Pucka. Back to Japan for two and a half years as the Commander of the RAASC. My command was an area with our own picture theatre, Olympic swimming pool, butchery, bakery, sausage-making plant, 250,000 cubic feet of refrigeration,

bulk depot, Detail Issue Depot, two transport platoons, POL installations and two farms. I owned my own railway carriage with refrigeration, four bunks, shower and kitchen, and four Japanese staff. When I went to Tokyo to inspect my transport unit there, I had my carriage hooked to the rear of the Tokyo express. I like to remember it now and again, particularly during a transport strike. Where is patriotism in this day and age? I became ADST at AHQ for three tours of duty. I was AA and QMG and Deputy Army Rep in London 1953-54, and AA and QMG in Perth, and claim my work there to be the best performance ever. I retired in 1960, having completed 20 years military service, and reached 50 years of age.

I would finish this article by saying that I never gave an order without submitting it to the test, "Do not unto others that which you would not like them to do to you", and when faced with a problem, grasped the nettle firmly: you do not get hurt. Thanks for listening.

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# BOOK REVIEWS

"**DUKW 2½ ton 6 x 6 Amphibian**" by Jeff Woods, published by ISO Publications, London, 1978. 72 pages. £1.25.  
Reviewer: MAJ A. C. G. Welburn, RACT, DMOVT Log Br.

If anyone has ever wondered what DUKWs were and what they were capable of, Jeff Woods' book provides the answers. Produced by ISO Publications, this edition is one of three produced on World War 2 soft-skinned vehicles — the others deal with the American Weasel and the British Landrover.

This book — DUKW — covers the DUKW from its inception, through acceptance into service and finally its demise in 1974 by way of brief narratives and photographs.

An introductory historical section outlines the initial requirement for the DUKW and gives the derivatives from which this vehicle was developed — the GMC CCKW 2½ x 6 GS truck, the Ford Seep and Weasel. For the uninitiated the name DUKW is explained — from GMC terminology where D means 1942, U is for Utility (Amphibious), K for Front Wheel Drive, and W for two rear driving axles. This section also includes DUKW systems which covers methods of carrying heavy, unusual or indivisible loads — well illustrated with photographs of DUKWs ferrying P-38 aircraft, M4 and M3 tanks, even DUKWs rigged to fire fieldguns on the move and calliope type rocket tubes — in this case ten rows of twelve tubes of 4.5" rockets.

A technical description of the DUKW is included in the next outline narrative with mention being made of the difficulties encountered in modifying normal vehicle parts for use in an amphibious vehicle. In some cases the DUKW was quite advanced for its time, for example it was equipped with a centrally controlled inflation system for the tyres that worked through a permanent airline connected to a rotating gland in each wheel hub — a type of inflating system that is still under investigation in many of today's modern armies.

The final written section deals with the role played by the DUKW in operations throughout all the theatres of war. A word of warning is expressed in this section that is still current today: that care must be exercised in amphibious operations and such vehicles should never be used too far inland in a conventional truck role.

The book contains over 150 black and white photographs with a central colour section on DUKW camouflage colours. The photographs cover Russian (one only), American and British DUKWs carrying cargo, troops, and VIPs, in the Mediterranean, European and Pacific theatres of war, and even include a number of photographs of DUKWs participating in amphibious beach and assault river crossings.

There are however a number of shortcomings which affect the value of this work — there is no table of contents, no index and no apparent order in presentation of photographs and line diagrams. In particular the photographs are mixed by date and theatre of operations which tends to become confusing. There is also a tendency, in places, to over-statement. The book, for example, begins with the following:

"In many ways the DUKW exemplifies all that is best of the American enterprize as seen from Europe. Brilliant ingenuity in conception allied with overwhelming competence in productive capability in cracking a near insolvable problem — the very essence of democracy's flexible response."

and closes with the comment that:

"No equally effective replacement is in service in the West today."

Whilst the first statement is "excessive", the second belies the fact that the LARC (Lighter Amphibious Resupply Cargo) V, XV and LX is in service with both the West German and American forces stationed in Western Europe.

Primarily a book for those who have memories of the DUKW, it would also prove useful to anyone wishing to model this unique amphibious vehicle. Overall, a book with limited potential primarily due to its specialized and somewhat narrow topic.

"**Supplying War: Logistics from Wallenstein to Patton**" by Martin van Creveld, published by Cambridge University Press.  
Reviewer: MAJ G. E. Vaughan, RCT.

With a sub-title like this, one could perhaps expect an encyclopaedic tome. However, the author does not attempt to cover the entire ground. He uses campaigns selectively to make his points. His approach is strictly practical, looking afresh at source material which has already been turned over, more cursorily, by the historians whose main interest is strategy, tactics, weaponry or whatever. In doing so he overturns some rather glib myths which have become established over the years, as military commentators skip lightly over the logistic aspects of a war.

His main theme is the development of the three major patterns of logistic methods over the period. A fascinating side light is his observation on the importance of living off the country. We are conditioned today by the principle of self-sufficiency, and resupply from the home base, no matter how long the L of C may stretch. Historically this is a relatively recent trend, and in quite recent wars substantial benefits have been gained by living off the land and making full use of captured enemy supplies. The prime requisites are organization and discipline.

In writing this book the author assumes a certain pre-knowledge of the conduct of the various campaigns. This is justifiable, as there is neither space nor time to cover the major aspects of an operation as well as the details of the logistic arrangements.

Also, inevitably, the author makes his points with the support of some detail. I make no apologies for wholeheartedly recommending a book which requires study of detail. It is the lack of attention to logistic detail which has bedevilled many campaigns. It also may be one of the reasons why the study of logistics — "applied commonsense" — is so often neglected in favour of more glamorous subjects. It would be difficult to justify membership of a professional logistic corps, and not, at some stage, reading this book.

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# Letters to the Editor

Dear Sir:

My purpose in writing to you is twofold. Firstly, I would like to bring your attention to a glaring omission from Newsletter No. 10. Secondly, I wish to comment on two of the individual contributions.

*The Newsletter.* It is unlikely that issue No. 10 will receive any prizes for rapid distribution. I received my copy some four weeks after the closing date for submissions to issue No. 11. More importantly, in its present format, it is not going to be met with much accord in the FF Road Transport sphere. Where are the jottings from our five ARA Transport Squadrons? Be as late as you like, but please don't dedicate this publication to pogos of Campbell Park and Log Comd.

*MAJ Knox and MAJ Neenan's Contributions.* The automatic replenishment system and driving training while not related are probably the two most important fundamentals to be placed in the grasp of the RACT. Yet, as a Corps, we continually display an ignorance of them.

I wholeheartedly endorse MAJ Neenan's proposals for driver training; however, I question the credibility of delegating training in servicing and mechanical principles to some latter stage of the driver's career. My supposition is simply that without a thorough understanding of servicing and mechanical principles, the driver cannot:

adequately maintain his vehicle;

accurately diagnose a fault, viz. the application of the fault-finding process; and

repair his vehicle or advise his Section Commander or supporting vehicle mechanic of its fault.

If the driver cannot perform the above, then no matter how sophisticated our system of repair and recovery, he cannot operate independently. The requirement for such single vehicle running of both second and third line transport has been compounded by the implementation of the automatic replenishment system. Unfortunately, this requirement has not been expounded by MAJ Knox.

His article is somewhat misleading in that the reader gains the impression that under the current logistic concept, daylight running, of other than first line transport, is not permitted. Perusal of CDTPT Technical Directives would reveal that such a premise is invalid. For example, no matter what the phase of war, divisional ammunition vehicles would be free running. In other words, as soon as a vehicle's load is issued, it will depart the AP and its place will be taken by a fully-laden vehicle. With ammunition representing approximately one-third of the division's daily maintenance requirement, this means that there is in fact a considerable volume of traffic moving during daylight hours.

On the other hand, if offensive operations are being undertaken, both ammunition and POL carrying vehicles will be operating on a continuous basis. Technical Directive No. 6 provides the example of a divisional advance where a TF Other Natures AP will, in principle, move immediately behind the vanguard. Where the TF PP will move with the A Echelons and where a RAAC Composite Point will be allocated to the forward

TF. In addition, the Gun APs will almost certainly move with the gunlines. RACT vehicles in all of the above points will operate continuously, no matter what the time of the day. Obviously this refutes the central theme of the article. This is unfortunate, as its related themes, namely the enemy threat to logistic operations and the need for logistic units to develop passive defence measures, are sound.

Captain B. Hollins  
SO3 (Tpt), HQ 6 TF

(LTCOL Knox and MAJ Neenan may wish to comment.— Ed.)

Dear Sir:

I cannot let one article in RACT newsletter No. 10 (January) pass without some comment from a divisional truckie. The article in question is "The Third Dimension", Major Knox's paper on daylight logistic operations in the combat zone.

The proposition (paragraph 3) that "an adverse air situation will not prevent logistic operation by day in the combat zone..." is irrefutable; to say otherwise is to accept, doctrinally, that the combat arms will be without logistic support for some part of the battlefield day. I know of no divisional logistician of any Corps who would accept that he will be unable to provide a service in an adverse air situation by day.

The divisional transport can, and does, provide a 24-hour service to its division under present doctrine, which leads me to paragraph 18 of the article: "I believe that the Australian Army is wrong to concentrate entirely on night logistic operations." May I assure readers that the Australian Army does *not* concentrate entirely on night operations nor, to my knowledge, has such a proposal been suggested.

Without wishing to write a detailed paper on divisional transport operations, I would like to outline how we do operate.

- Ammunition Points (AP) are always open 24 hours a day.
- Second line vehicles, when emptied, travel to and from the Replenishment Park (RP) regardless of the time of day.
- The empty AP vehicle is replaced by a full one from squadron location. The AP does not have to wait for the empty vehicle to return to the RP, load, and drive back to the AP before the AP scaling is re-established.
- About 40% of the second line ammunition scaling is held in the AP. The balance is at squadron location.
- Squadron location normally will be set by gunner requirements. CDA will tell CDTPT that he requires gun ammunition within (say) "one and three hours". This means that the gun AP must be able to react to gunner needs within one hour with 40% of the gun ammunition scaling, whilst the balance of second line scalings must be available at the guns within three hours. Simple arithmetic will show that the gun AP should be about five kilometres from the guns and squadron location about 20km from the guns to meet the worst possible case of replenishment by night, given a one and three hours requirement. Both positions could be further away by day, but I trust nobody will seriously suggest that a transport squadron should redeploy twice a day as a matter of course.
- Ammunition scalings are not based on long-term usage rates. They should be based on an activity, the requirements for which must be met before replenishment of second line is effected. For example, the activity statement around which a battalion second line scaling is based may be one battalion attack. This means that second line transport must carry enough ammunition to replenish each battalion, after each has executed one battalion attack, before second linestock must itself be replenished. TCOAM figures, as Major Knox has pointed out, need to be treated with care.
- POL and rations are normally issued at night, not so much because of any air threat but because customers want to receive them at night. Unit echelons will usually issue their holdings to the troops and unit vehicles around last light when the tempo slows; in turn the echelons are replenished from

POL Points (PP) and Ration Points (Rat P — dreadful term) as soon as possible after this. PP and Rat P will, therefore, open at around 2000 hours or so, and close perhaps at 0100 hours. Empty vehicles usually have all completed their turnaround through the RP and are back in squadron location by about 0800 hours.

Water, when held by second line transport, is issued in cans through other natures AP. Given water and ammunition, the division is able to fight; both commodities must be available 24 hours a day.

The divisional transport regiment performs a distribution (retail) function, not a classic transport (wholesale) function as does third line. Success is not measured in terms of tonne/kilometres or passenger/kilometres, but in customer satisfaction. Failure to have one tube of a grease available for issue can be as disastrous as not having a hundred tonnes of some other item. We are in the game of detail, not bulk.

The RP must be located at or close to the divisional rear boundary regardless of air threats or daylight versus night arguments. It exists to support the division, not vice versa, and must be located where its stock is available to the divisional commander at all times, including the worst case of night replenishment. Despite the lack of pamphlets on RP operations, most would agree that it will have stocks on the ground and therefore be less mobile than the division it supports. This is no reason for it to be located well behind the divisional rear boundary; it cannot meet the worst possible case unless it is within range of the divisional transport by night as well as by day.

May I make two pleas regarding terminology. Firstly, the term Distribution Point (DP) is a generic one encompassing AP, PP, Rat P and Composite Point (Comp P). As each type of point has a different function and method of operation, it is preferable to be specific when referring to them. Second, a 23-litre plastic can filled with water is not a "water jerrican" but a "water can". This may seem pedantic, but it is remarkable how much confusion can be caused in another nature AP or a Comp P when somebody wants water but asks for a jerrycan.

No musings on the divisional transport would be complete without mentioning the RAAOC combat supplies platoons. I can assure readers that they are as essential to the detailed distribution function now as they ever were in pre-Vietnam RAASC days and that every RACT officer or soldier who has divisional transport aspirations should make himself aware of their role in our operations. Our Corps has lost a lot of collective knowledge about combat supplies since its formation; we would do well to relearn the lessons. Nothing significant changed in the division, except the colour of lanyards, on 1 June 1973.

MAJ W. L. Fowles  
HQ 1 Div Tpt Regt

Dear Sir:

My predecessor, John Hambleton, wrote an article in issue No. 9 on training the ECN T109 driver and, having drawn fire, ducked. He was hoping to attract comment from the Field Force units as recipients of the young soldiers trained at the School. He drew only silence, possibly implying:

- (a) that the drivers sent to units reflect a standard of training that is above reproach;
- (b) that officers and NCOs in RACT Field Force units are indifferent to the matter; or
- (c) that busy people do not read turgid looking articles in journals without glossy covers.

A reply came from Major Neenan in a very full article packed with military wisdom and interest. He in turn put his pen in cheek endeavouring to stimulate discussion. In doing so he highlights one of the biggest problems that we have to face in the School at the moment: how to get the right sort of NCO Instructors posted in. The sort of men we seek are those who:

- (a) are recommended and willing to serve in Puckapunyal;
- (b) have been serving in their present rank in field force units;

- (c) have instructor ability;
- (d) are qualified to hold their present ranks; and
- (e) have promotion potential.

As the third British Senior Instructor of the Transport Wing of the School to enter the fray (whatever happened to Tweedie?) I can only add weight to what has already been said (albeit much in Pom) and ask that:

- (a) we are given good men as instructors, who do not have to be absent for much of their time being qualified to hold their rank and being taught how to instruct; and
- (b) if you are critical of the standards that we achieve then let us know when we fall behind the requirements set in the Field Force units so that we can correct the error.

Unfortunately Major Neenan did limit the wisdom of his remarks by admitting ignorance of current policy, procedures and standards and while we all hanker for the good old days, detailed examination sometimes reveals that time adds a gloss which covers many deficiencies.

I suspect that nostalgia may have distorted Major Neenan's views in the matter of driving standards within the Corps. The suggestion that failure rates and time lost in training are unacceptably high do not accord with the facts but perhaps we should publish our results more regularly, but we have tended to assume the Corps motto is sufficient unto the day.

MAJ T. Ridgway  
Army School of Transport

### THE CORPS BADGE

Dear Sir:

At the time of the birth of the RACT emotions were strong and feeling high because of the demise of a corps, the RAASC, and the removal of the Transportation (RAE) and movement functions from the RAE and the amalgamation of all three to form the RACT.

In order to avoid offending the sensibilities of the Engineer element who were justly proud of their history and their Corps and to provide a common start point to both RAE and RAASC components, a new badge was struck for the RACT based on the Star of Australia.

This badge has now been in use for six years and many still have reservations as to its suitability. The main arguments against it are as follows:

- Although the badge is significant on a national basis — it is widely used as a basis for some police badges — it has no historical significance for the Army.
- The badge as struck is not in accordance with the sealed pattern and the collar badge in particular, is squat and out of proportion.
- Until 1973, Australia shared the badge of its affiliated sister services in the UK and New Zealand, both of which retained their existing badges when relevant Corps of Transport were formed. Now Australia is the orphan.
- Despite the changes in the Transportation and Movements areas in 1973, the RAE badge lives on in the Army. The historic badge of the RAASC has been buried.
- The present plastic badge seems a cheap and nasty substitute for the robust badges (both RAE and RAASC) that it replaced.

While it is realised that any change back could be fraught with problems and will be expensive, the subject is worth airing and the views of members might make interesting reading in future editions of this journal. What say you all?

Name supplied

*Editor's note: The design error in the production of the hat and collar badges mentioned by the author refers to the positioning of the crown. If you compare your hat badge with the badge on the front of this journal you will note that the final centre leaves of the wreath are missing on the hat badge and, as a result, the crown is sitting too low.*

# PASSING PARADE

The following officers and senior NCOs retired/resigned during the last twelve months. We would like to take this opportunity of wishing them well in their civilian pursuits and to express the gratitude of the Corps for their valuable service. It is further trusted that the ties established over many years will not be broken by this severance from regular service and to this end it is hoped that association with the Corps will continue, either in a reserve capacity or by membership of local RACT Associations.

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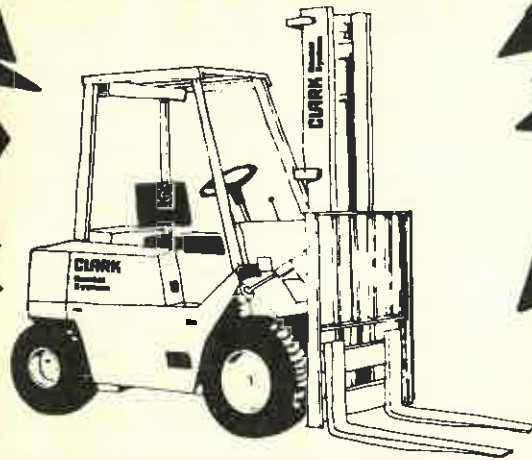
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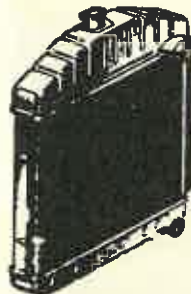
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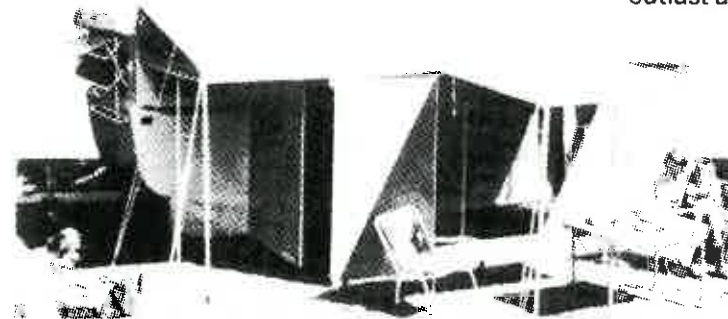
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