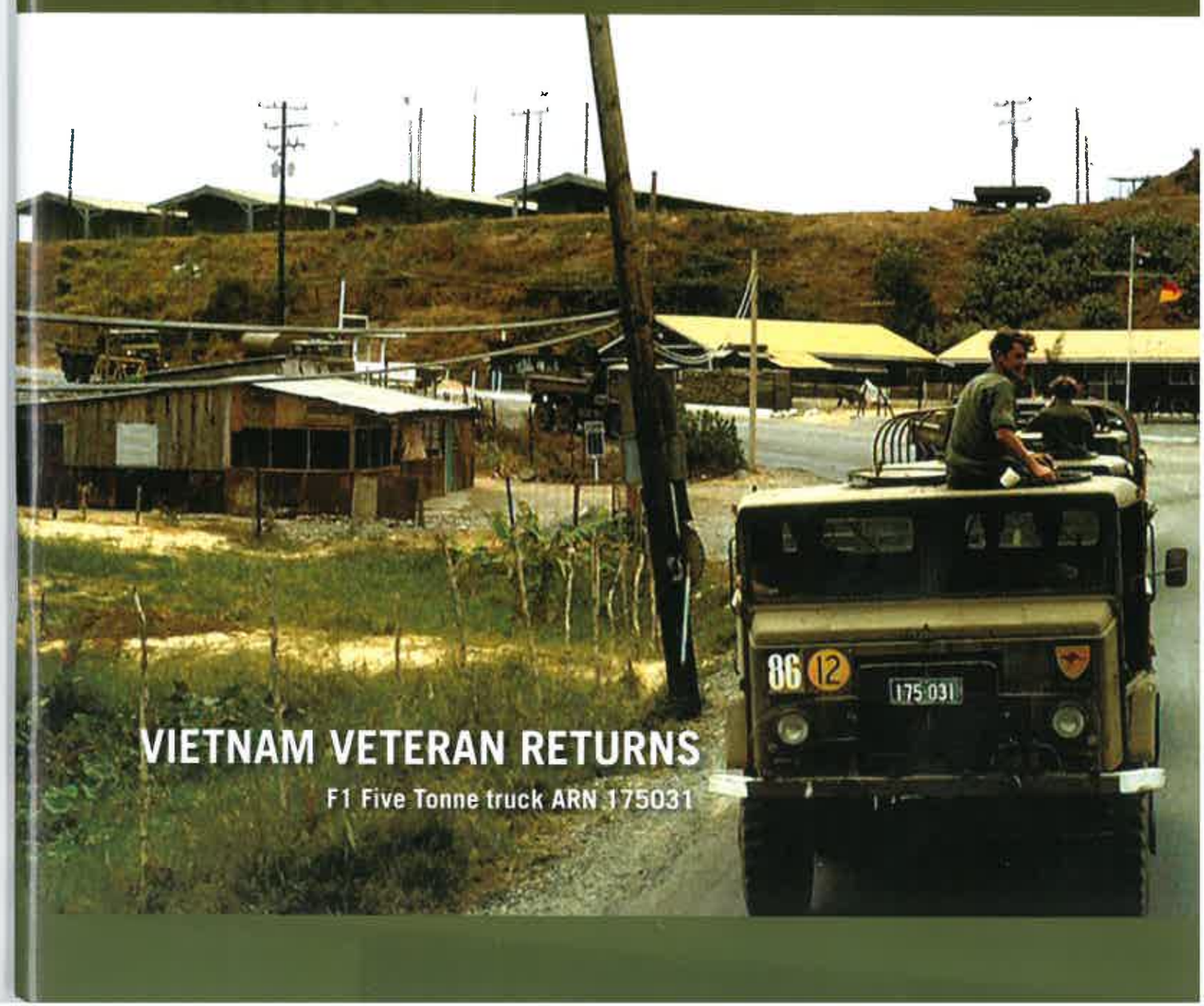
ISSUE 38, 2006

# Australian Army Transport Journal

PAR ONERI THE OFFICIAL JOURNAL OF THE ROYAL AUSTRALIAN CORPS OF TRANSPORT

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# Contents


## REGIMENTAL NEWS

Head of Corps Message....4
RSM RACT Column....5
Soldier Career Management Agency 2006....6
A posting to Kapooka....7
BOOK REVIEW: *Thunder Run*....8
Honours and Awards....8

## DOCTRINE

Truckload of doctrine....9

## HISTORICAL

First to Fight – 2/3rd Reserve Motor Transport Company AASC....10
Vietnam veteran returns....14

## UNITS

Congo goes to (Bris)Vegas: the relocation of 9th Force Support Battalion to RAAF Base Amberley....15
The origins of our newest brigade and force level combat service support in the Australian Army....17
176 Air Dispatch Squadron and the current state and future plans fo the air dispatch capability....24

## TECHNICAL

"Hardened, Networked...and Commercially Capable", Army and Contractor Support on Operations....25
The role of the LOGCC and what the LOGCC commands and controls in theatre. Is this a practical method of commanding and controlling CSS in theatre and are there better alternatives?...27
Hardening and networking of the Army will be good for logistics..33

## EQUIPMENT

New equipment projects 2006-2009....36
Air Movements Training and Development Unit and the C17....37
Heavy Tank Transporter....38
Land 121 Project Overlander – delivering the Australian Army's next generation of field vehicles, modules and trailers....40
New Amphibious Ships and Watercraft....44
Replacing the Landrover – The Payload and Protection Paradigm....45

## TRUCKSTOP NEWS

1st Battalion, The Royal Australian Regiment Transport Platoon 2006 – The Big Blue One....48
8th / 12th Medium Regiment (RAA) Transport....49
9 FSB RACT....50
16 Transport Squadron....54
Joint Movement Control Office Townsville....55
10 FSB – 30 Terminal Squadron The 171 Trade (Cargo Specialist) AKA 'Termites'....56
HQ / PTI – Road Transport Wing....57
10 Force Support Battalion Exercise Croix de Sud 2006....58
35 Water Transport Squadron: Exercise Green Anchor 2005....59
35 Water Transport Squadron: Exercise Surfing Penguin 05....61
10 FSB – 30 Terminal Squadron Amphibious Beach Team 2006....62
10 FSB – Logistic Support Company Transport Platoon Transport life at 10 FSB....63
OP PERINGATAN – HMAS TOBRUK's involvement in the memorial service of the Shark 02 anniversary....64
13 Brigade in NZ....66
Trucking it in New Zealand....67
Transport Troop – Operational Support Squadron 1st Armoured Regiment....67
The Royal Military College – Duntroon, 2006 Update....68
Army Museum Bandiana....70
15 Transport Squadron exercised Freedom of Entry....71


**Australian Army Transport Journal**

**PAR ONERI**

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# Head of Corps Message

**Brigadier M.C Kehoe, Head of Corps Royal Australian Corps of Transport**

**Welcome to the first edition of *Australian Army Transport Journal – Par Oneri*. Earlier this year the RACT Corps Committee were faced with a decision regarding the future viability of the annual magazine due to difficulties in selling advertising space to fund publication, printing and distribution. After deliberation, the Corps committee decided that it was important for the publication of an annual magazine to continue and hence why all members of the RACT were encouraged to submit articles to ensure in 2006 we could produce a good quality publication. I am pleased to say that you have all proven equal to this task – and I hope you enjoy reading the articles and essays in this year's edition.**

To aid in sourcing prospective advertisers it was also decided to embrace a more descriptive name hence the name *Australian Army Transport Journal* (AATJ) was adopted, with retention of the sub-title *Par Oneri* for traditional and heritage reasons. To supplement the annual publication of *AATJ – Par Oneri*, the HOC cell will continue produce the e-Newsletter with topical news on a quarterly basis- the best of both forms of communication.

2006 has been a particularly busy year for the ADF and Army, with operational tempo at its highest for several years. Of course when the ADF deploys on operations members of the RACT provide an integral part of the logistic capabilities that mobilise, deploy, sustain and re-deploy force elements. At the time of writing, members of the RACT are deployed to Iraq, Afghanistan, Middle East, East Timor and the Solomon Islands. Of particular note is the deployment of a significant element of the 9th Force Support Battalion (the proud successor to 9 Transport Regiment) to the Middle East providing a range of combat service support to deployed forces. Our best wishes to the CO, LTCOL Mick Ashleigh, and RSM, WO1 Foster (both RACT) for a successful tour.

There is no trade or part of the Corps that carries the lion's share of responsibility – every capability has had a vital role to play in supporting operations – road, water, terminal, movements, air dispatch and postal. Our thoughts are with all deployed members of the RACT and trust they return home safely.

Over the period 29 Aug - 2 Sep we successfully conducted the annual RACT Corps Conference at ALTC Bandiana.

This consisted of the Corps RSM's Seminar on 30 Aug, the RACT Corps Conference on 31 Aug - 1 Sep and the officers and SNCO/WO Tobruk Dinners 1-2 Sep. The highlight of the activity was a briefing by Chief of Army on the Hardened and Networked Army. The CA also attended the Officers' Tobruk Dinner.

During the Conference the following significant individual achievements were recognised. Once again I congratulate all the recipients:

**RACT ARA Soldier of the Year**
PTE M. Ferguson – 26 Tpt Sqn

**RACT AR Soldier of the Year**
PTE C. Gilmore – JMCO TVL

**RACT ARA JNCO of the Year**
CPL A. Goss – 3 CSSB

**RACT AR JNCO of the Year**
CPL C. Brook – 15 Tpt Sqn

**HOC RACT Commendation**
MAJ C. Bailey

We also marked the departure from the Army of the following long-serving personnel, who received Certificates of Recognition:

BRIG Cris Anstey CSC – 29 years service
COL R. Regan – 42 years service
WO2 J. Ronan – 21 years service
WO2 G. Woods – 21 years service
WO2 M. Wescombe – 22 years service
WO2 D. Moffitt – 21 years service
WO2 G. McLeish – 20 years service
SGT M. Lombard – 22 years service

Of course they remain firmly within the wider 'Corps family'.

During the Conference I was also please to formally acknowledge Colonel Joe Fuster for his recent appointment as Colonel Commandant Southern Region. Colonel Fuster had a long and distinguished career in the ARA before taking up an APS position in the Department of Defence. Colonel Fuster was appointed by the CA following the resignation of Colonel Rob Regan earlier in 2006.

I would also like to acknowledge the dedication and commitment of the SO2 RACT, Major Colin Bailey. Major Bailey deployed to OP CATALYST on 10 Oct 06 after nearly four years performing the demanding role of SO2 Corps at Bandiana. This position is the only person in the HOC Cell who performs a full-time corps appointment, all others, including HOC, DHOC, and Corps RSM are extra-regimental appointments. On behalf of all members of the RACT I thank Major Bailey for his efforts and wish him well during his deployment.

**As your Head of Corps and Commander 17 Bde (CSS) I believe the RACT soldier is highly trained and motivated, the junior and senior NCO and WO are professional and highly skilled and the officers, innovative, flexible and forward thinking.**

As your Head of Corps and Commander 17 Bde (CSS) I believe the RACT soldier is highly trained and motivated, the junior and senior NCO and WO are professional and highly skilled and the officers, innovative, flexible and forward thinking. This combination of skills and attributes ensures that the Royal Australian Corps of Transport is well regarded in Army, and also the wider defence community. As an example of individual achievement in the highly competitive selection for CO and RSM appointments, of the eleven logistic units in Land Command, RACT LTCOL are CO in eight units and our WO1 fill the RSM appointment in seven. The Corps is also well represented in command / RSM positions in Training Command.

This year we celebrated the corps 33rd birthday and as I reflect on the rich history and heritage of the RAASC and RAE Tn which laid the foundations of the RACT I am confident that the members of the corps remain equal to the task. Par Oneri.





# RSM RACT Column

**WO1 J.S. Armstrong, OAM, Corps Regimental Sergeant Major**

**This is the last opportunity for me to write in the journal as the Corps RSM. With the tempo we are all experiencing, two years goes by quickly. I know many of us have achieved a great deal in that time and I am confident that this level of effort will continue. Jeff Carthew will soon take up the appointment as Corps RSM and I wish him success in this and the appointment as RSM, Army School of Transport and Ordnance.**

I was honoured on the Queen's Birthday this year being awarded a Medal of the Order of Australia. These awards are not a solo effort and I credit this to the many professional and dedicated members, RACT and other Corps, I have worked with. Thank you to everyone, including my family and friends, who have supported me.

Most regions celebrated the Corps Birthday in some way. I was pleased to be able to attend the Tasmanian Region Corps Birthday Dinner with my wife, Tracy, again this year. It was a mixed Dinner held in the Officers Mess Anglesea Barracks, Hobart. We had a great time catching up with the Tasmanian based SNCO, WO and Offrs. It is pleasing to see the number of retired members still making the effort to attend. The DHOC made the trip as well and addressed the Dinner on current Corps issues and events. He also mentioned some of the tasks, major exercises and deployments RACT members have been involved with in recent and earlier years highlighting the professionalism, commitment and dedication of our members. Prior to the Dinner we had the opportunity to meet with soldiers at Derwent Barracks, Dowsing Point, in a social setting which included the cutting of the Corps Birthday cake.

On Saturday 1 Jul 06, I attended an all ranks Corps Dinner hosted by 16 Transport Squadron in Newcastle. The Dinner was organised by the junior NCOs and soldiers of the unit. CPL David Heggs did a fine job as the Dining President and thanks to PTE Michelle Laing for hosting me during the evening.

Once again, it was pleasing to see current and past members making the effort to attend.

The DHOC and I were in Perth mid June to meet with RACT members in the west. CAPT Tony Smith hosted us for the duration of our stay. He organised a programme of visits with the chance to meet with soldiers and officers of JMCO Perth, SASR, APA Perth, 13 CSSB, cadets and CSIG. Once again a positive attitude showed through, leaving us with the impression that they are in good hands.

**Once again a positive attitude showed through, leaving us with the impression that they are in good hands.**

The second RACT Reunion Dinner was held on Saturday 27 May 2006 as part of other activities held over the weekend. Most arrived on Friday evening for the happy hour and stayed through until Sunday and a few didn't leave until Monday. Approximately 125 members, past members, partners and friends attended the Dinner. Some travelled from as far as Perth and Cairns. Well done to Steve Hunter, Sput Lowry and the others for another job well done. At the time of publication, no date had been set for the next dinner.

A survey was recently conducted asking Corps members for their preference to have a member of the Royal Family or a prominent Australian appointed as our next Colonel in Chief. The response was in favour of a member of the Royal Family. The HOC has forwarded the letter of request for the appointment of a new Colonel in Chief. There is not much more that can be done now except wait for the outcome. This may take some time as the request passes through the CA then onto the Governor General prior to being forwarding to the Queen.

In the last issue of *Par Oneri*, I wrote of the Corps RSM Pace Stick which was to be presented to the Corps by an ex Corps RSM. At the SNCO/WO Tobruk Dinner held on Fri 16 Sep 05, Steve Hunter presented a pace stick which was accepted as the Corps RSM Pace Stick. It is one he was given by another RSM within the Corps. It has a Corps Badge and "RACT" emblazoned on it with a presentation plate inside one of the legs. The stand will show the names of all of the Corps RSMs (or Senior RSM within the Corps) dating back to 1 June 1973.

RACT has many members serving in areas outside of Australia. The constant rotation through one place or another and the shortage of man-power in most of our trades adds strain and stresses on us as a Corps, as an Army and to our families. I commend you for your efforts to date and ask that you continue with the great work you are doing. This is not to take anything away from those of you who are not serving overseas at this time or those who have not had the opportunity to serve overseas; your continued support and dedication is still recognised and appreciated.

Best wishes to all.

Par Oneri

# Soldier Career Management Agency 2006

Warrant Officer Class Two Andrew Walford

**Another year has come and gone since SCMA has reported. MAJ Peter Fleming has left the Career Management (CM) team and moved into SCMA Plans Section, with CAPT Lester Mengel replacing him and bringing a wealth of experience along for the ride. WO2 Andrew Walford has joined the team replacing WO1 Scott Strijland who left on promotion to HQ LSF.**

## Posting Planning

To ensure each soldier's needs are met in fulfilling his/her career development, the CM's apply the Manual of Army Employment (MAE), Employment Category Standing Orders (ECSO) and RACT Corps policy to each soldier's current career plan. These documents detail and direct the time in rank, qualifications, pay and posting experience soldiers require for progression. A soldier can influence this by having an understanding of these documents and developing a five year plan IAW the MAE and ECSO. To further enhance yourself and be more competitive, soldiers should consider a posting to a Training Command unit such as ARTC, ALTC, RMC, ADFA and LWC, including detachments.

## HOW TO ASSIST IN DEVELOPING YOUR CAREER

### The Benefits of a Training Command Posting

Army training establishments, offer the selected soldiers the chance to gain invaluable experience in all Corps soldier skills or trade skills and the ability to pass these skills onto our newest soldiers and officers.

Working in a Training Command unit is challenging with long hours away from family and friends, and the continual pressure to perform at the highest standards.

*RACT Career Management Team from L to R: WO2 Andrew Walford, WO2 Janet Weinman, CAPT Lester Mengel and WO1 Wayne Lelievre*

### Promotion Advisory Committee (PAC) 2006 Results

| | RANK | | | | | |
|---|---|---|---|---|---|---|
| | CPL – SGT | | SGT – WO2 | | WO2 – WO1 | |
| ECN | Considered | Band 1 or 2 | Considered | Band 1 or 2 | Considered | Band 1 or 2 |
| 035 Movements | 4 | 4 | 8 | 4 | 8 | 2 |
| 099 Air Dispatch | 8 | 5 | 4 | 2 | 4 | 1 |
| 171 Cargo Specialist | 9 | 5 | 2 | 1 | 3 | 2 |
| 218 Marine Specialist | 11 | 5 | 5 | 2 | 2 | 1 |
| 381 Driver Testing Officer | 52 | 20 | 29 | 7 | 26 | 4 |
| 250 Regimental Sergeant Major | | | | | 12 | 1 |
| TOTAL | 84 | 39 | 48 | 16 | 55 | 11 |

Total Considered: 187 Total Band 1 and 2: 66

These are seen as perceived downfalls of working in these units. However, the mateship and network that is developed while working with other Corps, along with the highly developed skills and knowledge gained whilst working in Training Command units, greatly out way perceived negatives.

In addition to the mateship and networking gained, the skills and knowledge that you develop through working in Training Command will hold you as a highly valuable asset to commanders, superiors and subordinates alike. You will be called upon to provide advice to the chain of command and this will highlight your net worth, while assisting to enhance your career progression.

From the moment a soldier is promoted to Corporal there is an expectation of an ability and skill to instruct others. A posting to a Training Command unit is an ideal grounding to firmly establish and cement the training and skills that will assist in your development as an NCO.

### Visits to SCMA

In the unique environment that is SCMA, it is both recommended and encouraged for CO/RSM, OC/SSM, and if your unit is able, officers and SNCOs to visit SCMA and gain an understanding of its processes and functionality. Requests should be sent via email scma.visits@defence.gov.au outlining who will be visiting, when and whom you wish to speak to (ie which Career Managers). While visiting SCMA is highly encouraged, it should be noted that for the first half of each year Career Managers are very busy preparing for and participating in PAC, followed closely by preparing the posting plot.

### Career Visits

When speaking to your Career Manager during your annual career interview, there is no harm in asking for what you want. As Career Managers, we will consider your proposal and advise you of the relevance, adherence to the trade progression model and the availability of postings or positions to achieve it. To have greater success, it is better to be prepared, preferably with a career plan and goals, and to have read the following documents:

- RACT Corps policy
- MAE
- ESCO's

**When speaking to your Career Manager during your annual career interview, there is no harm in asking for what you want.**

On a final note the RACT CM Gp would like to wish WO1 Lelievre all the best on his appointment as the RSM 13 CSSB for 2007.

Soldiers can contact their CM through their chain of command any time their circumstances change. It is advisable to have your chain of command vet any correspondence to SCMA and ensure that your correspondence is not emotive but details the issues, which need to be bought to our attention.

CAPT Lester Mengel, Senior Career Manager
ECN 035, 171, 218 (all ranks), postal and all RACT WO1
Ph: 03 5258 0496

WO1 Wayne Le Lievre
ECN 099 (all ranks, less WO1) and ECN 381 (SGT and WO2)
Ph: 03 5258 0497

WO2 Janet Weinman
ECN 109 and 381 (CPL and below)
Ph: 03 5258 0751

WO2 Andrew Walford
ECN 274, Management of RACT IET and RACT course panel administration
Ph: 03 5258 0498

CPL Tim Miller, Silo Clerk
Ph: 03 5258 0499

On a final note, a valuable tool for information and finding processes is the SCMA website. It contains a wealth of information on career and soldier management. The site also contains the SCMA Handbook that should be your first reference when answering the array of questions that soldiers and the chain of command ask.

http://intranet.defence.gov.au/ArmyWeb/sites/SCMA/
For the Commander's Guide to Career Management Issues

### Other websites of interest

http://intranet.defence.gov.au/armyweb/Sites/DPERSA/
For access to current copies of RACT MAE and ECSO

http://intranet.defence.gov.au/armyweb/sites/RACT/
For information on Corps Policy Statements

http://pmkportal.dcb.defence.gov.au/psp/pkdssp1/?cmd=login
For access to your PMKeys self help page

**The site also contains the SCMA Handbook that should be your first reference when answering the array of questions that soldiers and the chain of command ask.**

# A posting to Kapooka

SGT D. Clark

**Kapooka! Just the mention of the word by Corps advisors sends people running to find an excuse why they can't leave their current locality. There are currently 30 RACT staff members within Recruit Training Wing; all trades within RACT are represented with the majority being road transport. The current RSM of Recruit Training Wing is WO1 Peter Kelly who is RACT.**

There is a lot to dislike about a posting to Kapooka; long hours, less leave, no deployments, freezing cold and stinking hot. So you may be thinking why do a posting at ARTC?

But the benefits far out way the sacrifices. You will be responsible for moulding fifty civilians into soldiers. There is no other job within the Army where you have a greater impact on individuals. Every recruit that comes to Kapooka, will remember his or her section commander for the rest of their lives. Also you will receive pay level four and be awarded the Recruit Instructor Badge. The leadership and all corps skills that instructors attain whilst at ARTC make instructors at Kapooka respected for their knowledge and ability throughout the Army. Most instructors leave Kapooka on promotion or are posted to their first preference.

Expect to be challenged everyday at Kapooka. Day to day duties include formal lessons, counselling, small arms coaching, field training, bayonet training, physical training and recruit management. As a section commander at Kapooka, your section is yours to train and develop, becoming a direct reflection of your values and skills. Different recruits present different challenges. Some will breeze through training while others will struggle with every aspect. The instructors at Kapooka work extremely long hours but are rewarded with great satisfaction. No other military organisation trains civilians and this makes Kapooka a unique establishment within the Army.

*ARTC staff member, CPL Jennifer Ritchie at work*

This year the 80-day recruit course will be introduced at ARTC. This change will mean instructors will have their sections for an extended period of time. This will allow them to bond to a greater degree with their recruits and as a result, feel a greater sense of satisfaction on completion of training.

**Although it is not the easiest job in the Army, it is the most rewarding one you will find.**

A typical posting for an instructor at Kapooka is two years. In this time instructors develop skills that will help them achieve excellent results for the rest of their career. It is common practice for people in the Army to whinge about the standard of today's soldiers and ask what is being taught at Kapooka. Perhaps it is time those people came and instruct at Kapooka. Although it is not the easiest job in the Army, it is the most rewarding one you will find.

# BOOK REVIEW: *Thunder Run*

LT B.R. Smith

**When asked to describe a battle as seen through the camera of an unmanned aerial vehicle (UAV), one US Army brigade commander said it was like watching a football game through a straw.**

The same metaphor could be used to describe the information relayed by imbedded reporters and photographers in US units in Iraq. More often than not, these reporters could only capture a 'snapshot' of an event that occurred, rather than getting the full picture. This, however, cannot be applied to David Zucchino's *Thunder Run*, which chronicles the armoured assaults on Baghdad by the 2nd Brigade of the US 3rd Infantry Division in April 2003.

If you think *Black Hawk Down*, then you are likely to get a good impression of how this book is written. Most of *Thunder Run's* narrative focuses on the lower echelons of those taking place in the battles; from Captains down to Privates. As a result, rather than getting a book that is written based on reports and after action reviews, we are put right down into the thick of the fighting with actual, first-hand accounts of what happened.

One of the most surprising moves by the United States military in Operation Iraqi Freedom was the quick inception and execution of the two "thunder runs" into Baghdad on April 5 and 7, 2003.

The surprise, rather than that an attack was going to occur, was that the idea was implemented nearly on the spur of the moment, and that the soldiers on both sides of the conflict had no idea it was coming.

The story starts with the first "Thunder Run," a term coined by the 2nd Brigade meaning to "smash through Baghdad's defenses, drawing fire and shooting back in order to probe the Iraqi's defenses and tactics." In other words, to see how desperately – and how well – Saddam Hussein was able to defend his capital.

What was meant only to be a one-time strike turned into such a good idea that the Division's commanders decided to launch another thunder run into the city the following day. But rather than to go in and out within a few hours, it was decided to stay the night in Baghdad and show the world that Hussein and his regime were defeated.

What *Thunder Run* is not is a personal memoir or first-person retelling of how the thunder runs unfolded. This is a blow-by-blow, practically minute-by-minute white-knuckle experience of hectic, frantic firefights on Baghdad highways, bridges, exchanges and palaces – and serves much more as a tactical oral history than a memoir by a journalist. Occasionally the reader could possibly wonder if the troops really could hold out against such heavy resistance. Then, as the author recounts the disorganisation of the opposing forces, one is forced to wonder what would have happened if they had been more organised.

While the book tends to focus on the actual fighting itself, it briefly examines an event that all Logistic commanders should take notice of. The soldiers and tank commanders had very little idea of exactly how much fighting they would be doing in the city. They took as much fuel and ammunition as they possibly could, however a sustained fight, for more than 24 hours, could not be maintained without receiving some sort of resupply. Something that had not been given a lot of thought previously.

As a result, soft-skinned, lightly defended trucks were forced to drive down the same route as the original assault in the heat of the fighting to resupply the starving combat teams. The author clearly identifies, through the commanders of the resupply run, the fears and the potential death traps that those soldiers faced. It is an interesting and revealing section of the book.

David Zucchino writes an exciting, intense and educational novel that is hard to put down. He does a fantastic job of describing the mishaps, mistakes, lost opportunities and fears part and parcel to any military operation. One can only marvel at the courage and resourcefulness of the mean assigned to this task.

## Honours and Awards

**The Australia Day Honours 2006 List on Wednesday 26 January 2006**

**WO2 Bruce Paterson, CSM**
Conspicuous Service Medal
Citation: For outstanding service in the performance of duty as the Aerial Delivery Project Officer at Air Movements Training Development Unit

**The Queen's Birthday Honours 2006 List on Monday 12 June 2006**

**WO1 James Armstrong, OAM**
Medal of the Order of Australia
Citation: For meritorious service as the Regimental Sergeant Major of the 9th Force Support Battalion and the Army School of Transport and Ordnance

*WO2 Bruce Paterson, CSM*

*WO1 James Armstrong, OAM*





# Truckload of doctrine

WO1 Steve Kersnovske

**The RACT series of Army Doctrine has now been completed, with the sign-off of the Marine Specialist Handbook as 'Developing Doctrine' in November last year. The way ahead now is to validate the doctrine we have in order to keep it current and accurate. The first publications to be validated include Postal Support, Small Craft Operators' Handbook and Unit Movements on Operations Handbook.**

Our Doctrine Cell is also involved in a project to harmonise the RACT series of doctrine. This involves comparing our doctrine against each other to ensure that; information is contained in the appropriate publication, the same terminology and explanations are used throughout the series and to eliminate duplication where possible.

Listed below is an outline of the current status of RACT doctrine and what is ahead for 2006 and beyond, the way you can affect current Doctrine and the posting opportunities available at Land Warfare Development Centre – Outposted Doctrine Cell, Bandiana.

## Current Status of RACT Doctrine

**Land Warfare Doctrine (LWD)**
- LWD 4-3 Transport Support
- Completed 19 Apr 05 and currently available on ADEL
- Planned to be validated in 2009

**Land Warfare Procedures – General (LWP-G)**
LWP-G 1-1-3 Postal Support
- Completed 16 Sep 03 and currently available on ADEL
- Currently being validated

LWP-G 4-3-1 Driver's Handbook
- Completed 26 Aug 04 and currently available on ADEL
- Planned to be validated in 2008

LWP-G 4-3-4 Small Craft Operators' Handbook
- Completed 12 Dec 03 and currently available on ADEL
- Planned to be validated in 2007

LWP-G 4-3-7 Unit Movements on Operations Handbook
- Completed 20 Jul 04 and currently available on ADEL
- Planned to be validated in 2007

**Land Warfare Procedures – Combat Service Support (LWP-CSS)**
LWP-CSS 4-3-2 Road Transport Operations Handbook
- Completed 26 Sep 03 and currently available on ADEL
- Planned to be validated in 2009

LWP-CSS 4-3-3 Marine Specialist Handbook
- Completed 29 Nov 05 and currently available on ADEL as Developing Doctrine
- Planned to be validated in 2007 and to be issued as Endorsed Doctrine

LWP-CSS 4-3-5 Cargo Specialist and Terminal Operations Handbook
- Completed 26 Jun 03 and currently available on ADEL as Developing Doctrine
- Publication is currently being validated and should be available as Endorsed Doctrine late 2006

LWP-CSS 4-3-6 Air Dispatch Handbook
- Completed 26 Sep 03 and currently available on ADEL
- Planned to be validated in 2009

LWP-CSS 4-3-8 Operator Movements Handbook
- Completed 15 Oct 03 and currently available on ADEL
- Planned to be validated in 2008

LWP-CSS 4-3-9 Transport Commander's Aide-Memoire
- Completed 26 Sep 03 and currently available on ADEL
- Planned to be validated in 2008

## Army Doctrine Electronic Library (ADEL)

**Accessing Doctrine.** New publications will appear on the Army Doctrine Electronic Library (ADEL) website soon after their endorsement. Army units can access current doctrine publications electronically on ADEL at: http://adel.defence.gov.au. Information on current Army Doctrine can be found at the Doctrine Wing homepage at: http://lwdc.sor.defence.gov.au/doctrine/ or by following the link on ADEL Online.

**Ordering Doctrine.** Use the ADEL Online "Order Doctrine" link to order hard copies of Army Doctrine publications. Units can also place an order using the SP150 Publication Access Request Form available on WebForms. Keep an eye out for the November edition of ADEL CDs that will be distributed. They will replace the current CDs and bring units up to date with the 50 odd publications that have been completed since the last CD.

## How You Can Affect Current Doctrine

**Amendment Proposal.** By forwarding suggestions for amendments, users can help the Army to improve its doctrine publications.

**What To Do.** Fill in one of the tear-off cards attached to the back of publications, stating any ideas or recommendations for improving any doctrine publication. Be sure to fill in all spaces provided on the card, then send your card directly to Doctrine Wing, Doctrine, Simulation, Experimentation and Lessons Group, Land Warfare Development Centre, which will acknowledge your comments as soon as they have been received. All adopted proposals will be incorporated into the next amendment of the publication. Lengthy comments should be attached to the card and slipped into an envelope before forwarding.

This can also be done online at the ADEL website http://adel.defence.gov.au. Simply click on the 'Contact Us' box, fill in your name and email address, write your message, then press 'Send'.

**Tell us about:**
- Unclear or incorrect expression;
- Conflict or inconsistencies between publications;
- Out-of-date doctrine;
- Proposals for changes to doctrine;
- Any inadequacies in relation to instructional objectives; and
- Errors, omissions or suggested improvements in safety procedures, security procedures, technical procedures, doctrine, layout, illustrations, tables and checklists.

## Posting Opportunities

Listed below are the posting opportunities available for RACT personnel at LWDC – Outposted Doctrine Cell, Bandiana:
- Major (CC55) – Senior Outposted Doctrine Officer PERS/CSS Doctrine (currently filled by Major Ben Ryder – RAEME),
- Captain (CC54) – SO3 (RACT) Doctrine (currently filled by Captain Mike Scott and the position is identified to be APEP in 2007), and
- Warrant Officer Class One (CC54) – WO1 (RACT) Doctrine (currently filled by Warrant Officer Class One Steve Kersnovske and from January 2007, Warrant Officer Class One Gavin Cole).

# First to Fight – 2/3rd Reserve Motor Transport Company AASC

Neville Lindsay

**As tensions rose with Japan in the Pacific in 1941, the British Government looked to defending its Singapore base, and its protective Malay Peninsula hinterland, without detriment to the Middle East theatre or Home defence. A GHQ Malaya appreciation in January 1941 correctly predicted the landing places of a Japanese invasion: contingency plans were prepared and slow build-up of forces to implement these plans began. As part of this build-up, the 8th Australian Division and its supporting corps troops slice began to arrive from February, and Indian Army formations were also progressively shipped in.**

With the consequent inflow of equipment and supplies, a shortfall developed in motor transport. The UK requested the Australian government to help with this, and as existing AIF assets were committed to the build-up of 1st Australian Corps in the Middle East, two special transport companies and two motor ambulance convoys were raised to help fill the gap. One of these, 2/3 Res MT Coy, was filled with men in the 35-45 age group, many of whom were World War 1 veterans who understated their age to get in under the ceiling. As they were intended for employment on dock clearance in Singapore, this ageing membership was not considered a handicap, particularly given their previous military experience.

## Deployment

2/3 Res MT Coy was raised from Queenslanders and New South Welshmen at Liverpool in early 1941 under command of Maj C.M. Black, with a strength of over 400. The main body embarked on HMT Orcades for Singapore on 11 April, arriving on 24 April. It was initially based in Johore State, where it began in-theatre training and was progressively equipped with vehicles.

*Advance party embarking at Sydney 14 February 1941 AWM 006967 Courtesy of AWM*

From 3 June it began movement by rail to Ipoh in northern Malaya, commencing transport tasks on the 15th. Routine tasks, continuing its vehicle buildup, and progressive training continued through to October, when the unit was augmented by having half of 47th Chinese Res MT Coy placed under command.

So this unit recruited for base deployment, due to the dearth of competent transport units, found itself deployed in support of 11th Indian Division in the far north of the Malay Peninsula in a variety of forward roles including ammunition, petrol and food resupply, and troop lifts. On 7 December orders were received to adopt 1st degree of readiness, and to open fire on aircraft 'not established as friendly'.

## Operations

In anticipation of a Japanese landing at Patani in Thailand, Krohcol Force was established to intercept and hold them at The Ledge, a pass on the Thai side of the border. When the landing was confirmed on 8 December, two platoons under Capt G.A.C. Kiernan moved 3/16 Punjabi Bn to the pass, however the deployment was too late to seize The Ledge, and the battalion was outflanked. The spare drivers dismounted and fought to help extricate the unit, which was then withdrawn in Company vehicles. This detachment was the first Australian Army unit in action, a month before the first AIF infantry unit saw action at Gemas[1]. As well as continuing its transport tasks, it provided machine gun patrols and an anti-paratroop force for aerodrome protection.

With the fluidity of operations in northern Malaya, and enemy outflanking moves threatening the lines of communication, GOC 3rd Indian Corps tasked the Company Commander to draw armoured cars from depot and form an armoured car company to counter an enemy breakthrough along the Grik road. The Company was kept busy moving supplies, fuel and ammunition, manning ferries whose crews had deserted, and redeploying brigades. In addition, a major task was moving battalions to new defensive positions, and withdrawing them under mortar and machine gun fire and air attack. One War Diary entry records 'the whole morning ... under LMG fire'.

This pattern continued in the rolling withdrawal down the Malay Peninsula, until on 15 January 1942 the unit was transferred from 11th Indian Division to 8th Australian Division, which was at last being relieved of protection


*Maj (later Lt Col) C.M. Black Bicycle Camp AWM 030391/12 Courtesy of AWM*

duties and establishing a new line of defence in southern Malaya. This line, after initial successes, contracted towards Johore with eventual evacuation of the Malay Peninsula. The Company was kept busy evacuating formations to Singapore and was itself finally concentrated there on 31 January 1942.

> One War Diary entry records 'the whole morning ... under LMG fire'.

The Company worked 'with every brigade fighting in western Malaya', drawing accolades from them on the unit's fearless efforts to rescue infantrymen from being overwhelmed in the fast-moving withdrawal down the Peninsula; one British officer asserted that 'without them we would have lost thousands of men'. Its final task of the campaign was to help move the main body of 8th Division across the Causeway from Johore to the last stand in Singapore. In view of the constant exposure to air and ground attack, it had suffered the remarkably low casualties of six killed and 10 wounded, due largely to its members' training, competence, audacity and commitment.

Thereafter, the unit was loaded on the Kinta, manning the ship after the crew deserted, and sent to Java to join the intended 1st Australian Corps to be formed in Java from the 6th and

7th Divisions returning from the Middle East. In fact the divisions did not arrive in time, and 2/3 Res MT Coy became part of a scratch brigade designated Blackforce, which was soon run down in the Japanese invasion of Java after Dutch resistance collapsed. It was surrendered by higher command on 8 February and imprisoned in the Bicycle Camp at Batavia, where it remained under increasingly brutal conditions until moved to Singapore in early October 1942.

### Endnote

The move to Singapore was the first step in its move to Burma to join A Force, for employment on the Burmese section of the Thai-Burma railway where it arrived at the end of October 1942. Whilst subjected to the usual brutal and callous treatment at the hands of its captors and taskmasters, the able commander of A Force, Brig A.L. Varley was strong enough to ameliorate the worst excesses, in marked contrast to the Thai sector of the rail work. Their losses in this task amounted to a 'mere' 15 percent; and although there were fears that the overage men of 2/3 Coy, some approaching fifty, would fare badly under the same working conditions as men in their twenties, the reverse was the case.

The Burma section was effectively completed by the end of 1943, and A Force was moved to base camps in Thailand by January 1944. During that year, prisoners were dispersed to Changi, Saigon, Japan and Borneo as workers, or deployed on local maintenance tasks until the end of the war in August 1945. Those in the Thai and Singapore camps were taken into custody and care of No 2 Australian Prisoner of War Reception Group, and when able to travel, flown to Singapore for repatriation to Australia.

### Notes

1. Coincidentally, the first Australian Army unit in action against the Communist Terrorist forces in Malaya was Lt Tony Hall's 126 Tpt Pl, which broke a CT ambush on the Ipoh-Cameron Highlands Road in December 1955, before 2 RAR began operations early the following year.

### Sources

AWM 52 *10/11/3 War Diary 2/3 Res MT Coy* Australian War Memorial

Wigmore L. *The Japanese Thrust* Canberra 1957

Fairclough H. *Equal to the Task* Cheshire 1962

Lindsay N. *Equal to the Task vol 1 The RAASC* Brisbane 1992

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*Released 2/3 Coy men at Phetburi, 23 September 1945 AWM 117932*
*Courtesy of AWM*

## NX 68940 SGT R. Ryan 2/3 Res MT Coy

**The Army Museum at Bandiana holds memorabilia donated by families of two ex 2/3 Res MT Coy members. Relatives of NX 60567 CPL Frank Burrows donated his medals, some photographs and official letters relating to his death on the Burma/ Thai railway and his burial while a prisoner of the Japanese. These are displayed in the AASC WW2 section of the museum.**
**Mrs Pat Flynn, daughter of SGT R. Ryan, donated a number of his effects in 2005. These included mess tins and a water bottle used by him while a POW and these items are now displayed in the cabinet devoted to Australian POW of WW2.**

*SGT Ryan's daughter, Mrs Pat Flynn and his grandson, Mr Barry Flynn, with some of the items Mrs Flynn donated to the Army Museum, Bandiana*

Sgt Ryan had been a member of the Militia before he enlisted in the AIF and was allocated to 2/3 Res MT Coy at the age of 40. He was fortunate to have narrowly escaped death twice before his capture. On the first occasion, he was riding a motorcycle near Ipoh, probably as part of a convoy, when a Japanese sniper shot at him. Although unwounded by the Japanese soldier (who was killed shortly afterward), SGT Ryan crashed his motorcycle into a truck, suffering a broken leg.

He was evacuated to Princess Alexander Hospital in Singapore, where he had another brush with death.

After the Japanese occupied Singapore, some of their troops entered the hospital and began bayoneting patients as they lay helpless in their beds. SGT Ryan related his experience to his daughter. On hearing the Japanese approaching his ward, he determined that, as he was about to die, he would enjoy one more cigarette. He rolled and lit this cigarette in his usual manner, with the paper shaped like a funnel and the tobacco in the open end loose so that when lit, the cigarette would flare and drop burning pieces of tobacco. The Japanese thought this very amusing and demanded that he roll similar cigarettes for them. He did so and was spared, being one of only six to survive this massacre.

SGT Ryan was not sent to the Burma railway or to Japan as were some of his comrades because of his leg injury. He survived the war as a prisoner in Changi, where he nevertheless suffered greatly. His weight on enlistment was 15 Stone (about 100kg) but at war's end he weighed just 7 stone. SGT Ryan was repatriated to Australia in September 1945 aboard a Dutch hospital ship.

SGT Ryan passed away in June 1993 at the age of 93.

# Vietnam veteran returns

**A ceremony to welcome back a Vietnam veteran was held at the Army Museum at Bandiana on Saturday 4 Mar. F1 Five Tonne truck ARN 175031 was one of the last Australian vehicles to leave Vietnam in 1972 and had been displayed in the RACT museum at Puckapunyal until the Corps Committee agreed in 1995 to loan it to the Transport Hall of Fame in Alice Springs.**

The vehicle has rejoined the RACT collection that was merged with the Bandiana Museum in 1997 and now forms part of the historic vehicle display at Bandiana.

Mr Bill Denny (formerly LTCOL Bill Denny) provided the following background on the vehicle.

"In 1987, I was still serving, although contemplating my departure from the Army. While going through some old Vietnam photographs, I came across a batch taken on 28 Feb 72 of the last convoy to leave Vung Tau. I really mean the last convoy; we were the rear party for 1ATF (it had been withdrawn from Nui Dat to Vung Tau some months previous). It was a case of 'would the last one out please turn out the lights' as when we, the last few, drove out pout of the gates of 1ATF (1ALSG as most of us knew it) the South Vietnamese ARVN moved in.

In my photos of what was really the last Australian convoy of the Vietnam War...I could identify a vehicle numberplate 175031. I ran it through the Army database and found that in 1987 the vehicle was still in service in an Army Reserve pool of loan vehicles in South Australia. It was about to be put up for sale by Government auction.

I notified all relevant authorities and we arranged for it to be released for the RACT Museum at Puckapunyal. I went back to Adelaide to pick the vehicle up and drove it to Puckapunyal. It was handed over on 3 July 87. The tac signs were done by Barry Chong who did a fantastic job employing his talents in Vietnam and was happy to knock up this final set for the Museum.

I kept a copy of the Engine History Card and an extract appears below:

**Vehicle No 175031**
11 Aug 69
Received from International Harvester

11 Feb 71
Issued to 2 AOD Vung Tau

23 Oct 71
Issued to 5 Tpt Coy

26 My 82
Withdrawn from 26 Tpt Sqn for rebuild

So from the above we see that 175031 did its time and a little more – 1 year and 18 days in country. It appears to have stayed with 86 Tpt Pl (that became part of 26 Tpt Coy at Puckapunyal upon return from Vietnam) for the next 11 years."

The vehicle is now stored in a shelter outside the main museum building, but will be relocated indoors when the vehicle display is redesigned.

It was a case of 'would the last one out please turn out the lights' as when we, the last few, drove out pout of the gates of 1ATF (1ALSG as most of us knew it) the South Vietnamese ARVN moved in.

*175031 leads the last Australian convoy from Vung Tau*





# Congo goes to (Bris)Vegas: the relocation of 9th Force Support Battalion to RAAF Base Amberley

LTCOL Mick Cullen

**9 Force Support Battalion (9 FSB) elements have long been identified for relocation from their current base locations in southern Australia to a location in the south-east Queensland area. The rationale behind this move is to bring the unit closer to those agencies that it has historically provided support to.**

The Federal Parliamentary Works Committee met at RAAF Base Amberley on 09 September 05 and heard submissions for the RAAF Base Amberley Redevelopment Stage 2. This Stage 2 Redevelopment involves three separate projects: upgrading the Base's engineering services and infrastructure; upgrading existing aircraft pavements and providing new working accommodation and infrastructure for the RAAF's new Multi Role Tanker Transport (MRTT); and providing new working accommodation and infrastructure for 9 FSB. The Stage 2 Redevelopment was costed at $285.6 million, with 9 FSB's cost at just over $68 million. Parliament approved the Parliamentary Works Committee findings on 02 November 2005. The Head Contractor, Leightons Construction, has occupied the site and commenced work on 02 May 05 with a view to completing the facility by 07 December 2007.

It is of note that 21 Construction Squadron was also initially identified to move to Amberley in conjunction with 9 FSB but as the project was further delayed and costs rose the decision was taken that Defence could not afford to relocate both units. 9 FSB was the eventual winner in the decision making processes and was selected for relocation.

## Who is moving from where?

The elements of 9 FSB identified for relocation to Amberley are Battalion Headquarters (BHQ), 9 Logistic Support Company (9 LSC), and 26 Transport Sqn (26 Tpt Sqn). A new player in the equation is 37 Force Supply Company (37 FSC) which is being grown from 2 FSC, a sub-unit of 10 FSB in Townsville. 37 FSC will be allocated under command 9 FSB in January 2008.

HQ 9 FSB and its direct support sub-unit, 9 LSC are presently located in Vung Tau Lines in Randwick Barracks. The present accommodation would be classified, at best, as substandard with many of the staff occupying office space in demountable buildings inside an old warehouse. 26 Tpt Sqn's accommodation in Puckapunyal are not as limited as the BHQs but could be described as past their best and 85 Tpt Tp in Moorebank has been in its accommodation since the mid 1970s and even when new would have been seen as rudimentary.

## Why Amberley?

The opportunity to relocate and collocate is seen as a very positive step. The BHQ, almost since inception as 9th Transport Regiment (9 Tpt Regt), has had a very dispersed command with its sub-units being located over the years in Victoria, New South Wales and Queensland. The collocation of two Regular sub-units with the BHQ will undoubtably improve the lot of the Commanding Officer albeit with a few cultural changes to be implemented at all levels.

26 Tpt Sqn, now the Army's only line-haul (long distance) heavy transport unit, being located in Puckapunyal Victoria and with 85 Tpt Tp located in Moorebank NSW, has been literally several thousand kilometres away from the units and exercise and operational areas it was required to support. By relocating to Amberley in South East Queensland 26 Tpt Sqn will be much closer to many of its major customers, particularly the Armoured, Engineer and Mounted Infantry units in Enoggera. Further, being located in Amberley places the unit much closer to the major eastern training areas of Shoalwater Bay and Tin Can Bay. It is also about half the distance to Darwin from Amberley than their current locations of Puckapunyal and Moorebank.

## Cost benefits

Some number crunching was done to try to evaluate savings as part of the justification for the move. The forecast operational cost savings are in the order of over a million vehicle kilometres saved in relocating task and support vehicles from southern Australia to south-east Queensland. Aligned with this saving will be a consequent reduction in maintenance costs because of reduced wear and tear on equipment. It has been conservatively estimated, in dollar terms, that Defence could be saving well in excess of $1.5 million annually in fuel, maintenance, rations, allowances and other costs.

*RAAF Base Amberley*

*9 FSB Precinct prior to commencement of construction*

Further, and a real benefit to the soldiers and families of the Battalion will be the time saved on task. Soldiers will spend less time away from their unit and home locations, about 30 man-days per driver per year. It is anticipated that this will also provide better retention of personnel.

Collocating two of the three major ARA elements of 9 FSB will dramatically reduce many of the command and control issues being faced by the Battalion and will provide for better corporate governance for all elements involved in the relocation to Amberley. These factors will hopefully further improve in a few years time when 176 Air Dispatch Squadron will also collocate as part of Amberley Redevelopment Stage 3, which will involve the anticipated move of the RAAF's Air Lift Group.

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## Vung Tau Lines

HQ 9 FSB, and its predecessor, HQ 9 Tpt Regt, has occupied Vung Tau Lines in Randwick since the Lines were formerly opened by MAJGEN D.C.J. Deighton, AO, MBE on 18 May 1986. The historical link to Vung Tau Lines is through the various 9 FSB sub-units that served in 1 Australian Logistic Support Group (1 ALSG), Vung Tau, in the Republic of South Vietnam (SVN) over the period 1966 to 1972. Many of these same sub-units will be relocated to RAAF Base Amberley as part of the Stage 2 Redevelopment. Retaining the name of Vung Tau Lines for the new 9 FSB precinct will maintain the existing historical link that HQ 9 FSB has and will re-establish the link of the 9 FSB sub-units that previously served in Vung Tau. The sub-units of 1 ALSG with whom 9 FSB has this historical link are: 85 Tpt Pl; 86 Tpt Pl; 87 Tpt Pl (all of 26 Tpt Coy), 8 Pet Pl and 21 Sup Pl which will be platoons within 37 FSC.

## Facilities

The 9 FSB precinct of Vung Tau lines at RAAF Base Amberley are purpose designed facilities and will provide state of the art working accommodation for all elements of the Battalion. The precinct has been designed by Brisbane firm Bligh Voller Nield who have worked with Defence on several projects and have a very good understanding of Defence specific needs. The BHQ and LSC, 26 Tpt Sqn and 37 FSC will each have separate sub-unit compounds and HQ buildings with briefing and conference facilities. Each troop and platoon will have separate office areas and briefing rooms, Q store, ablutions and undercover vehicle shelters. Every soldier will have their own securable DP1 bay in their troop/platoon area in which all personal field equipment can be safely stored.

With collocation, the 26 Tpt Sqn Workshops will become the Battalion Workshop and it will also occupy a state of the art facility. An overhead gantry is part of the design plan as is reticulated oil, water, air and power to each of the work bays. The battery store and other specialist areas will again be state of the art and will be a far cry from the conditions in which the soldiers of the Battalion now operate.

The planners and designers have considered all of the needs of the Battalion units relocating to Amberley. They have, in their design plan, provided for a Training Facility which will include a Day Kitchen and the Battalion Canteen, a multiple vehicle wash point capable of taking the Battalion's heavy vehicles, and a refuelling facility which will also fuel the TTFs. They have even included a stable and paddock for the 26 Tpt Sqn mascots, the camels Vernon and Penny.


## RAAF Base Amberley

RAAF Base Amberley is one of the major Air Forces bases in Australia. It is already home to about 3000 Defence personnel, Australian Public Servants, and Defence contractors. The units on the Base are numerous and have a wide diversification of responsibilities including Maritime and Land strike capability with the F111, Caribou air transport, the RAAF Airfield Defence Guards, and the RAAF Security and Fire School. Further, RAAF Base Amberley has been identified by Government as one of the future 'Defence Megabases' and the capabilities such as the MRTT and soon to be purchased C17 Globemasters will add to the size and complexity of the Base.

The interest and support of the Base Command and Base support agencies has been exceptional. They recognise that the addition of some 400 soldiers into their environment will have a significant effect on all areas and elements on the Base and planning has already commenced as to how 9 FSB can be best integrated into the Base operations and routine. Even though 9 FSB will initially be 'outside the wire' the Battalion will still be part of the Base in every respect. Areas such as: accommodation and messing; physical training; provision of all components of health support including medical, dental, and psychological care; pastoral support; and legal support are all part of the considerations for planning of the relocation.

## Ipswich

Ipswich is the nearest town to Amberley and is described as one of the most progressive towns in Queensland. There are plans for an inland port with road, and Standard gauge and Queensland Gauge rail access, a 100,000 person accommodation plan in the nearby Ripley Valley, and an Aerospace Precinct adjacent to the RAAF Base. These plans augur well for the employment prospects of future Defence families into the area.

Planning for Defence families has already commenced. There is substantial family accommodation already built along the transport corridors leading to Ipswich.

Further, the Defence Housing Authority recently announced that they will be building 162 houses in the Fairview Rise Estate in the suburb of Flinders View; this will probably be a mixed estate with both married quarters and homes for purchase by the civilian community. The Defence Community Organisation has already commenced planning for families with consideration for additional places in schools and family day care.

## Project planning

A number of initiatives have already been taken with regard to the relocation of the Battalion to Amberley. A full time Project Officer has been appointed and close liaison with the architects and the Project Management team at Connell Wagner has provided a solid basis on which to continue into the construction phase of the project.

Work on the fine detail for the relocation continues with all agencies and an initial briefing to the sub-units involved in the move has already occurred. Future briefings to the soldiers of the Battalion are planned for 2007 with the briefing team to include representatives from the Defence Community Organisation, Defence Housing Authority, Ipswich City Council and the RAAF Base to ensure that up to date and accurate information is available to members and their families. An information package is being prepared by the various support agencies which will also provide families with up to date information on the area, schooling, childcare, transportation and accommodation.

9 FSB plans to commence the physical relocation at the start of November 2007 with contractors packing stores and offices. This will be followed by concentrating all unit vehicles and loaded trailers in Randwick in December 2007 and then handing back the current unit locations to Corporate Support and Infrastructure Group. Following Christmas leave and stand down the Unit will then commence a phased occupation of the new facility from mid-January 2008 and will be complete in location by early February 2008.

## Conclusion

The relocation of elements of 9 FSB to RAAF Base Amberley is well under way. The precinct design will provide a state of the art facility and work has commenced on site. Planning for the relocation continues and interest within the Battalion is very high. 9 FSB in its new facility in Vung Tau Lines will be better situated to continue its high level of support to ADF operations.





# The origins of our newest brigade and force level combat service support in the Australian Army

**Captain Reuben R.E. Bowd**

**On 20 May 2006, Headquarters Logistic Support Force (HQ LSF) was disbanded and the 17th Combat Service Support Brigade (17 CSS Bde) was raised. This marked a significant milestone for the Australian Army and its CSS community, and it is therefore fitting that a detailed examination of the Formation's genesis takes place at this time. The story that follows traces the evolution of 17 CSS Bde in the context of the development of the modern Army and the provision of 'Force' Level (or Third Line) CSS to the Army's high readiness force elements.**

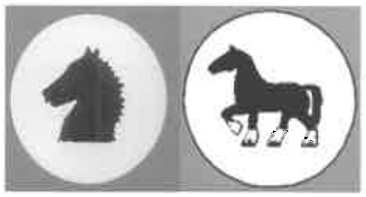
Traditional doctrine held, until recently, that an area of operations (AO) in which military forces were deployed comprised two main zones – the Combat Zone and Communication Zone (COMM Z). The COMM Z comprised the rear part of the AO, behind but contiguous to the Combat Zone, and contained the lines of communications, establishments for supply and evacuation, and other agencies required for the immediate support and maintenance of the field forces. It was further divided into the Forward Maintenance Area and Rear Maintenance Area and was the domain of the force logistician and home to third line support units that when task organised under a single commander formed a unique formation called a COMM Z Group. More recently, the COMM Z Group was retitled the Force Support Group (FSG), although the nature and function of the two organisations are indistinguishable. Although the evolution of less rigid 'effects' based doctrine has rendered redundant the two zones that traditionally divided the AO, 17 CSS Bde continues to provide third line 'general support' to deployed force elements on the complex and dynamic modern battlefield.

While a 17th Brigade has not existed on the Australian Army Order of Battle (ORBAT) since the conclusion of the Second World War, 17 CSS Bde directly traces its genesis to the October 1956 Strategic Policy Review. That document concluded that Australia's military requirements would best be met with hard-hitting, flexible, mobile and readily available land forces based on an Australian Regular Army (ARA), and by doing so signified a shift away from a traditional reliance on the Citizen Military Forces (CMF). It also acknowledged an increasingly challenging regional security environment, in which Australia was committed to various defence arrangements, and the changed face of modern warfare.

In 1957 the Army began a three-year re-organisation into a 'tropical' force centred on ARA high readiness expeditionary forces comprising a Brigade Group with an armoured regiment, and an offshore Battalion Group supporting Australia's commitment to the Commonwealth Far East Strategic Reserve. The CMF comprised three infantry divisions (1st, 2nd and 3rd Division) and was responsible for the provision of follow-on forces. A Logistic Support Force (LSF), with an establishment of about 2,100 personnel, was to be raised and tailored to meet the requirements of the ARA high readiness forces. It was envisaged to be a diverse organisation comprising engineer, signal, support (transport and supply), medical, dental, ordnance, electrical and mechanical, provost, psychology, pay, postal, graves registration and amenities units that were commanded by a Headquarters (HQ). HQ 1st Logistic Support Force (1 LSF) first appeared on the Army's ORBAT on 19 June 1958, although manning constraints militated against the raising of such an ambitious formation at the time.

In late 1959 the Australian Army braced itself for another significant re-organisation as part of the 'Pentropic experiment'. The 'Pentropic' Army comprised two Divisions, each with five 'up-sized' and 'up-gunned' infantry battalions known as 'Battle Groups' when supporting arms and services were attached. The 'Brigade' was removed from the Army's lexicon in favour of the 'TF (TF)' – a formation comprising two or more Battle Groups. On 27 March 1960, the Minister for the Army, Athol Townley, formally announced the adoption of the 'Pentropic' structure and proclaimed a number of benefits for the Australian Army, one of which was the raising of a Logistic Support Group (LSG). The 1st Division became a high readiness ARA formation (comprising two ARA and three CMF Battle Groups), while the lower priority 3rd Division was retained by the CMF. The 2nd Division was disbanded on 30 November 1960 and its personnel and commander were incorporated into HQ Eastern Command Troops the following day.

On 1 July 1960 HQ 1 LSF was raised in Victoria Barracks, Paddington to support the 1st Division and by 1961 had an allocated strength of 2,260 personnel, mostly shadow posted under a permanent HQ. In October 1961, the 'quasi-formation' had its first deployment, 'Exercise ICEBREAKER', following which the Military Board approved 1 LSF soldiers, including those shadow-posted, to wear jungle greens to promote esprit de corps.




*L-R: The knight chessman emblem of 1 LSF and 1 LSG (ODF), the Clydesdale adopted by the LSF, and the symbol of the newly raised 17 CSS Bde*

*L-R: COL Colwill (COMD 1 LSF) briefing LTCOL Sawyer (USA), MAJ Griffiths (HQ 1 LSF) and MAJ Joshua (HQ 1 LSF) during Exercise 'Long Shot', Jervis Bay, 1964*

More importantly, this approval allowed 1 LSF to maintain its identity after the exercise concentration period, and distinguished it as a component of the Army's field force. At about this time 1 LSF adopted the black head of a knight chessman (the horse) as its emblem. The chessman was symbolic of the organisational mission of 1 LSF, and was chosen to represent flexibility (the knight chessman can move in a unique manner), as well as the strength and speed of the horse. The emblem was not only utilised on official correspondence but was also affixed to formation vehicles.

The disbandment, redistribution and subsequent reorganisation of the 2nd Division during the 'Pentropic' era also marked a significant milestone in the history of force logistics in the Australian Army. On 1 January 1961, HQ Eastern Command Troops was retitled HQ COMM Z and was made responsible for all CMF units supporting the 1st and 3rd Divisions. Its major elements included the 16th and 21st Construction Regiments, 11th Port Regiment, 8th Railway Group, 11th Movement Control Group, 3rd Line of Communication Signal Regiment and 7th Supply Group, many of which were shadow posted to 1 LSF for exercises and deployments. HQ COMM Z was housed in Moore Park Barracks, Sydney.

On 20 December 1964, Alexander Forbes, the Minister for the Army, announced the abandonment of the 'Pentropic experiment' because it failed to deliver increased combat effectiveness and personnel efficiencies, and by early 1965 the Army had reverted to a more traditional 'tropical' force structure.

As part of this reorganisation, on 16 August 1965 the 2nd Division was re-raised and HQ COMM Z was included in its structure. The 2nd Divisions HQ COMM Z was smaller than its 'Pentropic' predecessor and had more limited responsibilities. This was because the 'Pentropic' organisation had been broken up and its units were redistributed across the field force, allocated to new commands including the 3rd Division that had raised a similar organisation known as HQ Support Group. Both HQ COMM Z and HQ Support Group served to centralise command of CMF logistic units that could be allocated to support the rear area of an operational theatre. By November 1967 the Australian Army had a 'tropical' establishment of nine ARA and 16 CMF infantry battalions grouped into three ARA and five CMF TF HQ that each controlled the full range of combat and support elements required for operations. The Divisions and TFs were administered by eight geographic commands, of which HQ Eastern Command was paramount.

By 1965, 1 LSF had relocated to nearby Moore Park Barracks, alongside HQ 1st Division and HQ COMM Z, and became an area headquarters within Eastern Command, responsible for local administration of the 1st Terminal Group, 2nd General Hospital and 1st Terminal Group Workshops. It also incorporated several other COMM Z units administered by HQ Liverpool Area (2nd Base Ordnance Depot), and the 1st, 2nd and 3rd Divisions when attached for exercises or operations. The LSF was structured to support up to two deployed TFs, had no fixed ORBAT and could be tailored to meet specific operational requirements.

The first operational test of 1 LSF capabilities occurred on 25 May 1965 when the 1st Australian Logistic Support Company (ALSC) deployed to South Vietnam to support the 1st Battalion the Royal Australian Regiment (1 RAR) Group stationed at Bien Hoa. By 25 April 1966, 1 ALSC was incorporated into a larger organisation, the 1st Australian Logistic Support Group (1 ALSG), headquartered at Vung Tau with detachments at Nui Dat and Saigon. This followed the Government's decision to increase its commitment to an Australian TF (1 ATF). 1 ALSG was a diverse organisation comprising 20 units with a total strength of 1,015 personnel and its emblem, the black head of the knight chessman, was identical to that of its parent organisation. Five years later, Australian forces commenced their withdrawal from Vietnam and 1 ALSG progressively downsized. By 20 October 1971 all remaining 1 ALSG elements were integrated into HQ 1 ATF with the last members departing the Vietnam AO on 12 March 1972. The organisation was commanded by a succession of outstanding officers like Colonel John Stevenson and Colonel Phillip Greville. Interestingly, with the exception of 1 ALSC, none of the commanders were logisticians.

Throughout the Vietnam conflict 1 LSF continued to train follow-on forces for service with 1 ALSG in addition to fulfilling its various obligations in Australia. For example, between October and December 1966, approximately 2,000 1 LSF personnel were stationed at Rockhampton to participate in the largest Australian training exercise of its time, 'Exercise BARRA WINGA'. During the exercise 1 LSF deployed an array of capabilities to

*The 1 LSF flag is proudly displayed on Exercise 'Log Train', Korat (Thailand), March 1965*

**The chessman was symbolic of the organisational mission of 1 LSF, and was chosen to represent flexibility (the knight chessman can move in a unique manner), as well as the strength and speed of the horse.**

*Trucks of 87th Transport Platoon ('The Teaspoons'), 1 ALSG, Vung Tau (South Vietnam), circa 1966/67*





support the newly raised 6th TF, and elements of the Pacific Islands Regiment, locked in battle with the fictitious Queensland Cong.

The 1970's brought considerable reform for the Australian Army. The end of Australia's involvement in South Vietnam and the abolishment of national service in 1972 resulted in the ARA being contracted to six Battalions organised into three HQ TFs. By 1 November 1973, as a result of the findings of an Army Review Committee chaired by the Vice Chief of the General Staff (VCGS) Major General Francis Hassett, the Army's geographical command structure was abandoned in favour of a functional command model. Accordingly, three functional commands were established and Military Districts replaced the seven main geographic commands. The three new functional commands were Field Force Command (subsequently Land Command in 1986), Training Command, and Logistic Command (subsequently Support Command in 1997 and Joint Logistic Command in 2000). Furthermore, HQ 1st Division was relocated from Sydney to Brisbane.

The 1973 reforms resulted in a significant restructure of the Army's logistics elements. The Royal Australian Army Service Corps (RAASC) was disbanded and the Army's principal logistic functions were vested in three corps: the Royal Australian Army Ordnance Corps (RAAOC), Royal Australian Electrical and Mechanical Engineers (RAEME), and a new corps, the Royal Australian Corps of Transport (RACT). RACT was formed on 1 June 1973 following an amalgamation of the RAASC and Royal Australian Engineers – Transportation Service (RAE-TS). While RAASC supply and administrative responsibilities were transferred to RAAOC, the RACT inherited RAASC road and amphibian transport, aerial delivery and postal tasks. The new corps also absorbed water transport, terminal and movement control responsibilities previously held by the RAE-TS.

Furthermore, from 1 November 1973, a number of Field Force logistic support units, including ARA COMM Z units and the Army Quality Assurance Service, were temporarily allocated to Logistic Command and the Military Districts on the premise that they would still be available for Field Force exercises and deployments. The redistribution of ARA COMM Z units to Logistic Command and the relocation of HQ 1st Division to Brisbane rendered HQ 1 LSF, by that time located at Georges Heights in Sydney, a redundant organisation. Accordingly, it disbanded on 29 April 1973 and became a reserved establishment on the Army ORBAT that could be re-raised at a later date. In actuality, the Army would wait almost 15 years for this to occur. In the meantime, a Logistics Branch was established within HQ Field Force Command and a sub-unit was raised in Moore Park Barracks called the Logistic Planning Group (LPG). Both of these organisations later amalgamated with Personal Branch to form what is today known as Administration Branch.

In April 1973, an inquiry into the future of the CMF was commissioned and subsequently recommended the reorganisation of CMF units, the abolishment of the force in its current form and the abandonment of the title CMF in favour of 'Army Reserve'. In 1975, as part of the rationalisation of CMF elements, HQ 3rd Division was downgraded to become the 3rd Divisional Field Force Group and many of its units, including those of HQ Support Group were rationalised or disbanded. The 2nd Division undertook a similar program to rationalise its structure that eventually resulted in the disbandment of HQ COMMZ on 4 October 1977. This was accompanied by approved increases in Army Reserve appointments within the LPG and many former members of HQ COMM Z, including its commander, were incorporated.

**The fledgling HQ was undermanned and initially lived what might best be described as a 'hand to mouth' existence. For example, it had furniture rescued from the repair pool and no telephones.**

Further reforms took place following the passing of the *Defence Force Reorganisation Act 1975* (Cth) that abolished the existing three service ministries and created the Department of Defence at a time when 'continental defence' (self-reliance) replaced 'forward defence' as Australia's strategic policy. By 1980, the Army had allocated specialisations and development roles to each of its ARA TFs in what became known as the 'core force' model. The 1st TF (HQ in Holsworthy) focused on heavy mobile operations and the development of amphibious deployment, 3rd TF (HQ in Townsville) concentrated on light, air-portable and air-mobile operations in tropical conditions and the ability to operate under jungle conditions, and 6th TF (HQ in Brisbane) remained a conventional infantry force with a secondary specialisation in urban warfare and amphibious deployment.

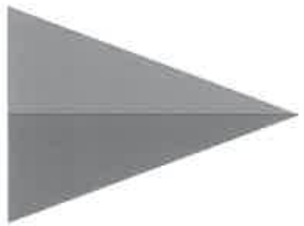
In 1981, the 1st Division raised an Operational Deployment Force (ODF), principally comprised of combat elements of 3rd TF. The ODF maintained a heightened state of readiness and required the ability to deploy a Company Group within 7 days and a TF within 28 days. Accordingly, on 19 January 1981 HQ 1 LSG (ODF) was raised with its HQ in Victoria Barracks, Paddington to support the ODF and in 1984 the Army reverted to the use of the term 'Brigade' instead of TF. Commander 1 LSG, a Lieutenant Colonel, was assigned from HQ Field Force Command to lead 762 personnel (696 ARA and 66 GRES) drawn from a number of units including a Signals Squadron, 17th Construction Squadron and Workshops, 26th Transport Squadron, 1st Field Hospital and 2nd Field Supply Battalion. The establishment rapidly grew and by 1992 comprised 1,031 personnel drawn from 19 units. As its emblem, 1 LSG (ODF) adopted the same symbol as its forebears, 1 LSF and 1 ALSG, by identifying itself using the black head of the knight chessman. In 1986, HQ Field Force Command became Land Command.

On 30 September 1986 Land Command issued an outline plan for the establishment of HQ LSF that was endorsed by the CGS, Lieutenant General Peter Gration, who directed that an implementation plan be developed by 10 August 1987 for his approval. This was prepared by a three man LSF Staff Planing Group that built the new formation HQ on the structure of 1 LSG (ODF), with additional elements provided by the Army Reserve. HQ LSF was to provide third line support for a division deployed in response to credible short-term contingencies and was re-raised on a temporarily basis on 18 January 1988, principally to support a Division deployed on Exercise 'KANGAROO 89' (K89). Competition for command of the organisation was fierce, and it was considered a win for logistics when Colonel Bob Carson, a RAAOC officer secured the position. While no logistician ever commanded 1 LSG (ODF), logistics officers have commanded the LSF since its inception, despite a prevailing atmosphere that appears to favour giving command opportunities to arms corps officers. The succession of logistics commanders continues – the current Commander 17 CSS Bde, Brigadier Mick Kehoe, is a RACT officer.

HQ LSF originally comprised three officers and was accommodated in Victoria Barracks, Paddington where it took up residence in two borrowed rooms.

The fledgling HQ was undermanned and initially lived what might best be described as a 'hand to mouth' existence. For example, it had furniture rescued from the repair pool and no telephones. HQ LSF was not anticipated to command any units, with the exception of HQ 1 LSG (ODF) that was to remain a separate entity for at least two years to avoid any impact on ODF capability while the LSF found its feet. Some members of Army HQ were cynical about the new LSF establishment and saw it as a time limited experiment that would cease to exist after the K89 exercise period. The LSF overcame these initial handicaps, and less than 18 months later deployed 2,500 personnel for over three months in support of K89, the Army's largest peacetime undertaking. Like its predecessor 1 LSF, the new establishment was not officially recognised as a formation. Despite this, and without official sanction, Commander LSF adopted the 'triangular pennant of red over green' that is reserved for a Commander COMM Z – the pennant has its origins in the Second World War and was first flown by Commander LSF during K89.

The LSF performed exceptionally on K89 and as a result Land Command initiated moves to establish a permanent formation. This was realised on 16 November 1990 when HQ LSF was raised as a permanent formation in Randwick Barracks, Sydney to command the 1st Air Transport Support Regiment, 9th Transport Regiment and 10th Terminal Regiment (including the 1st Watercraft Workshop). Commander 1 LSG (ODF), as head of the deployable elements of the LSF, assumed an in barracks function as Deputy Commander of the LSF. A Clydesdale, the sturdiest of horses that was used by medieval knights as a 'charger', was adopted as the emblem of the new formation to signify dependability and mobility under heavy loads. It distinguished HQ LSF whilst keeping with the 'horse' theme adopted by 1 LSF, 1 ALSG and 1 LSG (ODF). The Clydesdale was passionately embraced by a large constituency, the most enthusiastic of which were smaller specialist units of the Army Reserve located in regional areas that, prior to their transfer to LSF control, felt 'unloved and unwanted by their nominal superior HQ'. These units and their local communities 'saw attachment to the sympathetic LSF as being a much more congruent and satisfactory arrangement'. This sentiment was best demonstrated by the remote township of Korrumburra in East Gippsland, home to the 3rd Recovery Company. When Colonel Carson visited Korrumburra shortly after the LSF was raised, the newly appointed Commander LSF was received as a VIP by the Mayor and Local Council, and local media rallied for interviews. The district had embraced the Clydesdale symbol to the extent that it was on open display throughout the town and its surrounds.



*17 CSS Bde flag*

*COMD COMM Z Pennant*

The Army underwent further change as a result of the *Force Structure Review* in 1991 that saw it contract to two Divisions. Of greatest significance to logistics was a decision by the CGS, Lieutenant General John Coates, to authorise the trial raising of composite Brigade Administrative Support Battalion's (BASB), that were later renamed Combat Service Support Battalion's in 1997, to provide 2nd line support to a Brigade. The trial was successful and the first unit, 3 BASB, was permanently raised on 5 December 1992 to support the 3rd Brigade.

By 1 February 1991 the LSF ORBAT had expanded to include the 1st Petroleum Company and 3rd Recovery Company, followed by the 2nd Field Supply Battalion and 1st Amenities Unit on 1 July. On 1 July 1992 the 6th Engineer Group was reorganised to become LSF Engineers (it was returned to Land Command in August 2002), 10th Field Ambulance was incorporated in November 1993 and on 31 March 1994 the Army Fire Squadron (-) was raised. 145th Signals Squadron became an LSF unit in 1995, followed by the 1st Division Financial Services Unit that was transferred on 1 July 1996. From late 1997, a number of major health establishments also joined the LSF ORBAT, as did the 1st Psychology unit. Although these units had maintained close ties with the LSF since its inception, they had remained direct command units of Land Command Medical Services.

In 1995, Land Command considered raising composite logistics battalions within the force support area, utilising a similar methodology to the BASB. This concept was given further momentum as a result of pressures faced by the Army to reduce its personnel establishment. Accordingly, three Force Support Battalions (FSB) were raised on the Army's ORBAT. The first, 10 FSB (HQ in Townsville, raised on 1 March 1998) was an amalgamation of the 2nd Field Logistics Battalion, 1st Division Postal Unit and 10th Terminal Regiment. The 9th Transport Regiment was redesignated 9 FSB (HQ in Sydney, raised on 1 August 1998) and was given command of the 15th and 26th Transport Squadrons, Ships Army Detachments HMAS *Kanimbla*, *Manoora* and *Tobruk*, 176th Air Dispatch Squadron, 4th Military Police Company, 1st Division Financial Services Unit, and the Deployed Forces Support Unit (DFSU). The last to form was 2 FSB (HQ in Tasmania, raised on 28 November 1998) as an amalgamation of 44th Transport Squadron, 10th Field Ambulance, 111th Combat Support Platoon, LSF Workshop, and 46th Military Police Platoon.

A number of other units of the LSF were subsequently integrated into the FSB's while some elements, like the Military Police, were later transferred from LSF control. By January 1999, the formation's permanent establishment was significant enough to justify the appointment of a Brigadier as its commander. On 17 November 1999, DFSU detached from 9 FSB and became an independent LSF unit and 1 LSG (ODF) was disbanded following the deployment of a Force LSG (FLSG) to East Timor on 4 October. The FLSG returned to Australia on 30 June 2000 and was replaced by a Force Logistic Support Company (FLSC) that remained in East Timor until 4 June 2002. A deployable element of HQ LSF, called HQ FSG, was re-established on 14 July 2000 under commanded of a full Colonel whose in-barracks appointment was Chief of Staff of the formation.

In 2000, three Health Support Battalions (HSB) were formed through the amalgamation of LSF medical units. 1 HSB (HQ in Sydney, raised 16 August 2000) was formed from the 1st Field Hospital, 2 HSB (HQ in Brisbane,

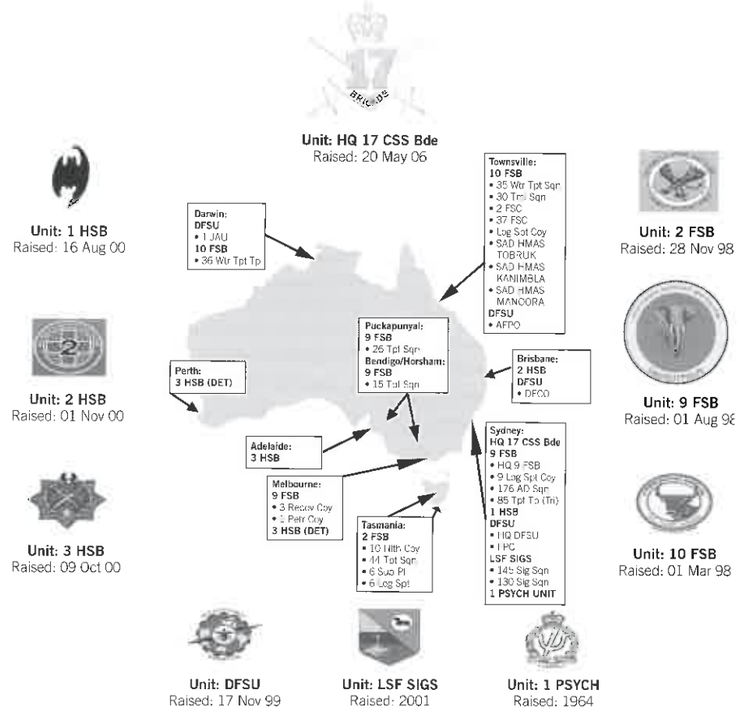
**A Clydesdale, the sturdiest of horses that was used by medieval knights as a 'charger', was adopted as the emblem of the new formation to signify dependability and mobility under heavy loads.**

raised 1 November 2000) amalgamated the 2nd Field Hospital, 4th Preventative Medicine Company and the Dental Unit of the Defence Corporate Support Office (Brisbane), and 3 HSB (HQ in Adelaide, raised 9 October 2000) amalgamated the 3rd Forward General Hospital, 3rd Preventive Medicine Company and the 6th and 7th Forward Surgical Teams. In 2001 an LSF Signals Unit (HQ in Holsworthy) was formed by amalgamating the 145th Signal Squadron with the newly raised 130th Signals Squadron.

The latest chapter in the formations long and distinguished history commenced on 20 May 2006 when 380 officers and soldiers of the LSF marched onto parade at Victoria Barracks, Paddington – the birthplace of the LSF. The parade, watched by a sizeable gathering of onlookers, was attended by numerous official guests that included past commanders of the LSF, former members of the 17th Infantry Brigade, the Land Commander Australia, Major General Mark Kelly and the Chief of Army, Lieutenant General Peter Leahy. An hour or so later the LSF had been disbanded and the parade marched off as members of a new and dynamic organisation retitled 17 CSS Bde. It is the only Brigade of its type to have ever existed on the Army's ORBAT, and its Commander, Brigadier Mick Kehoe, is the first logistician to ever claim the title of Brigade Commander.

17 CSS Bde, and its predecessors, have been represented on every major operational deployment since their inception and the formation continues to evolve to meet changing force structure requirements. While its insignia conforms to the 'crossed swords and boomerangs' of other Australian Army Brigades, and represents a departure from the 'horse' theme adopted by its forebears, the Clydesdale has been retained as the 17 CSS Bde mascot and appears in the top right hand corner of the Formation Flag. The Brigade HQ is still located at Randwick Barracks, and, like successive Commander's LSF before him, Commander 17 CSS Bde has inherited the COMM Z pennant in recognition of the formations task on the battlefield and the nature of its units.

At the date of its establishment, 17 CSS Bde had 1,927 full time and 679 part time personnel, and its HQ commanded nine units: 2, 9 and 10 FSB, 1, 2 and 3 HSB,




**17 CSS Bde, and its predecessors, have been represented on every major operational deployment since their inception and the formation continues to evolve to meet changing force structure requirements.**

the 1st Psychology Unit, DFSU and the LSF Signals Unit. On 8 August 2006, DFSU was retitled 39th Personnel Support Battalion and on 30 August LSF Signals became the 17th Command Support Regiment. Under the new Unit Entitlement (UE) review that takes effect from 1 January 2007, several sub-elements will be formally reassigned across the formation. For example, the Armed Forces Post Office will be transferred from 10 FSB to 9 FSB, while the Ships Army Detachments will be transferred from 9 FSB to 10 FSB's administrative command. In the near future, HQ 17 CSS Bde will relocate to Gallipoli Barracks, Enoggera and HQ 9 FSB, including some of its sub-elements, will move to RAAF base Amberly in Southern Queensland.

The principle published sources consulted in this article were: A. Palazzo, *The Australian Army: A History of its Organisation, 1901-2001*, (Melbourne: Oxford University Press, 2001); and, A. Palazzo, *The Royal Australian Corps of Transport*, (Canberra: Army History Unit, 2001). The principle unpublished materials include: Multiple Defence records from 17 CSS Bde archives, the Central Army Records Organisation, Australian War Memorial and Australian National Archives; the Vietnam Veterans Association and website; and interviews/correspondence between the author and Brigadier's (Rtd) K.R. Colwill and R.J. Carson.

# 176 Air Dispatch Squadron and the current state and future plans for the air dispatch capability

Drafted by LT Ben McCaskill

**Defence's air dispatch capability has come a long way since the days of flying low over the jungles of New Guinea and dispatching parachute-less loads using timber boards to slide urgently needed supplies out the side door of an aircraft. A crude method of dispatch that would inevitably result in loads being spread across the jungle floor after disintegrating on impact. Vast improvements in technology, techniques and procedures has seen the trade reach the level that it is at today.**

176th Air Dispatch Squadron based at RAAF Richmond is charged with maintaining this air dispatch capability within the ADF. 176 AD Sqn fulfil their role through a combination of free drop (though not often used), low and high velocity container loads, LAPES (low altitude parachute extraction system) loads released no more than 6ft off the ground, and Type V metal platforms for heavy drops.

176 Air Dispatchers are capable of rigging loads for air drop ranging from as small as a single man ration pack to Drum Fabric Collapsible, and vehicles and equipment ranging from 105mm guns, Landrovers through to plant equipment. Load items range in weight from as little as 5lb (2kg) up to 42 000lb (19100kg), though currently there is an upper range limitation of 35 000lb (15900kg) which is the allowable weight that can pass over the ramp of a C-130 aircraft.

Basic Air Dispatchers regularly load and rig aircraft pallets for transit in C-130 and B707 aircraft and 176 AD Sqn has the capability to conduct limited 24 hour air terminal operations with personnel trained in the use of specialist aircraft loading equipment. Air Dispatchers can also provide physical and technical advice in rigging stores and equipment for external carriage by rotary wing aircraft.

176 AD Sqn provide support to all of ADF rather than having just an Army focus. Some of this wider support includes RAAF pilot and loadmaster training, Naval resupply of victuals, parts and equipment, and support to Special Operations. 176 AD Sqn can and has also provided support to the civil community in times of flood and drought in the shape of food, water and fuel drops as well as fodder drops for livestock.

176 AD Sqn does not have a typical task profile, but has the capability to resupply small patrols on foot or insert up to an Airborne Battalion Group including infantry, surgical and engineer elements. The Bn insertion may include 105mm guns, B vehicles and small plant equipment. Once the ABG is inserted it can be resupplied with food, water, fuel, ammunition, defensive stores and equipment as needed through air drop.

An example of the type of support offered by 176 AD Sqn was seen during Exercise Talisman Sabre 05. This involved a Battalion insertion of 3 RAR and Special Force elements into Shoalwater Bay Training Area. During that exercise 176 AD Sqn rigged a variety of platform and container loads for the 3RAR insertion. This included Landrovers, 4X4 DZ bikes and trailers, 105mm guns and a multitude of supplies in mass loads on Type V platforms. For the Special Forces elements the squadron rigged a combination of zodiac boat bundles using A22s and Metal Frame Platforms which allows the zodiacs to be inflated prior to the drop with stores and equipment secured internally.

**So rather than dying, the air dispatch trade can be seen as coming into a new era where new equipment, technology, procedures and operational requirements see the air dispatch capability being relied upon more than ever.**

Parachute and airdrop support was also provided through 176 AD Sqn Parachute Jump Masters for both static line and free-fall for the planning and dispatch of paratroopers. Supervisor Aerial Delivery and Crew Commanders provided technical advice on drop zones as well as drop zone safety officer support.

With the recent announcement by Chief of Army to re-role 3 RAR from a parachute/ airborne unit to a mechanised infantry unit based in Adelaide many would say that the air dispatch trade may possibly become redundant, however that could not be further from the truth. This is reflected by trends experienced in current operations.

For example, at the commencement of hostilities in Afghanistan and Iraq only 3% of supplies were being air dropped to ground forces. That figure has now risen significantly to 30%. In addition to this, increase in use of airdrop is likely with the purchase of C-17 aircraft. These aircraft will provide the ADF another platform with which to conduct heavy drop operations and one C-17 airframe has the capability to drop the equivalent of five C-130s.

Coupled with the addition of the C17 airframes, the ADF is closely monitoring the US development of new capabilities for air drop. One in particular is the Joint Precision Air Drop System. JPADS sees loads from 2 000lb (910kg) to 60 000lb (27300kg) delivered to within 50m of a pre-determined location on the ground. Should it be successful, it is likely the resulting systems and procedures from this project will be investigated by Air Movements Training and Development Unit. The unit responsible for future air dispatch capability.

Other improvements planned for the trade include: ensuring vehicles from Land 121 such as the new Landrover equivalent are air drop capable; and investigating new methods of dropping zodiacs and Ridged Hull Inflatable Boats from aircraft, that focus on platforms that separate from the load post extraction. The rigging of 105mm guns is also being revised to enable more ammunition be packed with the gun itself. Also on the drawing board is the development of new skid steer loaders and the external lift of Defence's new 750kg and 1200kg trailers.

Air dispatch equipment is also being revised with a focus on external lift capability for carrying heavier loads and increasing interoperability with other nations. Investigation is also being made into the development of cheaper and more durable A22 skidboards made of polyester, primarily for use during operational or humanitarian drops, when it is not possible or practical to retrieve used air dispatch equipment.

So rather than dying, the air dispatch trade can be seen as coming into a new era where new equipment, technology, procedures and operational requirements see the air dispatch capability being relied upon more than ever.





# "Hardened, Networked...and Commercially Capable", Army and Contractor Support on Operations

Brigadier David Saul

**"...the US, and to a lesser extent the UK, now rely extensively on private firms to provide logistics support in operational areas.... Where there have been problems, they can usually be traced back to inadequate oversight rather than any intrinsic problem with contract support."**

Dr. Mark Thompson, *"War and Profit: Doing business on the battlefield"*. Australian Strategic Policy Institute (ASPI), March 2005.

When Mark Thompson's paper endorsing a greater use of contractor support on operations was published six weeks after I had returned from Iraq a cursory review annoyed me. The paper proffered general opinions and while some were qualified, they were not tempered to the extent that the grim reality of Iraq required. There was little in the way of guidance on how the ADF could progress from theory to practice. Despite these shortcomings the ASPI paper raised some important issues on contract management and prearranged support (PAS).

In this paper I intend to outline the conditions where Army can best use the considerable capability provided by deployed contractor support, highlight the pitfalls if implementation of this support is not conducted in a comprehensive and integrated manner and detail the management considerations necessary if this support is to be successful.

The ADF has made some progress over the last five years in formalising the process for using contractors on operations. DI(G) OPS 05-3 *Civilians in Support of Australian Defence Force operations* and ADFP 4.2.1 *Civilians in Support of Australian Defence Force Operations* both provide sound guidance on the topic. However, the inescapable fact remains that Army currently lacks a training process to ensure we can optimise this capability – in short, Army needs to become more commercially capable on operations.

## Contractor Support

To some extent Army has a basic commercial understanding in most units now. However, there are a range of options for the use of commercial resources on operations and a better understanding of the roles and implications of these options is important. Considering contract support in a tiered manner may assist in understanding roles and responsibilities at different levels.

At the tactical level the local purchase of items using Commonwealth regulations is a daily occurrence and it is a sound method of engaging a local community. Such practices form the first tier of contract management practices and in the right circumstances can alleviate short term sustainment issues on operations. The purchase of items such as basic foodstuffs, gases or office supplies at the tactical level are good examples of locally procured items.

More significant contracting practices, where a comprehensive contract or standing offer[1] is established involves formal tendering, a selection and negotiation process and the subsequent implementation of support by a commercial entity. This second tier of commercial support forms an enduring sustainment capability and can add flexibility to an operation. It may involve more complex capabilities, such as medical support, and will normally require contract management staff to be deployed. The provision of vehicle maintenance and the cleaning and redeployment of vehicles in East Timor and the contractor support provided to the Regional Assistance Mission in the Solomon Islands (RAMSI) by a prime contractor are examples of this Tier Two support. In recent history this type of support has been organised at short notice and is known as on occurrence support (OOS). With some advanced notice it could also be implemented as PAS.

Tier three support includes operational or strategic level contracting. It is most often PAS. The engagement of commercial shipping or aircraft for deployments, the establishment of contractor maintenance obligations in major equipment acquisitions or a support contract established as a contingency measure are examples of this level of contracting.

None of the tiers of contracting support should be considered in isolation. The establishment of tier one arrangements must be done in the knowledge that a more comprehensive tier two contract is likely to be implemented within ninety days of an operation commencing and local expectations should be conditioned to such a change. Similarly, staff need to forecast the implications of tier three arrangements, particularly the deployment of civilian maintenance staff.

## When is Contractor Support Viable?

"...in Iraq and Afghanistan it appears that, for the most part, contractors have stayed the course in the face of kidnappings and deaths." Dr. Mark Thompson, *"War and Profit: Doing business on the battlefield"*

Army has undertaken a series of demanding operational deployments over the last decade and commercial contractors have been used to supplement or as an alternative to military capabilities in some form on all deployments.

In-theatre contracted services worked well in East Timor and the Solomon Islands for a number of reasons: (noting that I will address implementation processes that can cause initial problems later in this paper)

- On both operations Army faced a relatively benign tactical environment – this allowed each party to find its feet in the contract relationship and allowed the contract to evolve as new requirements were determined.
- A viable military option was readily available to minimise the risk of contractor non performance which also ensured a value for money outcome in the selection/negotiation phase of establishing a contract.
- Competition was present in the commercial market place which allowed the Commonwealth to have a choice in the way that services were to be provided, allowed a comparison of costs to occur and very good value for money solutions to be provided.

The ASPI paper noted that contractors in Iraq had shown commendable resilience in the face of considerable threats. From my perspective contractor support within major bases in Iraq was excellent. In a protected environment, when set services are required, contracted support can provide tremendous benefits. Difficulties in securing contracted support in Iraq occurred when:

- Services needed to be expanded or replicated in different locations quickly, specifically in less than ninety days.
- Local providers were involved and these contractors were subjected to intimidation, including death threats and kidnappings, which made the provision of services such as tentage or a labour force unreliable or non existent.
- Only one or two companies bid for contracted work outside well established bases and this resulted in grossly inflated costs and often left no mechanism to compare proposed costs.
- Unscrupulous contractors took advantage of poor contract management and chose not to perform the contracted services.

None of these situations will jeopardise an operation unless a military force is left without the capacity to provide alternative support. The lessons for Army are that contracted services work most effectively in a benign environment or in the situation where significant protection is available. In the complex environment contracted services do not provide tactical flexibility, there is a benefit in having a number of contractors engaged in the process and the availability of a military alternative is a clear risk mitigator. Contractors are not the panacea for a lack of military service support nor should mission critical support be reliant upon them.

## The Contracting Process

For Army an understanding of the contracting process is the most basic step on the path to being commercially capable. This understanding encompasses three elements. The formal process in accordance with complex procurement requirements, a knowledge of commercial capabilities and a clear idea of where the integration of contracted support fits into the planning cycle for operations. An understanding of these elements should span the three phases of a contract; the establishment of a contract, the implementation of a contract and the ongoing management of a contract.

**Establishing a contract.** Ideally, the possibility of contracting support is acknowledged at the operational level during initial planning. ADFP 4.2.1 provides a comprehensive overview of the process and factors to be considered, Joint Logistic Group (JLG) staff can provide specific guidance. From my perspective the following points are important:

- The strategic intent, at CDF level, for contracting support needs to be established and a timeframe for engagement needs to be confirmed. This guidance will trigger planning on the type of services to be sought.
- Funds need to be sought through the normal appropriation process, which allows the contracting process to be initiated. Careful wording of tendering documentation may allow indicative costs to be provided early in the contracting process which will assist staff to make a more accurate assessment of the funds that are required.
- In consultation with deploying elements, the specific contractor support requirements and indicative timeframes need to be determined. This will confirm the type of services and usage rates – both are critical in formulating a pricing schedule that can be used to compare contractors. However, deploying elements need to be guided through this process to ensure realistic and commercially viable expectations are created. In Iraq some supported elements expected transit camps to be established with beds and pebbled paths in a seven day period, five kilometres from Fallujah – the actual contractor capacity was markedly different.
- The formal contract process needs to be undertaken (noting that currently the ADF does not have a standing logistic arrangement that the US and UK have). This requires the availability of trained staff coupled with good legal advice on commercial matters.

The ADF has taken a significant step in addressing timeliness in engaging contractor support by establishing a strategic planning partner within the JLG manned by commercial contractors who are engaged to provide advice on what options are commercially possible and the subsequent implications for the ADF. This support has the potential to quicken the contracting process.

The ADF has not sought the option of establishing a service support PAS, as the US and UK have done, and as advocated by ASPI. The speed of contracting response has to be balanced against the stand by costs and the fact that the tendering process engenders competitive proposals. This issue was addressed by the Chiefs of Staff Committee in 2004 and 2005 and the strategic planning partner concept was endorsed as the preferred course of action.

**Implementing Contract Arrangements.** In most circumstances a phased roll out of contractor support, that is the establishment of services over a period of time, will allow deployed forces to make provision for the arrival of contracting staff, will allow for any initial problems to be rectified before they are compounded by new requirements and will ensure that contract management staff are in place.

Contracts for the provision of support are a living document. Recent experience suggests that initial requirements can change particularly as a better understanding of the tactical situation develops. In the Solomon Islands the operating requirements of the police element were determined well after the support contract was signed. Established contractors understand that personnel numbers, locations and the rate of operations can vary markedly between planning and execution.

A note of caution – deployed military staff need to have an understanding of what the initial contract requirements were before raising concerns about contractor performance in meeting subsequent, short notice, unforecast requirements. Usually you are getting the service that was requested and contracted for. Capable contract management staff will assist this process and amend the contract.

**Contract Management.** The oversight of US contracting in Iraq has been a challenging area. It would be wrong for Australian personnel to go into all contract relationships deeply suspicious of contractor motives. Instead contract management should focus on collectively improving the level of service delivery. Difficulties are encountered when there is a shortage of personnel at the tactical level who can:

- verify contractor performance,
- tailor the inevitable changes in a form that meets the requirement of the deployed force with a knowledge of the capabilities of the on-site contractor,
- evaluate contractor initiated efficiency proposals, and
- direct concerns to a cell that can formally hold contractors to account.

A number of implications flow from this in-theatre requirement. Trained staff are required to undertake this role, formalised as the Commonwealth's Representative, and a lack of trained staff is an Army weakness, secondly when manning is being considered at HQ Joint Operations Command (HQJOC) an allowance must be made for the inclusion of contract management staff in the manning figures. A shortage of staff supporting the Commonwealth's Representative may limit the effectiveness of contractor support and will lead to some of the oversight problems faced in Iraq.

The current ADF experience suggests that in-theatre contract management should be supported by contract support outside an area of operations. JLG operates a small contract management cell based in Melbourne which provides general advice on contracting options and establishes contracted support for deployed forces. Such a cell allows:

- legal issues to be resolved, noting that commercial legal advice may need to be sourced from outside the ADF;
- accounts to be independently verified – notably foreign exchange differences;
- concerns about contractor performance to be formally raised with company executives; and
- contract change proposals to be staffed through legal and financial determinations.

In the Australian context this management process has worked well and it has freed deployed forces from the burden of establishing contracts and managing complex issues. The challenge for HQJOC is to coordinate the various types of contractor support and ensure itself that measures are in place to verify that support is consistent with the operational intent and ADF directives. HQJOC should ensure that contract proposals are tabled and discussed as part of the initial operational level planning process.





## Army's Tasks

ADFP 4.2.1 notes that a range of staff are necessary to make the contracting process viable and "Training of personnel to be assigned to these positions is also the responsibility of HQAST and JLC (sic)". This is an unrealistic requirement. If Army is going to provide timely and sensible input into the establishment of contracts for deployed services, be in a position to oversee an orderly implementation of contracted services and manage the ongoing support then a range of training needs to be provided. Interestingly, neither of the other Services has a contract training regime in place although some on-the-job training does afford more exposure for junior personnel.

Within Land Command there is a requirement to establish a deployable contract management capability, specifically personnel to act as the Commonwealth's Representatives. Additionally, some general contract management knowledge would benefit a cross section of personnel who need to provide planning input at all levels.

Consequently, three levels of contract training, focused on support services, should occur:

- **Introduction to Contracting.** A WO2/Officer level introduction focused on principles and processes with an emphasis on deployed contractor support. To be conducted at ALTC as part of LOIC/WO LOG CSE. 2-3 day commitment.

**For RACT the lesson is clear – if we are to completely master the support environment, our personnel will need to step forward and undertake this training.**

- **Contract Management Processes.** A senior Captain level course focused on the implication of contracting on the planning of and implementation into of operations. To be conducted at ALTC as part of the LOAC. 2-3 day commitment.
- **Contract Management (Commonwealth's Representative).** An interim solution will require personnel in 17 Bde (CSS) to be dual hatted and identified to undertake training in simple and complex procurement, the Phillips Fox (legal firm) introduction to contract management, tuition in negotiating and influencing and then to undertake practical work with JLG. In total 6-8 weeks of distributed training. This training could evolve into a formalised course or in part as a module at ALTC.

## Conclusion

Commercial support to deployed forces should now be a standard consideration in planning operational support. There are complexities involved in this contractor support that some commentators do not appreciate. Despite a range of experience in using contractors over the last decade Army has yet to formalise any process for educating or training personnel who not only have to plan the implementation of this support but who should be managing the support on operations. Without being commercially capable Army risks a sub optimal performance on operations. For RACT the lesson is clear – if we are to completely master the support environment, our personnel will need to step forward and undertake this training.

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[1] Standing Offer – refers to the establishment of a "menu" of contracted services that a deployed force can choose to use. The Commonwealth incurs nominal costs until services are requested.

# The role of the LOGCC and what the LOGCC commands and controls in theatre. Is this a practical method of commanding and controlling CSS in theatre and are there better alternatives?

**Captain D. Beaumont**

**Although the term 'component command' is a relatively recent doctrinal term, the division of command responsibilities into functional groupings is common throughout military history. The structure of most modern militaries into Services is indicative of how combat functions are concentrated into an effectively controlled organisation. There are many examples that show where the complex battlefield environments, such as in amphibious, urban or airborne operations, require tactical command to include capabilities held by different Services. Component command is therefore a common concept and characteristic of modern methods of command and control.**

MLW 1-1-2 defines component command as occurring when the direct command method becomes too cumbersome, with the alternative being the division of a force into specific components[2]. Formations or elements within a force may be assigned to a particular component depending on the combat capability, or to reflect the integration of particular capabilities within a force during an operation. In Australian doctrine, a Joint Force may have the following traditional tactical components; Maritime, Air, Land and Special Operations.

In the Australian context, the method of command and the nature of the component structure is determined at the operational level during the estimate process at HQ Joint Operations Command (JOC)[2]. At this point it may be determined that due to the complexity of an operation, or the scale of the conflict, or even the span of command required by the JFC, that a Logistic Component (LOGC) should be constituted. It is accepted in Australian doctrine that the existence of the LOGC is not a foregone conclusion, being that a JFC may determine if command of logistics elements in theatre occurs directly through his J1/4 staff or by environment, function or location[3].

This essay will discuss the role of the LOGC in joint operations. It will do so by observing Australian doctrine and what functions and capabilities are traditionally assigned under a LOGC. By placing this in context with recent operational and exercise experiences, as

well as the experiences of foreign militaries, it will be seen that a LOGC is often the most practical and efficient method of commanding and controlling CSS in theatre.

## THE AUSTRALIAN APPROACH TO THE LOGC

### Roles of the LOGC

Before understanding the role of the LOGC, it is important to distinguish between it and the J1/4 Branch of the HQ JTF. As is evident in other functional commands (e.g. Maritime) where HQ JTF can devolve tactical operations to these functional components, the establishment of a LOGC enables the J1/4 staff to delegate tactical considerations and planning to allow the branch to focus on the operational plan. This would result in a distinction where the J1/4 branch plans forward and into the future, while the LOGC deals with immediate tactical concerns.

This is obviously a beneficial situation as it allows the J1/J4 staff to concentrate on resolving the key battle-winning issues and critical constraints of a campaign, operation or battle[4]. They will still continue to provide a coordination role for logistics aspects of the entire force. However, they will defer tasking and execution functions to the LOGC in most cases whilst retaining most of the planning functions required for future operational or tactical missions. In most cases, a clear delineation of responsibility is confirmed well before deployment, during the operational estimate conducted by HQ JOC.

Doctrine contains very little specific information concerning the roles of the LOGCC, other than how it relates to the effective command and control of logistics held at the operational (force) level, or the 3rd line. Its primary role is to deliver CSS to formations deployed in theatre from the 'agreed point', and is thus responsible for staff planning and control of CSS elements within the theatre[5]. In achieving this goal the purpose-built design of the LOGC contributes significantly into determining what specific functions or capabilities the LOGC will provide in the field. Environmental considerations may also contribute to delineating the tasks of a LOGC.

For example, where distances between the 'agreed point' and tactical units may be greater, the emphasis of forces assigned to the LOGC may be on distribution elements, as well as supply elements for warehousing etc. In these cases the LOGC would provide the ability to monitor and manage distribution and asset tracking (such as was completed by the UK Logistics Component of its deployed HQ during the 2003 war in Iraq[6]). This may differ from an environment where a smaller AO with high intensity operations necessitates a reversal of the forces assigned. Ultimately, in both situations the role of the LOGCC will remain the same; it will command and control the CSS functions and capabilities assigned to it and monitor tactical logistical situation within the theatre.

### Structure of the LOGCC and assigned forces

There is no defined doctrinal structure for a LOGCC as the component is purpose built in order to support the tactical and operational objectives of the COMD JTF. It is configured to reduce the span of command of HQ JTF and to centralise planning, command and control. Additionally, the composition of the LOGC is dependent on the tactical formations that it supports[7]. Generally the representation of the three Services within the Component should reflect the balance of tactical logistic assets assigned to the LOGC.

Just as several organisations within the ADF are configured to provide a structure for a deployed HQ JTF, such as DJFHQ (Land) and DJFHQ (Maritime), capabilities already exist within the current ADF to mount a LOGCC. However, only the Army Force Support Group (FSG), a component of 17 CSS Bde (formerly the Logistic Support Force) , is regularly employed as a LOGCC. During OP WARDEN in East Timor, the FSG (with augmentation) deployed to fulfil the LOGC requirement.

As an example of a Logistic Component Commander (LOGCC), COMD FSG operates at the same level of Maritime, Air and Land Component Commanders. The FSG will have technical control of CSS within the AO, and is able to focus CSS effort to support the operational main effort as required[8]. Assignment of 3rd line logistic elements (including Second line Army CSS and non-Army CSS assets) is executed through the J1/4 Staff on HQ JTF. However, being part of 17 CSS Bde the FSG normally has 3rd line Army assets already assigned to it (this will be discussed below).

Force logistics, in accordance with the definition contained in ADDP 4.2, is concerned with the "logistics resources and activities provided by the logistic support organisation tasked in support of an ADF or combined force"[9]. Doctrinally those elements designated to provide 3rd line (or in some cases, 2nd line) logistics support would normally be assigned under a LOGC[10]. As implied above, the LSF is configured specifically for this function, although normally to provide CSS support to the Army. Traditionally, however, 17 CSS Bde has provided the basic structure for a LOGC in a JFAO.

However, with the LOGC being a construct in a joint environment, it remains important to consider RAAF and RAN elements. In this regards there are some difficulties due to the method through which CSS is provided to FE in these Services. The RAN operates in an environment where there is little requirement for an intermediary between Base (4th line) logistics and the Force Element Groups (FEGs); generally the ships at sea. The RAN may establish a Logistic Support Element (LSE) that provides a shore-based link into the lines of communication at the 'agreed point' as determined by the operational commander (JOC). However, it is conventional for the LSE to operate as part of the Maritime Component providing the equivalent support to a Formation CSS element in the Army.

The RAAF logistics concept includes elements of both the Army and RAN systems. The Combat Support Group (CSG) provides CSS support at the equivalent of both Force and Formation levels. It provides the means by which RAAF logistics can be managed from the 'agreed point' to the respective combat elements. However, as the RAAF flying Squadrons do not possess integral logistic capabilities that are required to sustain operations (such as refuelling, air base services etc.), the CSG provides this support (akin to 2nd line support). Interestingly enough, in many cases this type of support is managed at 3rd line in the Army (such as RACT Terminal operations, or RAAOC Petroleum Support). Thus it is clear that there are arguments for CSG elements to either belong to Force logistic management (i.e. the LOGC), or to remain with the tactical commanders (i.e. the ACC).

It is practical to combine required capabilities of all Services into a LOGC that can command and control CSS operations from the 'agreed point' to the tactical formations (whichever Service they may be). Direct command methods exerted by commanding CSS from HQ JTF or directly through the other functional components often cannot create synergy in the joint environment, and may fragment the delivery of CSS to formations. However, as the comments above show, it is still quite common to see a combination of CSS units being commanded directly, either by the HQ JTF or through another component, with a LOGC providing different but specified functions.

### Effectiveness of the LOGCC concept

Creating a LOGC has proven to be a practical method of achieving tactical control of logistics during operations and exercises. The desire to centralise capability in theatre into an organisation that can be easily commanded and controlled by COMD JTF has resulted in many examples of this. Alternative methods of direct command produce span of command issues in complex environments where success in tactical operations requires CSS to be constantly monitored.





The best example where a LOGC was required was that formed for OP WARDEN, where it was seen to be inefficient for the C1/4 cell of HQ INTERFET to directly command and control assets assigned to the force. However, there are many other examples where command and control being exerted by a LOGC type structure has been beneficial.

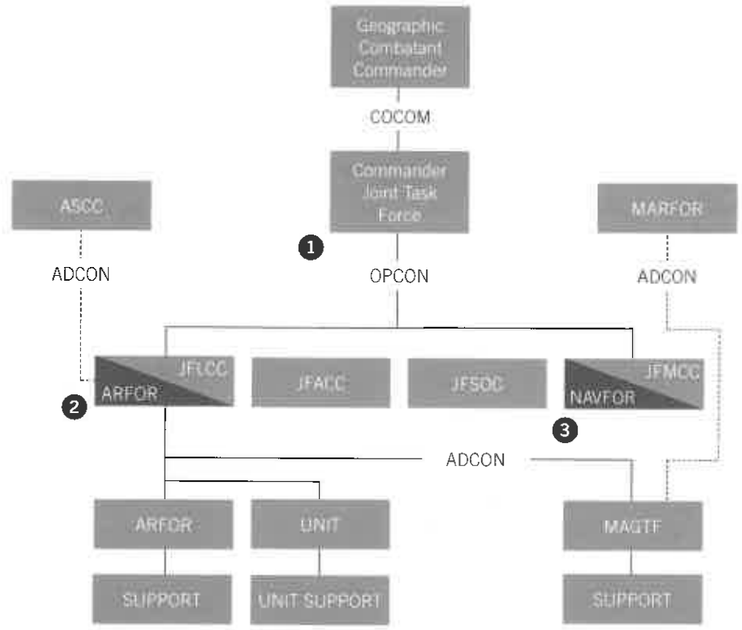
It seems that in many cases, even if a role for a LOGC is not initially perceived to be required, through economy of effort and for reasons of simplicity, ADF planning at the single service and joint levels ultimately results in the establishment of a component command arrangement. The CSSG assigned to TF 64 during OP BASTILLE / FALCONER comprised of logistical elements from 1st, 2nd and 3rd line, and had roles corresponding accordingly[11]. This case shows that even in smaller logistic organisations, centralisation into a 'component' is logical and preferable, contributing to better management, command and control.

Thus the Army experience in modern warfare is to centralise logistical assets and functions to maximise effort and output in support of the tactical plan. It may be advantageous to allocate logistical assets that provide capabilities not normally possessed by commanders in their own unit Support company or squadron; organisations such as Combat Service Support Teams (CSSTs) are attached to 1st line assets to improve the provision of CSS in these cases. The reverse may occur and 1st line assets can be centralised and commanded by 2nd line CSS organisations (by 'brigading'). In both examples it can be argued that they are demonstrating the component method of commanding logistical assets by virtue of the concentration of capability.

While it is clear that whilst jointery is driving doctrine and theory concerning the LOGCC concept, difficulties exist in establishing truly joint LOGCC's. There is an obvious reluctance of Service Functional Commands (LHQ/AHQ/MHQ) to relinquish logistic / CSS organisations to joint organisations either before or during an operation. Assets that would ideally comprise a LOGC (such as 17 CSS Bde, CSG and a variety of smaller units) in a major operation are managed by Functional Commands and rarely operate in unison in peacetime. Additionally, the concept of the LOGCC appears to be driven by Army who has had the most to gain from devolving CSS command to the LOGC given the complexities of logistically supporting manoeuvre warfare at the tactical level.

This is mainly an issue of organisational culture and a resistance to change, but there is evidence that jointery at the logistical level is developing constantly. The establishment of the Joint Logistic Command (JLC) at Defence

*Figure 1. Example of Logistics Authority with ARFOR designated as JFLCC[13]*




1. *CJTF J4 managed CUL for JOA*
2. *Provides Title 10 unit support required to all ARFOR and CUL support as required within the JOA*
3. *Provides Title 10 unit support required to all MARFOR and very limited CUL support as directed*

Materiel Organisation (DMO) shows how at the high operational level (it is controlled by HQ JOC) that joint logistics is being considered very seriously, as does the tri-service 1st JMOV Gp (a JOC direct-command unit). This is not to say that all logistic assets performing Force level functions should be pulled from the Functional Commands to form a Logistic Command, but further interaction between all three Services at the logistical level is required for development in the future.

## FOREIGN EXPERIENCES – US, CANADA AND HQ INTEGRATED AREA DEFENCE SYSTEM

Whilst it may appear that Australia is configuring how CSS is delivered in theatre by adopting revolutionary practices, Australia is by no means alone in utilising the LOGCC method of CSS command in modern warfare. Involvement in recent conflicts has seen both the US and Canadian militaries undergo developmental programs to resolve span of command issues concerning JTF command and control of logistic in-theatre assets and functions. The US military identified the following key fundamental challenges in its 7 Feb 05 draft paper concerning the establishment of a Joint Deployment and Support Organisation[12]:

a. lack of tools, processes and structure, and operational control over logistic support activities devolved to the supporting units;
b. although COCOM (which could be equated to a COMD JTF) is empowered to exercise directive authority, existing capabilities limit his ability to exert this power;
c. lack of effective management of Common User Logistics (CUL), being non-Service specific logistics;
d. lack of a single control point for logistics and support in theatre;
e. combatant commanders did not have full oversight of unit sustainment requisitions, which resulted in prioritisation conflicts of sustainment stocks and distribution assets; and
f. there was no effective management of the transition between strategic and operational distribution systems.

To resolve these issues, theatre level logistics is configured into an organisation known as the Joint Forces Logistic Component Command (JFLCC). The command issues for logistics in the AO led US military planners to draw the same conclusions as the ADF has; either CSS assets are commanded through the J1/4 or the components (which ultimately proved unwieldy), or they are devolved into a component known as the JFLCC.

The following figure is an example of how the US military incorporates the JFLCC into its JTF; note that in terms of command, it is regarded at the same level as the Air (JFACC), Maritime (JFMCC) and Special Operations (JFSOC). This is indicative of a structure similar to the ADF's employment of a LOGCC.

The Canadian Joint Support Group (JSG) is a recently developed organisation that operates as a LOGCC to a COMD JTF. Its structure is very similar to the HQ FSG and is essentially configured to support a Division in the field. It was recognised in 2001 (through the published Canadian Defence Planning Guidance) that logistic support to operations was often adhoc and resulted in over-tasking and operational tempo stress on tactical level logistic units[14]. The JSG was thus established to facilitate planning and coordination to prevent such effects during operational activity. It serves as a component command that provides 3rd line support within an AO.

The HQ Integrated Area Defence System (IADS) is a permanent combined joint HQ fulfilling member nations responsibilities as part of the Five Power Defence Arrangements (FPDA) in defending the Malaysian peninsular. With its doctrine being heavily based on NATO procedures, HQ IADS is in the process of generating effective procedures to organise member nations forces into components, including a LOGCC[15]. It has been found that by creating combined, as well as joint, components efficiencies can be gained in terms of supporting deployed forces. In this case the LOGCC provides the important link between National Support Elements and supported units, and it manages host-nation logistic support through contracts and MOU's.

Although the LOGCC has only been included in IADS doctrine since 2003, it is regularly tested in the annual EX BERSAMA LIMA, with the LOGC HQ being specifically tested in Australia during EX SUMAN WARRIOR 2006 hosted by 17 CSS Bde. This level of testing essentially shows that the member nations of the FPDA each consider the component method of managing logistics worthwhile of continued investment of time and resources[16]. This is recognition of the ease in which a LOGCC can manage a large span of command encompassing different Services of different nations.

In all three of these cases, although there is recognition of capabilities required by a LOGC, there is no defined ORBAT or list of forces that show the structure of a deployed LOGC. The LOGC exists as a purpose-built and function driven organisation. Just as in the ADF LOGCC doctrine, forces are combined into a LOGC to meet JTF operational and tactical objectives, to reduce span of command and to provide planning and organisation between the logistical elements of differing Services or even nations. In these examples, operational planners have realised that creating such a component is a preferable method to command force / 3rd line logistics.

## CONCLUSION

The complexity of modern warfare has placed burdens on traditional methods of command and control. Centralised planning with devolved execution has been seen to contribute to a successful campaign, operation or battle, and is a cornerstone of the manoevrist theory of warfare. Consequently, it has become important for the command and control of logistics and CSS organisations to reflect these changes. In many instances it may be seen that centralisation is needed to provide effective command and control of logistic assets, to manage logistic functions, and to provide a link between operational (i.e. from JLC's 'agreed point') and the tactical (i.e. the Formation level logistic assets). In these instances the establishment of a LOGCC enables the COMD JTF to effectively exert direction to force logistic assets, whilst reducing span of command issues for his J1/4 staff that would otherwise occur if CSS assets were directly commanded by HQ JTF.

ADFP 6 states that 'coordination of logistic support between the operational and tactical levels is crucial to the support of tactical formations'[17]. As the comments in this essay show, in most cases this coordination is best achieved through the component method of command and control. In this regard, the LOGCC performs a role identical to the Land, Air, Maritime and Special Operations components. The doctrine of foreign militaries has shown that these same conclusions concerning in-theatre logistics has been made. Whilst circumstances and scales may be different, ultimately the examples show that these nations have come to the same conclusions to command and control their logistical assets within a theatre as the ADF has.

The component method of command concerning logistics may not always be preferable, and it may be optimal in some instances to directly coordinate logistics through the Service components, or by the J1/4 branch. As stated earlier, this determination will be made during the operational estimate at the outset of an operation. However, given the complexity of modern warfare and its requirement for efficiency in terms of logistics, the ADF is showing an increasing preference towards the LOGCC method of command and control. The natural tendency of commanders to concentrate logistic assets is evidence of this attitude, irrespective of whether they designate this as a LOGCC. Therefore, it seems that in cases where the command and control of CSS in theatre would otherwise generate an excessive span of command for the JTF to bear, the component method of command is the most practical and effective method in managing CSS for a deployed force.

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6 *Iraq: First Reflections*, UK Ministry of Defence, 4.1-3, http://www.mod.uk/publications/iraq_lessons/chapter4.htm, accessed 1 Nov 05

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# Hardening and networking of the Army will be good for logistics

**Captain A.K. Priestley**

**Battle implies mobility, strategic and tactical. The Army which seeks to fight another must be able to move quickly against it.....Battle also implies immobilisation of the enemy - the paralysis of his powers of movement so that, in the first place, he may not be able to slip away, that he may not be able to counter your strokes.**

B. H. Liddell Hart, (Hart, 1944)

## Introduction

The primary mission of the Australian Army is to defend Australia and its interests. This mission will ultimately be achieved through a strong intertwined partnership with the Royal Australian Navy (RAN) and Royal Australian Air Force (RAAF).

A key concept within the 2000 Defence White Paper was for the Army to be able to sustain a brigade-sized organisation deployed on operations for extended periods and at the same time maintain at least a battalion sized group for deployment elsewhere. (Leahy, 2005)

It is through the relatively new concept of the Hardened and Networked Army (HNA) that will ensure that the Army achieves any task asked of it by the Government. It is the enabling factor that will allow Army to provide an increased scope of options to Government in order to deal with an increasingly demanding and complex future. HNA will assist in achieving greater organisational depth and focus on sharpening an already capable and experienced Army.

In today's unpredictable world situation, Army must be ready to respond to a range of complex situations. This will range from the fundamental corner stone of the defence of Australia to peacekeeping, peace making, humanitarian operations and the threat of terrorism. (Leahy, 2005)

The key to HNA is the increased flexibility, adaptability and agility of the Army. As current and future Government policy direction moves toward supporting joint, coalition and multi-agency operations it is vital that Army develops highly adaptable, flexible and well-protected forces to counter any threat and achieve any task expected of it regardless of the nature of the operations on which it is deployed. (Leahy, 2005) With the adoption of the concept of Manoeuvre Operations in the Littoral Environment (MOLE), Leahy further states that 'land forces structured for littoral manoeuvre will posses the ingredients for military success across the likely spectrum of future conflict, ranging from terrorism to conventional warfare'. This reinforces Government's direction on Australia's defence posture, from a continental focused force, to one that must be able to achieve strategic reach.

The increasing lethality and availability of weapons affects the type of threat that the Australian Defence Force (ADF) may confront in the future. Australia is likely to continue to face situations such as those previously experienced in recent deployments but must be prepared to face a far more lethal adversary with the will and the capability to fight conventional forces.

The battlefield has also become more complex. It is characterised by close combat in cities, villages and coastal areas against an adversary who hides within the local civilian population. In the same place and at the same time, the Army is required to fight, conduct peacekeeping and provide humanitarian assistance. Adding further complexity is the requirement to work closely with the other services, coalition partners, Non-Government Organisations (NGO) and other Government agencies. Our soldiers must be able to perform in this uncertain environment in the face of intense media scrutiny.

## Strategic Reality And The Need For Adaptability

Australia's strategic environment has changed significantly since the recommendations from the 2000 Defence White Paper and the 2003 amendment to that document, that realised the establishment of the Defence Capability Plan (DCP). Global terrorism essentially initiated and brought to the world stage by the 11 September 2001 terrorist attacks on the United States and the perceived and real spread of weapons of mass destruction have emerged as prominent threats to Australia's national security.

Over the past decade, the Army has been successful in missions such as the Australian led coalition in East Timor and as part of coalition operations in Bougainville, Afghanistan, the Solomon Islands and Iraq. It is expected that this high operational tempo is likely to maintained for the foreseeable future given current and future Government foreign policy objectives. It is therefore essential that Army must adapt in response to changing threats.

The Defence Update of 2003 reviewed the implications of Australia's changed and unique strategic environment. In conjunction with the Defence White Paper of 2000 a sound, rebalancing of military capability and expenditure is vital to any shift in accordance with the HNA concept. This rebalancing has occurred via the 2003 Defence Capability Review (DCR). This plan involves the stepped procurement of significant capital equipment in the short and long term. (Defence Capability Plan, 2004)

## Hardening And Networking The Army Concept

The HNA concept will enhance the three tenets of combat power, protection, mobility and firepower. When utilised in conjunction with a maneuverist approach and a greater emphasis on the implied command and control requirements, HNA will ensure that a greater precise lethality is achieved wherever required through protected mobility.

Many of the projects outlined in the 2000 Defence White Paper coupled with the DCP and DCR are underway and will soon be introduced into service. These projects are fundamental to the achievement of the HNA concept. It is important to note that the HNA concept does not solely involve the modernisation and upgrading of Army hardware or the increased command and control arrangements, but importantly the reorganisation of current establishments in order to strengthen the effectiveness and sustainability of the Army. (Leahy, 2004)

With recent Army deployments highlighting a more complex and lethal battlefield involving unpredictable close quarter fighting, the Army has established the HNA concept as a means of countering these new threats. The concept allows for increased combat power through an initial phase of key redistribution of combat vehicles, specifically armoured vehicles. This phase also includes the necessary requirements for greater organisational depth in Army and a greater focus on combined arms battlegroups. HNA is planned to be implemented in 2006 and be fully operational by the close of 2015.

HNA is focused on four key areas to meet these requirements:

- Army equipment upgrade and modernisation. This is effectively the achievement of increased combat power;
- Establishment and structure reorganisation. This will remove the perceived 'hollowness' in order to effectively employ the redistributed combat fleet;
- Training. Army must adapt its training and doctrinal requirements to meet the increased need for a more intuitive, flexible and adaptive soldier; and
- Modernising the Army Reserve. The roles, tasks, structures and resourcing of the Army Reserve are required so that it can effectively integrate and provide a base of sustainment for the Regular forces. (HNA, 2005)

The implementation of the HNA concept is envisaged as follows:

- Phase 1. Elements capable of integration into the HNA concept immediately within current resource allocations are being implemented now.
- Phase 2. The elements of HNA that require additional support in order to achieve full integration are awaiting further direction from Army which will be achieved only through positive and constructive Government policy. (HNA, 2005)

## Essential Logistical Concerns

The Australian Army at present and clearly in the future, is expected to be able to fight and win against conventional, irregular and terrorist forces as a leading multinational force or as part of Contributions to Coalition Operations Worldwide (CCOW). The Australian Army at this point in time cannot effectively or efficiently do this on any great scale, as it is too small, too slow, too light and unprotected. (Cooper, 2004)

Although this statement is clearly aimed at Army as a whole, this essay will focus on the considerations of this statement and the HNA implications pertinent to the maintenance of the logistical continuum.

It is assessed that protected mobility will be fundamental to the survival of land forces on the modern battlefield. At present logistic elements within Army do not possess this capability. HNA is the planned saviour in this regard where it will upgrade existing logistic vehicles prior to the introduction of new armoured logistic vehicles.

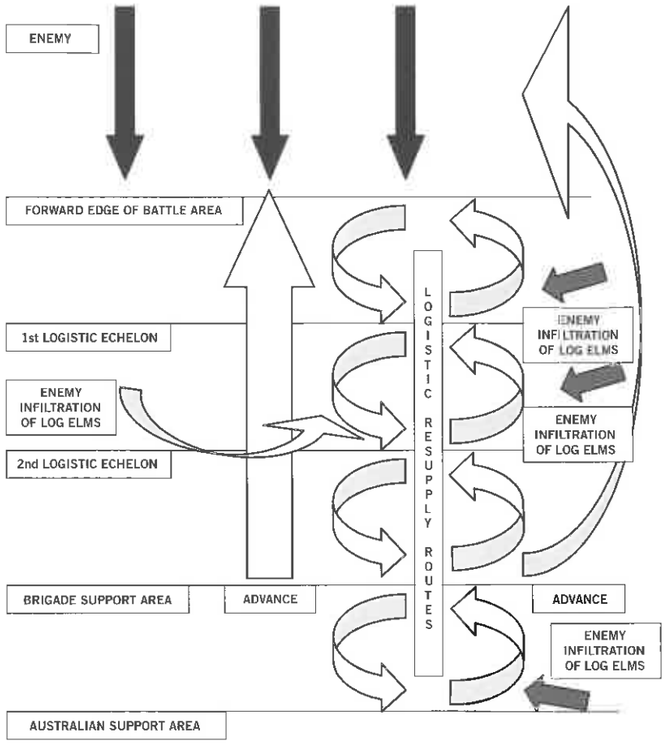
Current defence procurement projects such as Land 121 (Overlander) will be vital in ensuring that the Army's land transport components can maintain the combat force through their envisaged inherent speed, agility and protection. The current upgrading of Army's M113s, the introduction of Bushranger infantry mobility vehicles, more ASLAV fighting vehicles and the much anticipated bringing into service of the Abrams tank will ensure a much more sophisticated and lethal combat force. However, in turn, logistics must not be left out in order to effectively supply these new vehicles with the classes of supply required in order to achieve the endstate.

The risk being looked at here is the vulnerability any logistic element has within a combined arms force in support of operations. It is vulnerable because it lacks protection, manoeuvrability and firepower. Harassment and interception of logistic elements by enemy forces is easily achieved due to the typical length of supply lines and the lack of inherent protection a logistic element has. If this were to occur it severely undermines the ability to maintain a combat force's advance and thus continue offensive operations.

Logistics management within warfighting is extremely complex. The key factors and nurturing conditions that need to be taken in to consideration by commanders at all levels in this scenario are:

- the mission (the task required to be achieved);
- the purpose (the reason why the mission is to be achieved and the outcomes);
- the endstate (what the required outcomes are that must be achieved)
- the battle situation (progress, setbacks, current, future or new courses of action);
- the enemy (makeup, their vulnerabilities, their strengths, rate of advance, prisoners of war etc);
- casualties (evacuation, medical supplies, mortuary affairs);
- protection of logistic elements in the advance/attack;
- holdings of logistic supplies (calculation of usage rates of rations, water, fuel and ammunition during different stages of battle);
- requirements for resupply along the lines of communication (taking into account the enemy situation and the vulnerability of logistic elements); and
- redundancy and contingency plans in the event of loss of manpower and capital equipment (in order to ensure that logistic supplies are delivered to maintain the fighting force).

These are key problems faced by logistic commanders at present and likely, well into the future. The introduction of the HNA concept will not alleviate them, yet should give logistic commanders at all levels a better means of ensuring their achievement.




## Imperative Equipment Upgrades

Land operations are highly sensitive to the adequacy of logistic support due to the fluid nature of the battlefield and the inability of combat units to hold large quantities of combat supplies. Land forces must be sustained by a comprehensive, reliable and protected logistic system, which can in addition to providing a combat service support system to land forces, provide support to other Service organisations and operations. The HNA concept will ensure a better deliverance of logistic solutions to the combat force through the proposed initial upgrading of inservice 'B' vehicle fleets with the fitment of Survival Enhancement Kits (SEK). These kits are designed to provide ballistic protection to current inservice 'B' vehicles by further enhancing occupant safety and thus ensuring the continuation of logistic support. (HNA, 2005) This is an initial first step that will assist in the rollout of HNA, yet in the longer term, logistic supplies need to be moved via protected and agile mobility.

Under the Land 121 Overlander project, an entire new fleet of 'B' vehicles will be introduced to service to further enhance to impaired mobility and protection of logistic vehicles.





This major step forward in considering the importance of logistics to the total warfighting picture is a key element of the HNA concept. (HNA, 2005) Current defence procurement projects such as Land 121 Overlander will be vital in ensuring that the Army's land transport components can maintain the combat force through their envisaged inherent speed, agility and protection. The current upgrading of Army's M113s, the introduction of Bushranger infantry mobility vehicles, more ASLAV fighting vehicles and the much anticipated bringing into service of the Abrams tank will ensure a much more sophisticated and lethal combat force. However, in turn, logistics must not be left out in order to effectively supply these new vehicles with the classes of supply required in order to achieve the endstate.

The following diagram presents a 'simplified' scenario of an armoured thrust towards an attacking enemy and clearly displays the interdependent relationships and nurturing conditions faced by logistic elements in the support of its combat force. It shows the differing levels of logistic support through the lines of communication. Logistic elements are for the most part, self reliant for there own protection and thus are incredibly vulnerable to probes by enemy parties, as shown. This is one of the major risks inherent in logistic support to a combat force. Another major contributor to failed logistic support is its inability to keep up with the combat force due to manoeuvrability and the momentum of a thrust. Logistic elements are cumbersome due to their size and vehicle nomenclature. HNA's recognition of this failing will assist in developing logistic elements that do not rely on attached protection which further depletes a combat force and the ability to ensure that the momentum of the combat force is maintained to achieve the mission.

An excellent example can be given of the vulnerability of logistic elements than the attack on the United States Army 507th Maintenance Company on 23 March 2003 at Al Nasiriyah, Iraq in which a large convoy of logistic vehicles were attacked. This convoy was outrun by the armoured combat force it was supporting and became disconnected. Due to its lack of inherent protection, the Iraqi forces easily destroyed it inflicting heavy casualties and forcing the armoured force to seek replenishment elsewhere further risking its own advance. (Iraqi Freedom Lessons, 2003) In planning the advance risks must be taken, yet the minimalist course of action would have been to ensure the logistic elements had an armoured convoy escort to ensure their protection.

Although this example was true to the United States Marines, it highlights a current practice in the Australian Army whereby logistic convoys rarely have integrated armoured protection. The Chief of Army's concept of getting more 'soldiers a seat in an armoured vehicle' (Leahy, 2005) could have greatly minimised the impact of this ambush on the 507th Maintenance Company of occurring against Australian forces in the same manner. The importance placed on developing armoured logistic variants is a positive and welcome move that will prove to be a force multiplier in the long term.

Noble states that 'used in a combined arms framework, ASLAV cavalry provide an adaptable and multipurpose combat element. The intelligent use of the ASLAV forces is entirely consistent with the parameters of the HNA initiative, which seeks to produce a versatile combat organisation capable of executing a variety of tasks across the spectrum of conflict'. (Noble, 2005) Noble highlights the importance of armoured forces within the HNA framework. Cognisant with his statement is the fair assumption that armoured cavalry forces; already apart of the HNA concept must have an armoured logistic tail. This is where the HNA concept will be good for logistics. Not only will it allow for the emergence of a new and timely fleet of vehicles, yet it is envisaged that these vehicles will provide a greater amount of ballistic protection to vehicle operators. This is a key strength of the HNA concept and must be adopted.

## Implementation

The key to the successful implementation of the HNA concept with regard to logistics is the deliverance of equipment, doctrine, training and communications that allows the maintenance of logistics to a combat force. Logistic elements must be fully integrated into a combat force via fleet, communications and networking commonality. Organic mobility and protection of logistic elements will lessen the strain on combat forces and ensure that combat supplies are delivered where and when required. The HNA concept is addressing this issue through Network Centric Warfare (NCW). This concept, vital to the achievement of HNA, envisages all assets of a deployed land force readily and rapidly exchanging information with all relevant agencies and elements. It will allow for greater situational awareness, faster and well-informed decision making and a better understanding of the entire tactical and operational picture. (HNA, 2005)

Generally, Army logistic elements are rarely equipped with such communications on a large scale, only relying on verbal orders given prior to a task. This does not promote great situational awareness and is not conducive to tactical adjustment according to the changing situation. NCW will rectify this and promote a fully 'networked' combat and combat service support force that fully adheres to the principles of command, control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR).

## Dangers

It is imperative that the Army does not lose its skill base when adopting this new course of action. The enhancement of the Army Reserve is a welcome initiative giving it the ability to strengthen and sustain the Regular forces as required, thus removing some of the 'hollowness' within the current Regular force establishment. (HNA, 2005) Yet at the same time, trades critical to the Regular Army must be maintained by Regular personnel so as to ensure their vital work is not compromised. Logistic trades must not be slowly eroded and filled by Army Reservists in order to enhance the combat force. This would be devastating to the Logistic Corps and could ultimately lead to a less effective Regular combat force through the inability to effectively deliver the required supplies.

## Conclusion

The HNA concept is essentially one that will ensure the Australian Army's relevance in the 21st century of future coalition and joint operations overseas against a sometimes-unidentifiable enemy. Aside from this however, it will ensure that the Army's most important assets are carrying out their assigned dangerous tasks in the best possible surroundings.

The introduction of new equipment types and the continued upgrading of in service equipment will ensure that Army remains at pace with its coalition allies and can thus effectively contribute to operations worldwide. These initiatives tied in with key functional reorganisation and the importance place on C4ISR through the development of NCW will ensure that a highly capable, trained, adaptable and mobile force with better strategic reach is achieved.

The HNA concept must be implemented to a strict timeline with guaranteed Government support and funding in order for it to be successful. Strategic level planners must ensure that logistics is not an afterthought in the planning process and that the required capital equipment, training, communications and doctrine are employed. This will ensure that Army is what it needs to be, a self reliant, mobile, protected and professional force that can when required, operate in a truly joint environment.

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# New equipment projects 2006-2009

**Many transport units will be affected by the planned introduction of new equipment over the next three years. The proposed equipment includes new vehicles, trailers, forklifts, container-handlers, aircraft and information systems.**

**LAND 907 Tank Replacement Project.** LAND 907 will deliver 66 M1A1 (Abrams) and M88A2 (Hercules) tanks to 1 Armd Regt and Trg Comd between Sep 2006 and Apr 2007. Included in the procurement are 14 new Heavy Tank Transporters and 8 TTFs. The HTTs consist of a MAN TGA 8x8 prime mover coupled with a Drake trailer. All the vehicles will be based in Darwin at 1 CSSB.

The TTFs are rebuilt Macks (formerly Tippers) that have been put through the same R-Series upgrade as the Heavy Wreckers and have been equipped with a new fuel module from Haulmark. They have been designated as TTF-AS (Aviation Specification) and are almost identical to the TTF-AS vehicles that have been issued to 1 and 5 Avn Regts since 2004.

**Minor Project 7.21/7.22 – Replacement Medium Bulldozers and Graders.** The Government announced in Dec 2005 that Hitachi had won the tender to replace the 40 medium dozers and 40 medium graders in use within Engineer units. The TD-15 will be replaced with a new John Deere 850J Bulldozer. The old Caterpillar 130G grader will be replaced with a John Deere 672D Grader. Deliveries of the new equipment should occur between Aug and Dec 2006.

**ADFITV.** The ADF In-Transit Visibility system will be rolled-out across Defence during late 2006 – early 2007. This information system will replace the Cargo Visibility System using a web-based structure and will be integrated into SDSS. The system will extend from 4th line units through to 2nd line units and will be utilised by many trades including Cargo Specialists and Operator Movement.

**New Heavy Lift Aircraft – C-17 Globemaster III.** The Government recently announced the purchase of four C-17 aircraft for the RAAF. These aircraft – which are likely to replace some of the older C-130H airframes – will significantly increase the lift capacity of the RAAF Air Lift Group. The aircraft will probably be based out of Amberley in SE Qld and the first is due as early as Dec 2006. The C-17 has approximately four times the lift capacity of a C-130H and was purpose-designed to operate from rough runways. The C-17 is also operated by the USAF and the RAF. The aircraft will be fitted with extensive defensive counter-measures similar to the RAAF's other new aircraft (Wedgetail and air-to-air refuellers).

**LAND 106 – M113 Upgrade.** The M113 upgrade is scheduled to commence deliveries to 1 Bde in 2007. The upgraded vehicles are

being totally rebuilt with all new components except for the hulls. Most of the fleet will also be 'stretched' by 600mm to provide more internal volume – this involves the addition of an extra road wheel. Additional armour is also being included to provided a higher level of mine blast and ballistic protection. All the new vehicles will be issued to 1 Bde units between 2007 and 2010. The old vehicle will be fully withdrawn from service by 2011.

A side-effect of the upgrade is a significant increase in weight. Most of the upgraded variants will mass up to 16.5t and hence will not be able to be transported on Mack vehicles. LAND 121 (see below) will address this issue when replacements for the Macks are procured from 2009 onwards.

**JP 126 – Joint Theatre Distribution.** JP 126 is procuring new distribution capabilities for Defence. This includes additional MHE (forklifts, cranes and container-handlers) and containers. The Project intends to enhance Defence's distribution capacity at 2nd and 3rd line by increasing the ability to containerise cargo. A key focus is to increase the container handling capacity in both 9 and 10 FSBs by procuring new cranes, rough terrain container handlers and side-container lifters. The equipment is planned to be introduced from 2008 onwards.

**LAND 121 – Field Vehicle and Trailer Replacement.** LAND 121 is planning to replace all of Defences' field vehicles, trailers and vehicle modules. The Project will first replace the equipment in 3 Bde (including 3 RAR) and Townsville-based 5 Avn Regt / 10 FSB between 2009-2011. 1 Bde and the remainder of Defence will follow from 2012. The Project is currently evaluating the first tenders. A Government decision on the successful tenderer is expected in mid-2007.





# Air Movements Training and Development Unit and the C17

Adam Watson MAJ XO AMTDU

**Ask most truckies what happens at AMTDU and the answer will probably be along the lines of, 'they conduct air logistic training'. While this is true for Army and RAAF Training Flights, they represent only two out of the six Flights that make up the Unit. In addition to training over 1000 students per annum, AMTDU is a highly specialised program management and engineering organisation. Any load that flies in or under an ADF aircraft must meet criteria approved by AMTDU.**

The Unit requires most of its RACT Air Dispatch Senior Non-Commissioned Officers and Warrant Officers to hold advanced project management and quality assurance skills together with certified engineering authority from the Director General of Technical Air Worthiness – ADF. Higher level commands and outside agencies such as DMO and DSTO seek out these skills when evaluating new concepts or introducing new equipment to the ADF and other agencies. Presently AMTDU has over 50 individual projects running in addition to the tasks of contributing to Land 121, the C130J role expansion and the introduction of the Boeing C17 Globemaster III to service.

The introduction of the C17 into the RAAF is an exciting development for anyone involved with heavy airlift in the ADF. The C17 is a highly capable strategic aircraft, but little has been noted in Australian coverage of its tactical abilities. Due to the continued reliance on contracted A330, Ilyushin Il-76 and Antonov An-124 for regional and global operations, the ADF has had a considerable airlift paradigm change. The results are not only the introduction of the C17 but also the purchase of five brand new Airbus A330 as well. The new A330 will be known as the Multi Role Tanker Transporter (MRTT) performing the role that was previously executed by the Boeing 707 fleet at 33 Sqn. In addition to the C17 and the MRTT, the RAAF has also recently purchased six Boeing 737 Airborne, Early Warning and Command aircraft. This article will focus on the new C17 capability for the ADF.

The Defence Minister announced on 3 Mar 06 that the ADF would procure four C17 from Boeing under a US Foreign Military Sales agreement with the first one to be delivered by approximately Dec 06. The RAAF plan is to locate the C17 at RAAF Base Amberley and 36 Sqn will see a role change from operating C130H to the new C17.

The Commanding Officer of the new C17 36 Sqn will be Wing Commander Linda Corbould. Traditionally 36 Sqn has performed the tactical roles required by the Army with such capabilities as parachuting, heavy drop of equipment, flying on night vision devices and tactical air land operations. The new 36 Sqn will only have the C17; therefore, the C130H will be reallocated to 37 Sqn remaining at RAAF Base Richmond and reduced in number over several years. The mitigation behind losing several of the aging C130H is that the C17 will help cover the corresponding capability loss, and that more C130J may be purchased in the future. Furthermore, the tactical capabilities of the C130H are being transferred to the C130J as the approval process gains new momentum. AMTDU is heavily involved in certifying the C130J role expansion capabilities.

The new C17 aircraft will be introduced as a complete system to the RAAF. Presently there are approximately 180 C17 in the USAF and five in the RAF; the four RAAF aircraft will take the total global fleet to approximately 189. All aircrew training has been provided and

**The introduction of the C17 into the RAAF is an exciting development for anyone involved with heavy airlift in the ADF.**

*C17 in RAAF Livery Photo courtesy of Paul Sadler, Australian Aviation Magazine*

paid for in advance and there are presently aircrew posted to the US undertaking the flight training required to operate the aircraft. Maintenance has also been purchased with the aircraft. The final servicing schedule of the aircraft will be spread between local and US based maintenance facilities. There are presently maintainers also learning how to work on the C17 in the US. It is anticipated that one aircraft will always be in servicing, one held as a reserve with two being used for tasks locally and abroad.

In terms of actual cargo capability, once approved, the C17 can carry a maximum of 72 tonnes for 4356 km. Flying empty the range of the aircraft is 11,214 km. It can potentially hold a total of 18 463L pallets and will be able to airdrop any of the presently approved cargo loads, subject to AMTDU certification. As an air-land comparison the C130 can transport a Bushmaster over a very limited range; however, the vehicle requires at least three hours of stripping and another three hours of assembling at the destination due to weight restrictions. The C17 will likely take three Bushmasters roll on roll off ready for action.

In the paratroop configuration it can drop 102 jumpers. This is restricted due to the passenger seats being fixed to the wall and the centre rows unlike the flexible net seating of the C130. Likewise the maximum pax capacity of the aircraft is also 102 due to seating, although the US Special Forces can fit more in by simply strapping the soldiers in without seats. When you consider the C130J can fit a maximum of 92 clean skin personnel there is not a great deal more capability in the C17. However, the figure for marching order troops in a C130J is 80 and maximum paratroop numbers presently remains at 64, same as the C130H. The author has had the experience of both parachuting from, and conducting jumpmaster dispatching duties in the C17. It is certainly a more comfortable airborne operation in a C17 as opposed to a C130.

The C130H cargo hold floor is 41 feet long. The floor of the C17 is 68 feet long and there is approximately another 18 feet on the ramp. Due to the ramp being so long and having such a low gradient while up, it can be used as extra floor space with little restriction whatsoever.

One of the most impressive US capabilities of the C17 is the Dual Rail Airdrop System (DRAS). The aircraft was designed to accommodate Type V Airdrop Platforms, which are 108 inches wide and vary in length from eight to 32 feet in four feet increments. However, the aircraft is also designed to accommodate 463L pallets longways and two abreast. Since the 463L pallet is 88 by 108 inches the US developed a new platform called the Type VI Airdrop Platform. The DRAS Type VI Airdrop Platform is 18 feet by 88 inches and thus the C17 can fit eight of these in one sortie. The loads exit the aircraft via the gravity method just like A22 (one tonne) container loads. So in one sortie over a very long drop zone (like Kapyong DZ in Shoalwater Bay) the C17 can deliver up to eight 18 foot airdrop loads containing anything from vehicles to mass supplies. It is not decided yet if the ADF will pursue a DRAS capability.

While the C17 represents considerable tactical capabilities proven on the modern battlefield, it will take some years for the ADF to fully validate US procedures and qualify its aircrew, maintainers and supporting systems. The impact of the C17 will be most noticeable in the strategic role, both regionally and globally, where its speed, range and payload capability will eclipse previous ADF airlift capabilities. It can take approximately four times the load of a C130 with more fuel while flying higher and faster in commercial flight lanes. This type of capability would have proved very useful for the regional humanitarian missions recently undertaken by the ADF. The CDF has suggested that we may see an M1 Abrahams Tank roll out of a C17 at the Avalon Air Show next year so stand by for an immediate increase in strategic and long term increase in tactical airlift from the RAAF.

# Heavy Tank Transporter

**Major Iain Watt**

**LAND 907 will replace the existing Leopard tank capability with the more survivable, sustainable and lethal tank capability of the M1A1 Abrams Integrated Management (AIM) main battle tank (MBT). This includes 59 tanks, seven M88A2 HERCULES armoured recovery vehicles, eight TTF-Aviation Specification fuel trucks, gunnery and driving simulators, training, through life support and ammunition. Due to the increased size and weight of the new tanks, it will also provide 14 Heavy Tank Transporters (HTT) to the 1st Combat Service Support Battalion in Darwin.**

The HTT consists of a MAN 8x8 prime-mover and a Drake 4x8 Swing-wing expanding deck trailer and 2x8 expanding dolly convertor. The MAN/Drake combination was selected by a tender process that saw a number of major truck and trailer manufacturers propose solutions.

MAN Military Vehicle Systems Australia (MMVA) are the prime-contractor for the HTT.

## Prime Mover

| | |
|---|---|
| Designation | MAN TGA H76 41.530 8x8 |
| Engine | MAN D2876 LF13 Common Rail – Euro 3, 390 kW (530hp), 12.8 litre displacement |
| Cooling system | Standard radiator plus thermostatically-controlled cooling pack behind cab to maintain performance in high climates under load |
| Transmission | ZF TC-tronic 12 speed automated gearbox with torque convertor |
| Drive train | 4x8 or 8x8 operation, high/low ranges, transfer case lock, differential and cross locks, hub reduction gears |
| Max Torque | 2400nm at 1000-1400 rpm |
| Top speed (loaded) | 90 kph at 107t GVM |
| Width | 2.5m |
| Length | 8.675m |
| Height | 3.652m |
| Fuel Capacity | 830 litres (1 x 530 litre tank & 1 x 300 litre tank) |
| Fuel Consumption | 1-1.4 litres/kilometre (loaded) |

They are responsible for design, manufacture, delivery and support of the complete system. The prime-mover is being manufactured by MAN Nutzfahrzeuge at the Special and Military Vehicles Plant in Vienna, Austria. The HTT prime-mover is based on a commercially available truck that has been modified to meet the Australian Army's requirements; including chassis reinforcement, suspension enhancement, enhanced cooling and military lighting. The cabin if fitted with air-conditioning, tinted windows, sleeper cab with cooling fan, and a fridge.

The trailer and dolly are manufactured by Drake Trailers in Brisbane. Based on a commercially available model, they have been modified to meet the Australian Army's requirements; including additional stowage bins, tank bump-stop, specific tie down gear, and military lighting.

MAN Automotive Imports (MAI) are responsible for importing the prime-movers, obtaining Australian Design Rules compliance, and the final fitout of the vehicles. This includes bullbars, driving lights, tool bins and work decks, and weapon brackets in the cabin.

The HTT will be operated by the ECN 274-2 trade with an equipment conversion to the new vehicle. The initial conversion courses will be conducted by MAN, and will convert 8-10 qualified ECN 274-2 drivers to the new equipment. ALTC are developing TMPs for conversion between HTT and S-Liner in both directions, and a TMP for a HTT ECN 274-2 trade course.

The HTT will be maintained by the MAN Dealer Network across Australia due to the complexity of the vehicles and small number being procured There are 55 dealers across Australia that cover all the major transport routes and nodes. Along with trained technicians and tooling, each dealer has the necessary diagnostic systems to interrogate the vehicle's eight computers and access to MAN's Australian and international spare parts system.

The first three HTTs will be handed over in late July 2006, two more handed over in early September 2006. The first drivers will do conversion training in late August 2006. On completion of conversion training, the five vehicles will deploy to Victoria for the arrival of the first 23 M1A1 tanks and M88A2 armoured recovery vehicles. Deliveries will be complete in early 2007 when the last vehicle is handed over to 1 CSSB.

The Heavy Tank Transporter is a key component of the Tank capability. It will provide 1st Brigade with the capability to deploy a squadron of tanks across Australia, and a flexible option for other heavy lift tasks.

## Trailer and Dolly

| | |
|---|---|
| Designation | Drake 4x8 'Swing-wing' expanding deck trailer and 2x8 expanding dolly convertor |
| Hydraulic system | Powered expansion, suspension and ramp operation from hydraulic PTO on prime-mover with manual backup on trailer. |
| Width settings | 2.5m, 2.61m, 3.1m, 3.45m, 3.7m, 4.0m, 4.27m |
| Max Length at 4.27m wide | 28.400m |
| Max Length at 4.0m wide (carrying a tank) | 27.480m |
| Min Length at 2.61m wide and dolly up | 23.645m |
| Spare tyre capacity | 4 tyres on dolly, 4 tyres on trailer, capacity to fit 8 additional spare tyres on trailer. |

**It will provide 1st Brigade with the capability to deploy a squadron of tanks across Australia, and a flexible option for other heavy lift tasks.**

# Land 121 Project Overlander – delivering the Australian Army's next generation of field vehicles, modules and trailers

Lieutenant Colonel Andrew Fidge

**LAND 121 Project Overlander is one of a number of key Defence Capability Plan (DCP) projects that are of great interest and importance to the Army. Overlander is a multi-phased project that will ultimately deliver the field vehicle, trailer and module capability to replace the current field vehicle and trailer fleet. The project is timely as the current fleet of Landrover, Unimog and Mack variants is becoming increasingly difficult to maintain. Overlander seeks to provide a capability solution to enhance the effectiveness of the field vehicle, module and trailer system in wide range of applications.**

The provision of ground mobility to the Australian Defence Force is a pervasive capability that directly or indirectly affects all three services and many of their capability outcomes. Army is the principal operator and beneficiary of the capability provided by the field vehicle and trailer fleet – both operationally and in the non-operational administration and support environment. Air Force has a smaller operational requirement from the ground mobility capability and has a limited dependency on ground vehicles for mobility in the support environment. Navy has little direct reliance on ground mobility for operations but benefits indirectly from the ground mobility of the other two services in joint operations.

The field vehicles, trailers and modules introduced into service under Project Overlander will provide the high levels of mobility and increased levels of protection required on the modern battlefield. The capability enables the transportation of personnel, combat and other supplies, materiel and casualties. The vehicles will also serve as the platform and prime movers for a range of command, control, computer and intelligence systems as well as for numerous weapon systems. In short, the capability is a fundamental enabler of the Army's war fighting and sustainment structure.

To support the acquisition of a modern capability based on existing Military Off the Shelf solutions; the early phases of Overlander initially sought to define the capability requirement through a series of studies and detailed analysis. This work also identified a range of capability enhancements that could sensibly be made to the current fleet to increase its effectiveness prior to the introduction of the new fleet. This rectification work is being completed under the banner of Land 121 Phase 2A.

However, the main game within LAND 121 are Phases 3A and 3B which will deliver equipment firstly to the Townsville area from late 2009 and then to the remainder of the Army from 2012. This element of the Overlander Program is a significant undertaking and represents an investment of up to $3 billion dollars by the Australian Government.

## Scope

This paper is intended to briefly describe the background, early work and the initial phases of Land 121 before providing an update on the status of Phase 3A. It will conclude with a description of the work planned to support the introduction into Army service of this significant capability.

## Early Phases

Project Overlander includes a number of early phases which were designed to either enhance the current fleet or to support the introduction of a new field vehicle, module and trailer capability. Three phases of interest are Phases 1, 2A and 2B.

Land 121 Phase 1 was approved in the 1993/94 Budget and sought to develop a comprehensive plan for the latter phases of the project through the completion of a Project Definition Study. The study was completed in the late 1990s and then reviewed in 2002 as part of the capability development work to gain Government approval for Phase 3.

Land 121 Phase 2A is a current phase of the Overlander Program and seeks to address a number of urgent capability shortfalls within the current field vehicle and trailer capability. This phase is an umbrella project for a number of initiatives which seek to rectify a diverse range of capability and occupational health and safety deficiencies.

The scope of this phase is wide ranging and the final Government approvals were made in 2002. Overlander Phase 2A is scoped to complete the following tasks:

- Acquisition of six Bulk Liquid Fuel Tankers in semi trailer configuration. This element of the project has been completed and the capability is in service with the 9th Force Support Battalion as part of the 17th Combat Service Support Brigade.
- The development and acquisition of the Heavy Recovery Vehicle capability. These vehicles replaced the existing capability which had a number of significant limitations and the initiative has essentially been completed.
- Enhancements to the cabin of the in-service Mack variants to reduce noise and other shortfalls.
- Enhancements to the Unimog and Mack variants utilised in the gun tractor role. This initiative provided personnel carriage and stores modules to enhance the safety and utility of the vehicle component of Army's gun detachments.
- Completing a range of safety upgrades to the Landrover fleet.

The safety and capability enhancements made to the current fleet under Phase 2A will allow it to perform its role until replacement under Project Overlander Phase 3. There was another smaller body of work completed under the Overlander banner in support of operations in East Timor commencing with the INTERFET mission. Phase 2B allocated funds to fill capability gaps arising from the deployment of equipment to East Timor and acquired a range of commercial vehicles to address deficiencies in lower readiness units.

## Phase 3

The current fleet of field vehicles and trailers is ageing and becoming increasingly difficult to maintain and upgrade. Land 121 Phase 3 will address this problem by providing the Army with modern, high mobility military field vehicles, modules and trailers. The capability will take advantage of advances in automotive technology not available when the in-service fleets were acquired. These advances include increased levels of protection which are necessary for operations in complex terrain where soldiers operating B vehicles will be exposed to an increasingly lethal environment.

A key aspect of the project philosophy is to make maximum use of modularisation. Essentially, the intent is for the vehicles to provide the mobility platform with the functionality provided by purpose built modules. Examples of the type of module based functionality being acquired include mobile command posts, ambulances, bulk liquid distribution, direct fire support weapons, surveillance, flatracks and tippers. It is intended that 'military off the shelf' options will be used to the maximum extent possible – the aim here is to minimise the risks inherent to modifying existing products.

The project will facilitate the widespread introduction of integral load handling systems into the Australian Army. These systems are expected to operate in a similar manner to those of other major Western armies such as the United States and the United Kingdom. This capability will facilitate the implementation of the next generation of materiel distribution practices as land based combat service support commences a transformation to a distribution based logistic system. Introduction of flatracks will support the pre-configuration of loads in rear areas for delivery forward and will support desired increases in the velocity of the distribution system. The use of integral load handling systems is commonplace in Industry and with a number of our potential allies. The use of ISO footprints has clear advantages in maximising the effectiveness of strategic transport assets; vehicle based integral load handling will mean that these containers can be handled effectively within an operational theatre. The capability enhancement provided by Land 121 will be a key enabler for an improved distribution system and increased interoperability.

Phase 3 of Project Overlander is broken into two sub-phases:

- **Phase 3A**. This sub-phase represents an investment of up to $600 million and will purchase vehicles, modules and trailers to equip the Army's high readiness units located in the Townsville area. This includes the units of the 3rd Brigade, 5th Aviation Regiment and the 10th Force Support Battalion. This phase also replaces the field vehicle capability in selected RAAF units at RAAF Base Amberley.
- **Phase 3B.** This sub-phase seeks to replace the remaining legacy field vehicle fleet within the Army and RAAF and will require an investment of up to $2.5 billion. It is closely linked with Phase 3A and the decisions made during Phase 3A deliberations will have direct impact on the Phase 3B outcomes. Where Phase 3A is focused on providing a capability built to military specifications, Phase 3B will include consideration of commercial vehicles – particularly for lower readiness units.

Much work has been done over the last few years to progress the project to its current status. The most significant recent milestone was the release of the Request for Tender (RFT) to Industry in December 2005. The RFT asked Industry to respond with solutions to defined vehicle, trailer and module variants required for the capability. The RFT was structured in three segments which are described in the following paragraphs.

**Medium/Heavy Capability Segment.** The industry responses to this component will be assessed for their suitability to provide a capability solution to replace that currently provided by the Unimog and Mack variants. The system will embrace modularisation, integral load handling systems and modern vehicle design characteristics. This part of the new field vehicle, trailer and module system will also introduce a fifteen tonne payload high mobility rigid truck for use in the distribution system. This will complement the five and ten tonne variants being acquired to replace the in-service Unimog and Mack. All ten and fifteen tonne trucks will be fitted with an integral load handling system. This tender was released to a shortlist of military vehicle manufactures.

**Light/Lightweight Capability Segment.** This segment replaces the capability provided by the in-service fleet of Landrover 110 variants. Again, it is intended that the fleet make maximum use of modularisation for enhanced operational flexibility and better fleet management outcomes. The vehicle will be the transport platform and the module will provide the required functionality. Module replacement will be a simple task allowing commanders to quickly re-role vehicles should this become necessary. This component was released as an open tender.

**Trailer Capability Segment.** One of the philosophies of the project is that all vehicles will be designed to tow a purposely matched trailer. This is intended to address shortfalls experienced with the current fleet where problems such as underpowered towing vehicles and mismatched tyre tracks exist. This tender was structured to encourage the production of the trailers in Australia.

The structure of the RFT is intended to maximise the commonality within the next generation of vehicles to simplify the operation and management of the system. This will mitigate some of the problems associated with the current fleet which was acquired using a piece-meal approach. Each individual acquisition was well managed but the separation in time led to numerous and sometimes incompatible variants. Land 121 has the advantage of being able maximise commonality throughout the entire fleet and to ensure that sub-systems within the capability are matched effectively. The Overlander Program seeks to mitigate capability management problems by developing strategic agreements with equipment suppliers.

## Current Status

The tender submission period has now closed and the detailed evaluation of each Industry response commenced in July 2006. Getting the RFT documentation prepared and released in Dec 2005 was a significant milestone in itself and testament to the hard work of Defence Materiel Organisation (DMO), Capability Development Group (CDG), Army and Air Force staff. The evaluation of the Industry responses is a large undertaking for the project due to the significant detail required in the responses. Each response will be evaluated against strictly controlled criteria to ensure that there is consistency and fairness at all times. The entire process is subject to a rigorous probity framework to ensure that the evaluation is accountable and fair. This process will take some time and is a key precursor activity to Second Pass Government approval which is planned to occur in 2007.

Phase 3A currently sits between First and Second Pass Government approval. The process for the approval of Major Capital Equipment projects is described in detail in the Defence Capability Development Manual 2006. Whilst there are a number of mandatory tasks, the process of developing, releasing and evaluating the RFT is one of the most significant activities between First and Second Pass. It allows Government to consider tender quality data when making decisions about funding DCP projects. In the case of Phase 3A, the conclusion of the evaluation will allow CDG to prepare and staff the Second Pass documentation through the various Defence committees and then finally to Government.

The roles and responsibilities of CDG, DMO and Army will change as the project progresses in time. CDG currently has the lead as it progresses the project through to Second Pass approval by Government. DMO is actively engaged in evaluating the tender responses and will be the key agency supporting the capability delivery and its subsequent in-service management through until disposal. All of the agencies involved in the project are committed to the best capability outcome.

Army is committing significant resources and staff effort to the introduction of the Land 121 capability. A Capability Implementation Team consisting of a Lieutenant Colonel, Major and Warrant Officer Class One has been established within Army Headquarters to coordinate the Army input into project. Army has been invited to provide input into the tender evaluation process and this support is generated across a wide cross section of Army's commands, formations, units and schools. The Chief of Army is actively involved in the project governance framework and Army personnel fill key Overlander positions in both CDG and DMO. In short, Army is actively involved in all aspects of Project Overlander.

## Future milestones

Project Overlander has been an active project for many years with each phase seeking to improve various aspects of the field vehicle and

trailer system. Clearly, Phase 3 represents the largest capability investment of the Overlander program and is, in fact, one of the largest projects in the DCP. The majority of the analysis has been conducted, the current fleet has undergone some enhancements to ensure that it remains fit for purpose and the replacement of the existing capability is now well underway.

As indicated, Government will next consider Phase 3A of the project in 2007. Second Pass approval will set the path for the first delivery of vehicles to the high readiness units of the 3rd Brigade from late 2009. The period between approval and delivery will be a busy time with the full range of compliance evaluation and contractual processes to be completed by the DMO. The introduction of this capability is not a trivial activity and Army is working closely with DMO and CDG to develop a robust plan to ensure that all aspects of the Fundamental Inputs into Capability are addressed. Currently there is a strong focus on the planning for training and the mechanics of issuing new equipment and withdrawing the legacy fleet. Work is also underway to complete the development activities necessary to ensure that there is a strong doctrinal framework to support the enhanced field vehicle, module and trailer capability.

There are clearly strong linkages between Phase 3A and Phase 3B. Second Pass approval for Phase 3B is scheduled in the window 2009-2010. All of the planning and analysis conducted for Phase 3B is being done with a view to replicating, where appropriate, the Phase 3A processes. The lessons learned from the Phase 3A implementation in the Townsville area will be incorporated into the plan for rolling out the capability to the remainder of the Army from 2012.

### Conclusion

Some might say that Project Overlander has been a long time coming and it is true to say that a number of the smaller phases of the program have been active for some time. However, the significant capital investment required to replace the current field vehicle and trailer capability has not been approved by Government and programmed in the DCP until now. Over the last few years, significant research and analysis has been completed to define the requirement and this has now been released to Industry for them to offer back a capability solution.

The task ahead now is to evaluate the responses from Industry and to then complete the full range of required testing and contractual tasks. This will set the framework for the operation of the next generation field vehicle, module and trailer capability that will be in service for at least 15 years. Fielding of the capability is planned to commence in the 3rd Brigade in late 2009. This will be the most visible representation of the work conducted cooperatively by CDG, DMO and Army. At this time much work remains to be completed to fully roll-out the capability. However, Army is well on the way to having a significantly enhanced field vehicle, module and trailer capability for use on the modern, increasingly lethal, battlefield.

## New Amphibious Ships and Watercraft

**Two new amphibious ships are planned to enter service in the near future to replace HMAS Tobruk and one of the LPA's (HMAS Kanimbla or Manoora). The first of the new LHDs is planned to enter service in 2012 with the second in 2014. LHD is the US Navy classification meaning amphibious assault ship. The L denotes amphibious (from the word landing, the H refers to helicopter and the D means dock. This classification recognises two key components of the amphibious capability; aviation and watercraft operations.**

The two new ships have been designated as Canberra Class LHDs and will be named HMAS Canberra and HMAS Adelaide.

The requirements definition and acquisition process is being carried out under Joint Project 2048 Phase 4A and B. Phase 3 of the project will acquire new landing craft to operate with the ships and these will be introduced into service just prior to the first LHD.

The Canberra Class LHDs represent a significant enhancement to the current capability not only from a size perspective but in integrating greater numbers of watercraft and helicopters. It is expected that the ships will carry around 1000 embarked force personnel and have capacity for around three times more vehicles than the current amphibious ships.

There are two LHD designs being considered and a decision by Government is expected around April 2007 on which one the ADF will procure. Two prime contractors are currently putting together their bids for the contract to build two LHDs for the ADF. ADI has teamed with the French company Armaris to build a French designed LHD. The French Navy has recently accepted two Armaris LHDs (Mistral and Tonnere) which are currently undergoing sea trials.

*The French Armaris LHD "Mistral" being tendered by ADI*

*The Spanish Navantia LHD being tendered by Tenix (note: computer generated picture)*

Tenix has teamed with the Spanish company Navantia to build a Spanish designed LHD. The first Navantia LHD is currently under construction for the Spanish Navy.

The familiar sight of watercraft being transported on the upper deck of HMAS Tobruk and the LPAs will be a thing of the past as the LHDs each carry 4 LCM-8 size watercraft internally. Watercraft access a floodable dock via the stern door and load internally on a "beach" inside the dock. This method of loading watercraft enables vehicle transfer in higher sea states than is possible via the current stern door marriage arrangement.

The upper deck is dedicated to helicopter operations and has six spots for medium (Blackhawk and MRH 90) sized helicopters. Other decks provide helicopter hangar space, vehicle deck space, accommodation, administrative functions, command and control space and other areas essential for operating the ship and support equipment.

### Additional information at a glance:

- The home port for the two LHD's will be Sydney
- The SAD will continue to be an integral part of the crew
- The crew numbers will be similar to an LPA
- The second LPA is planned to be replaced under Phase 4C of JP 2048 in 2016.
- The LHD are about 50% longer than the LPA (French 199m and Spanish 230m)





## Replacing the Landrover – The Payload and Protection Paradigm

**"These ... vehicles share the same problems that we have with all vehicles in the Army. There's very limited weight and space, and unlimited performance desires."[1]**

Many people associated with the Army's use of the Landrover fleet over the past 20 years are aware of the constant overloading of these vehicles in their daily roles. With a payload limit of 1.1 tonne, it is difficult, if not almost impossible, to keep operational loads under this load limit. Whilst the Landrover will somewhat satisfactorily complete missions in an overloaded condition (author's personal observations), the long term impacts on chassis, drive train and suspension components has been detrimental[2] and decreased the safety of Defence personnel[3].

In seeking to replace the current Landrover fleet, Project Land 121 has recognised the need for an increase in the overall payload capability of this segment of the field vehicle fleet. The current Landrover fleet has a mix of 4x4 and 6x6 vehicles in the ratio of 3.9:1[4]. The mix for the new Lightweight (4x4 replacements) and Light (6x6 replacements) vehicles being sought under the Lightweight Light Vehicle RFT is 0.73:1[5]. This shows a recognition of the need to increase the payload capacity of this segment of the field vehicle fleet. But how much does the payload capacity of the vehicles need to increase?

A major factor in the need to increase the payload capacity is the move away from dedicated shelters which are permanently built on or semi-permanently bolted on to vehicles and move to a Cab-Chassis fleet with specialist modules and shelters that can be quickly attached and removed from any of the Cab-Chassis vehicles. This will enable the quick re-roling of vehicles or more importantly, replacement in the field of a vehicle if it is extensively damaged whilst retaining the specialist capability. Defence plans to purchase some 1700 modules for use with the Light vehicle fleet[6]. This will be a major investment and requires vehicles that are capable of carrying these modules whilst retaining the necessary characteristics of safety, mobility and reliability.

The second significant factor which will impact on the required payload capacity of the Light vehicle fleet is the need to up-armour the vehicles. The ADF's stated method of up-armouring all of the field vehicle fleet will be the use of Survivability Enhancement Kits (SEKs).

*Table 1: Light Vehicle Payload Including All Vehicle Load Lists*

| Module Type | Module Load List Weight (kg)* | Weight of Empty Module (kg) | Additional Vehicle Load (kg)* | Total Payload Requirement (kg) | Capability Shortfall (kg) |
|---|---|---|---|---|---|
| Ambulance | 1205 | 800 | 943 | 2948 | 548 |
| Canine | 289 | 100 | 755 | 1144 | – |
| Cargo Worst Case (C/C Cargo – CSA 1 CSR) | 2709 | 100 | 762 | 3571 | 1171 |
| Command Post – 3CSR (CRATT) | 430 | 200 | 755 | 1385 | – |
| CIS Module | 1496 | 200 | 862 | 2558 | 158 |
| Maintenance – GMV WELD 3 CSSB | 1387 | 200 | 970 | 2557 | 157 |
| 8 Person PCRS | 1373 | 200 | 968 | 2541 | 141 |
| Battalion Pioneer PCRS | 1005 | 200 | 933 | 2138 | – |
| Battalion Mortar PCRS | 1462 | 200 | 961 | 2623 | 223 |
| DFSW | 834 | 200 | 762 | 1796 | – |

*(*These weights have been sourced from the tender specification annexes and an assessment of design masses for the unladen modules.)*

ADI's analysis of the Light vehicle fleet payload and protection specifications challenges the paradigm that the Landrovers can be replaced with a Landrover type vehicle. While not claiming that there are "unlimited performance desires" with respect to Land 121, it is believed that what is sought in terms of payload and protection is beyond the capability envelope of traditional 1 tonne or 2 tonne vehicles.

Why?

### Payload – what, we need 3.5 tonne?

Starting with the traditional Achilles heel of Light vehicle fleets: The Land 121 specifications for the vehicles and associated modules are well structured to clearly define what is required by Defence. The Light vehicle specification calls out that the Cab Chassis and Dual Cab shall be capable of carrying all of the "fully laden" modules[7]. Defence, very appropriately, have been careful to not assume the weight of the heaviest "fully laden" module, thus avoiding a statement such as "The unladen vehicle shall have a cargo capacity of 2000 kg."

This raises the question: what are the weights of each of the modules and additional equipment required to be carried by the Light vehicles? Table 1 shows an analysis of the all-up payload requirement with modules configured to be compliant with the tender specifications released by Defence. (It should be noted that the column for additional vehicle load covers the extra equipment required to be carried by the vehicles in accordance with their mission profile. These are: the driver and co-driver and their personal equipment; the vehicles standard operating list; the vehicle equipment schedule; communications equipment; and the required module load weight increase allowance.) The advertised maximum payloads of candidate vehicles to replace the Landrover are 2.4 tonne, represented by the Pinzgauer 6x6 or a G-Wagen Long Wheelbase 4x4. Therefore, the final column in Table 1 shows where there is a capability shortfall based on likely contenders for this segment.

In Table 1 we see the impact of the module load list, the empty weight of the module and the normal operational equipment that is carried on the vehicle as a standard operational requirement – picks, shovels, water, camouflage nets and poles, personal combat equipment and the like. Assuming that these requirements accurately reflect the user's requirements, and the evidence in the RFT documentation is that this is the case, then the ADF is looking for Light vehicles that can carry a payload of up to 3571 kg.

## Protection – no, we need 4.1 tonne!

The world environment in which the RFTs for Land 121 were released in December 2006 was significantly different to that when the ITR was released in 2003, or probably more correctly, the understanding of the change in the world environment was enhanced. The need for significantly increased levels of ballistic, blast and IED protection required for all personnel in the operational environment is now undisputed.

The efforts of the US Forces in Iraq (and Afghanistan) to improve the protection afforded to their service personnel whilst travelling in vehicles has been widely reported. Despite their efforts, a review of death rates shows these rates are still high (see Figure 1 below). Many of the deaths have occurred in their equivalent "Light vehicle", the Humvee. A review of US Forces deaths in Afghanistan in the past 12 months reveals that of 103 deaths, 31 are attributable to attacks on vehicles, primarily road side bomb attacks on Humvees[8]. In Iraq, since January 2005, of 1281 US Forces deaths, 654 have been vehicle related incidents[9]. The overwhelming majority of these attacks have been IEDs of one type or another.

In a separate study, it was found that in the period Oct 04 to Mar 06, of the 148 fatalities in Humvees or trucks, 125 occurred in vehicles from combat units[10]. This most likely reflects how these Light vehicles are employed in Iraq and is a reminder that in operations the primary role for the Land 121 Light vehicles will be predominately in combat support roles (as indicated by the type of modules required).

In the Hardened and Networked Army Supplement to the 2005 Defence Update the Government stated, "The Hardened and Networked Army will increase the size and firepower of the land force, **improve the protection provided to our troops,....**".

A legitimate question is: how much protection is enough protection, and in the context of Land 121, how much protection is required for the Light vehicle capability? With road side bombs the primary threat to these light vehicles, it becomes clear that significant blast protection is required.

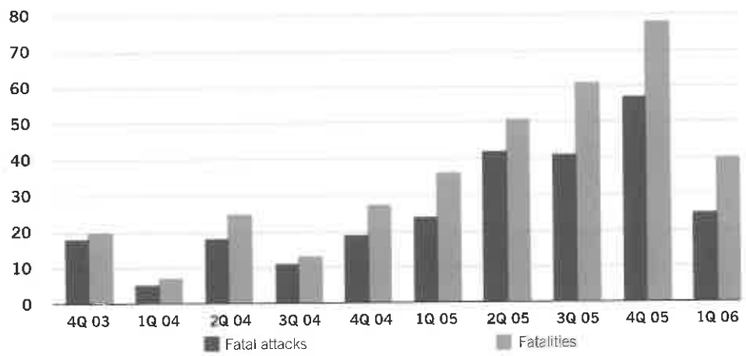
In the tender specifications Defence is seeking as a minimum level of protection the equivalent of 1/2 kg of landmine blast protection. There is a desire for the equivalent of up to 6 kg landmine blast protection. The minimum protection levels could be seen as inadequate in any of today's threat environments. The preferred level of protection should be viewed as the minimum necessary for protection of the vehicle crew.

*Table 2: Light Vehicle Payload Analysis Including SEK*

| Module Type | Base Payload Requirement (kg) | Module and Cabin SEK (kg) | Total Payload of Up-Armoured Vehicle (kg) | Capability Shortfall (kg) |
|---|---|---|---|---|
| Ambulance | 2948 | 1200 | 4148 | 1748 |
| Canine | 1144 | 500 | 1644 | – |
| Cargo Worst Case (C/C Cargo – CSA 1 CSR) | 3571 | 500 | 4071 | 1671 |
| Command Post – 3CSR (CRATT) | 1385 | 1200 | 2585 | 185 |
| CIS Module | 2558 | 1200 | 3778 | 1378 |
| Maintenance – GMV WELD 3 CSSB | 2557 | 500 | 3057 | 657 |
| 8 Person PCRS | 2541 | 1200 | 2741 | 341 |
| Battalion Pioneer PCRS | 2138 | 1200 | 3338 | 938 |
| Battalion Mortar PCRS | 2623 | 1200 | 3823 | 1423 |
| DFSW | 1796 | 1200 | 2996 | 596 |

*(This analysis is based on only 1/2 kg blast and Level 1 ballistic armour protection)*

*Figure 1: Fatalities in and fatal attacks on humvees and trucks in Iraq since the invasion*




Land 121 seeks to provide ballistic, fragmentation and landmine blast protection by way of add-on Survivability Enhancement Kits (SEKs). In the context of the new Land 121 Light vehicles, the difficulty is whether the vehicle is capable of carrying its intended payload as well as the added weight of the SEK? Protection is required for the vehicle's crew and all modules where the carriage of personnel occurs. An analysis of the additional payload requirement for the vehicle when carrying up-armoured modules is shown in Table 2.

Whilst industry has been advised at various project briefings that payload can be traded for protection, it is difficult to see how the payload of a personnel carrying module, such as an ambulance, can be traded for protection when the mission of that module is carriage of people. Trading payload for protection may work for the Medium Heavy Vehicle segment of Land 121, but it is difficult to see this working for Light vehicles.

Coming back to the question of how much protection is enough for the proposed Light vehicle fleet, there are strong indicators that this class of vehicle cannot be provided sufficient protection by SEKs to match the increasing complexity of the IED threat. In the period when the up-armouring of the US Army tactical wheeled vehicle fleet in Iraq was achieving its aim of all vehicles in theatre being armoured (second half of 2005, from author's notes from the NDIA Tactical Wheeled Vehicle Conference Feb 05) the casualty rates in these vehicles never decreased, as seen in the above graph[11].

**With road side bombs the primary threat to these light vehicles, it becomes clear that significant blast protection is required.**





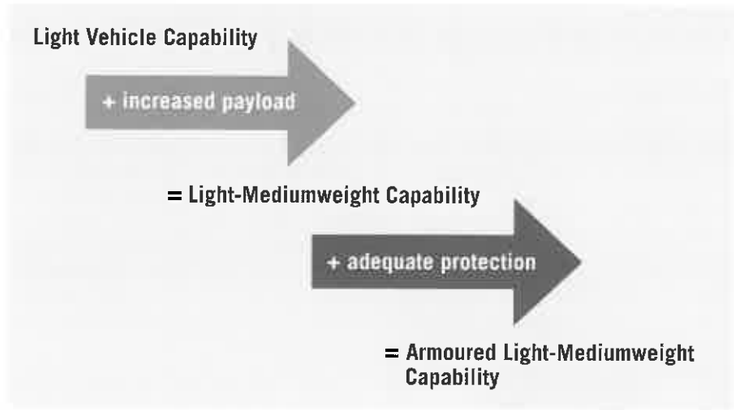
Assuming that most of these casualties are in Humvees (which research indicates is true) then we see that the level of protection that can be afforded to a Light vehicle, given its payload limitation, is inadequate.

## Which Vehicle Type Then?

The current experience with up-armoured Landrovers, G-Wagens and Humvees in current conflicts highlights an inherent design constraint. These vehicles cannot be sufficiently up-armoured to reduce the casualty rates. They fall short on this critical criterion of protection. Defence's specifications (user requirements) show that vehicles with a higher payload capability than the traditional Light vehicle class of vehicles are required.

To address these two critical shortfalls it is suggested that an additional class of vehicle is required. That is, a vehicle that can safely carry 3.5 tonne in a low threat environment, and is capable of providing 6 kg or more landmine blast protection and blast protection from IEDs in medium to high threat environments. Payload, with protection. Simply, the requirement is for an armoured Light-Mediumweight vehicle. Armoured, because this needs to be the design basis of the vehicle to withstand significant IED threats. Light-Mediumweight because it sits squarely between these two vehicle categories in the Land 121 paradigm (See Figure 2).

*Figure 2: The Armoured Light-Mediumweight Paradigm*




## Conclusion

The intended role for the Landrover replacement vehicle is much more than a general run-about. To cite the tender specification for the Light vehicle Cab Chassis, "The Vehicle will be primarily utilised by Army for the sustainment of operations in the field..."[12]. In carrying Ambulance, Battalion Mortar PCRS, Battalion Pioneer PCRS, Command Post and Canine Modules these vehicles will be engaged in essential operational sustainment activities. If the new vehicles selected for Land 121 fall short of the payload, protection and safety capabilities required by the ADF, future operational deployments will be adversely impacted.

**If the new vehicles selected for Land 121 fall short of the payload, protection and safety capabilities required by the ADF, future operational deployments will be adversely impacted.**

An analysis of Defence's tender specifications indicates that Defence is looking for a "Light" vehicle, with adequate protection for the crew and passengers and that can carry up to 4 tonnes payload. A review of the US Forces experiences in Iraq and Afghanistan highlights the need for vehicles that are designed from the ground up provide 6 kg of landmine blast protection to the crew and passengers.

If the concept of a Cab Chassis with interchangeable modules is to be pursued, it is suggested this is a paradigm shift from the traditional Landrover vehicle towards vehicles possessing greater load carrying capabilities.

## Postscript

This report in the Battlespace Newsletter: "24 Jul 06 Iraq: OP TELIC. 25 Servicemen have been killed as a result of hostile action while in military vehicles: 20 were travelling in armoured Land Rovers, two in unarmoured Land Rovers, two in Warrior fighting vehicles and one in an ambulance. (Ministerial Answer (MA), 24 Jul 06.)"

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1 Un-named US Army Tank and Automotive Command engineer, Defense Technology International, May/June 2006 edition, page 18

2 Land Headquarter reported cited in "Audit Report on GS Fleet", Australian National Audit Office Report No. 41 1998-99, paragraph 3.56.

3 "Audit Report on GS Fleet", Australian National Audit Office Audit Report No. 41 1998-99, paragraph 30.

4 "Audit Report on GS Fleet", Australian National Audit Office Audit Report No. 41 1998-99, Appendix 1.

5 DMO RFT No. V9-203596 Project Land 121 Phase 3A – Light Lightweight Vehicles and Modules, Annex D to Attachment C – Tables – Prices and Delivery Schedule_A5.

6 DMO RFT No. V9-203596 Project Land 121 Phase 3A – Light Lightweight Vehicles and Modules, Annex D to Attachment C – Tables – Prices and Delivery Schedule_A5.

7 DEF(AUST) 8103 Truck, Light, Cab Chassis, Tender Specification, Version 1.1, Section 3.4.1.1.1

8 Sourced from CNN website: http://edition.cnn.com/SPECIALS/2004/oef.casualties

9 Sourced from website: Iraqi Coalition Casualty Count, www.icasualties.org/oif/

10 Page 12, Professional Grade: A working paper on fatalities in military vehicles in Iraq, 24 July 2006 (revision 2.2) by James Hasik.

11 Page 9, Professional Grade: A working paper on fatalities in military vehicles in Iraq, 24 July 2006 (revision 2.2) by James Hasik.

12 DEF(AUST)8103 – Truck, Light, Cab Chassis, Tender Specification Clause Number 1.3.1.1)

# 1st Battalion, The Royal Australian Regiment Transport Platoon 2006 – The Big Blue One

WO2 Robert Jericevich

**After a well earned Christmas break, 2006 was well and truly off and running for the hardened Truckies of the Big Blue One 1st Battalion, The Royal Australian Regiment.**

*PTE Erhard putting his skills as a Combat First Aider to good use on a local.*

*PTE's Taylor and Erhard taking a well earned break after a patrol in PNG.*

*1st Battalion cleaning up school grounds at Innisfail.*

Towards the end of last year PTEs Erhard and Taylor went to PNG on Exercise WONTOK WARRIOR. They were placed in an Infantry Section and got back to business in the jungles of PNG. They experienced patrolling, tracking, bush tucker and survival. Seeing that PTE Erhard is a CFA he was able to put his skills to the test and provide first-aid to the local community.

We had hardly had time to catch up on what everyone did on leave before we were dusting off our DP1 for our first exercise for the year that being Blue Banner 06 (BB06). This was a chance for the Battalion to conduct induction training as well as an opportunity for everyone to get back to basics. For Transport Platoon this provided us with the time we needed for the soldiers to train for what might lay ahead for the rest of the year. CPL Shevchenko took the Playtime element out for numerous field lessons to pre-arranged grid references located at the tranquil surroundings of High Range; however, he must have been working off a different map to the one I had as SGT Ryan and I were unable to locate them to monitor there training. We drove that many kms that we had to conduct a driver change as we were over our driving hours. CPL Shevchenko still states that he was in the right location.

On completion of BB06 we resumed the role of the Ready Battalion Group. Transport played a vital role as there were constant trips to the range so the gun fighters could do their thing. There were checks, checks and more checks to be had so by the end of it all we were ready for anything which put us in good shape for the coming months.

Before the year got away from us, Transport Platoon had a family day BBQ at the strand. It was a chance for both new and old member's partners within the Platoon to be able to put a name to a face.

Our fellow brethrens up in the top end would be familiar with the pending cyclone season. We never imagined that it would affect us to the extent that it did. We were tracking Cyclone Larry with interest as it was looking at crossing the Townsville coast; however, it crossed north of Townsville to the relief of everyone. We then received the call to provide manpower and equipment for Operation LARRY ASSIST. Transport Platoon supplied a Section of vehicles and drivers; there was no shortage of volunteers which was good to see as everyone just wanted to help where they could. For some of the older guys in the Platoon they saw a familiar face that being Mr Cosgrove. The work mainly involved rubbish removal which was compounded by the tropical rains that did not let up for some weeks. The guys managed to get the word back that the place was in bad shape and they were surprised at just how much destruction was caused by the cyclone.

We were able to set the wheels in motion regarding the careers of two of our guys as they completed Sub 1 CPL, both PTEs Erhard and Dimmack were glad to see the end of the course; however, PTE Dimmack being a sucker for punishment backed up for his Sub 4 CPL.

The 1st Battalion played host to the 2nd Royal Gurkha Regiment (2RGR) here on a tour of duty when the Truckies found themselves in the thick of it. Transport worked closely with the Gurkha's for a period of some six weeks exposing them to how they work which was great for the guys to deal with a fighting force that is held in such high regard around the world. There were many stories to come from their involvement especially how they love their hot curries.

Everyone was glued to the news that things in the Solomon Islands were not going well and there may be a chance for a deployment. When the news came through it was not what some wanted to hear, SGT Ryan was the only one to be selected for the run on side. When he got the call he was away on a fishing trip and had to make haste to get back in time for the briefings. Time and space was against him but lucky for him he was able to make really, really good time. He enjoyed his deployment and had a few stories to tell on his return, we are still waiting on that carton of beer.

One of our new march-ins PTE Chilby had not long been at the unit when he got the call for his big break as a driver for one of the Companies to deploy to East Timor. He was glad to finally be underway after many days of yes, no, yes, no. From all accounts he is enjoying the work that he is doing and the experience.

PTE Charteris finally got his fuel course after years of trying; I will ensure that he keeps his word, see you at the boozer. There have been numerous courses that the guys have attended to benefit themselves which has been great.





The rest of the year will be taken up with the Battalion course period as well as an Exercise later in the year. Transport Platoon will be conducting numerous drivers' courses to take us up to the end of the year so no rest for the wicked.

For those who have thought about a change of pace and a posting to a Battalion setting I would strongly suggest that you consider the posting. The Platoon structure consists of the following:

- 1 x WO2
- 1 x SGT
- 3 x CPL's
- 2 x LCPL's
- 13 x PTE's

Within the battalion you are required to work independently as well as in a Section environment. Many times you are providing guidance to Commanders and the work is varied, whist supporting the Companies you will have an opportunity to participate in the activities that will only benefit your knowledge base and allow you to pass you experience on at other postings. So if this sounds like you give the Battalion another look, you may be surprised.

*Transport Platoon of the Big Blue One.*

This year has been a challenge to one and all and looks like it is going to continue through to the end of the year, most of Transport Platoon is posted at the end of the year so to those posted in from 2007 good luck in the Big Blue One and Par Oneri.

# 8th / 12th Medium Regiment (RAA) Transport

**This year, the RACT members of 8/12 Medium Regiment commenced the year with the challenge of preparing for EXERCISE SOUTHERN REACH 06 (EX SR 06) at Cultana Range S.A. commencing 20 Feb 06.**

With key appointments being posted out of the Regiment, this left little to no time for the new members to quickly learn the ropes on how Artillery conducted business. Inclusions to the Regiment for 2006 were SGT Jamie Adkins, SGT Phillip Weir, CPL Simon Griffiths and LCPL Calab Zagami.

This year EX SR 06 or commonly know as EX Planes, Trains and Automobiles, was conducted at Cultana Range, near Port Augusta, South Australia in conjunction with 1st Armoured and elements of 5/7 RAR. WO2 Scott Brown, Regimental Transport Supervisor / BSM HQ BTY had many sleepless nights working along side movements to coordinate the movement of the Regiments transport fleet. After many changes and a noticeable receding hairline, the Regiment deployed smoothly with no problems arising.

The plan for the deployment was to transport all A and B vehicles by train from Darwin to Port Augusta. 8/12 was allocated two days to load over 100 pieces of equipment that ranged from Mack Gun Tractors, M198 Medium Guns, Unimogs, 8/20 Tonne Trailers and land rovers.

With loading at the railhead, all RACT members gained valuable experience loading vehicles, as for most, it was the first time moving vehicles by train. The loading proved to be hard work, for the teams selected to chain down the vehicles. New members to Darwin had to battle the sultry conditions along with the severe northern electrical storms that seem to form out of the blue.

During the Exercise, the truckies proved to be an integral part of the Regiment, providing logistics in all facets of operation. During the Ex, the Regiment conducted an 18 km Pack March throughout the night for which CPL Simon Griffiths proved that truckies can not only drive but can slog it out with the best of the Arms Corps members by being the first member to cross the finish line by at least 15 minutes before the next arrival.

This year, 101 MDM BTY will be deployed to OP ANODE, along with the transport section headed by SGT Jamie Adkins, from Jun until Sep 06. To date the guys have been conducting extensive training and re-rolling from the original deployment to RCB 75.

For the rest of the year the members of 103 and HQ BTY will be preparing for an LFX in Jul and other possible deployments in the not too distant future. Activities across the Brigade have certainly increased this year and it is good to be a part of an RAA commitment to current operations.

# 9 FSB RACT

LT Dominik Kul

**The 9th Force Support Battalion is an integrated unit of both regular and reserve personnel coupled with a geographically dispersed working environment. HQ 9 FSB and 9 Logistic Support Coy are located at Randwick while remaining sub-units are spread between NSW and Victoria in towns such as Oakleigh – 1 Petroleum Coy, Doveton – 3 Recovery Coy, Horsham and Bendigo – 15 Transport Sqn, Puckapunyal and Moorebank – 26 Transport Sqn, and Richmond – 176 Air Dispatch Sqn. RACT personnel posted to 9FSB are an integral part of all the sub-unit's capabilities and contribute to providing heavy lift and bulk liquids transport, air dispatch, petroleum operations, and materiel support recovery.**

Due to its specialist capabilities and dispersed nature, many of 9FSB's activities are conducted as sub-units rather than the Battalion as a whole. Having said this, the farewell parade for outgoing CO, LTCOL Tony Hambleton, in November 2005 and the 17 Combat Service Support Brigade parade, where 9 FSB was led by current CO, LTCOL Mick Ashleigh, on 20 May 2006, was the first time a significant proportion of the Battalion have been in the same place since the Battalion's inception in 1998!

## 26 Transport Squadron

### 85 Transport Troop

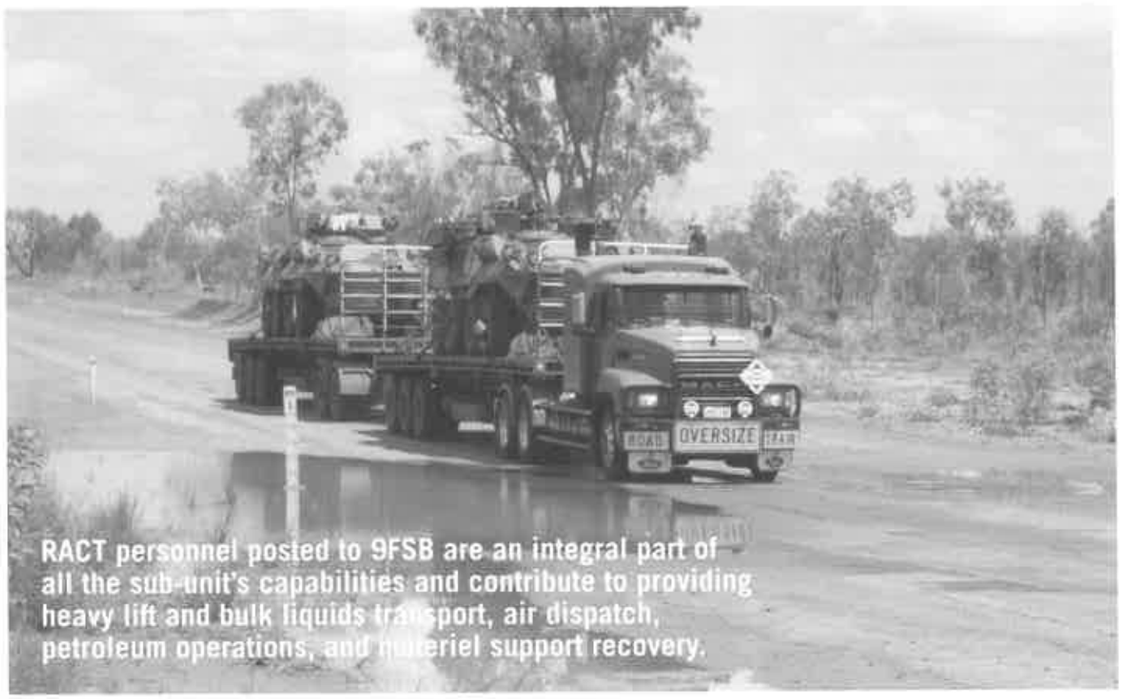
2005 saw some of 85 Tpt Tp personnel deploy on operations. SGT Dunn, SGT Piesert, CPL Young, LCPL Holmes, PTE Senior, PTE Gardiner and PTE Felstead went to the MEAO for OP Catalyst whilst CPL Nia deployed on OP Pakistan Assist. Whilst these guys were away the year looked like it would end quietly with lower than normal tasking compared to previous years. Until the arrival of the new Troop Commander, CAPT Jim Matchett, WO2 Neil Foster was on hand to provide his unique style of leadership based on his experience within the trade. This brought some changes to the day-to-day activity of 85 Tpt Tp, but it the main it carried on as usual.

Eventually CAPT Matchett managed to find his way out to Moorebank, and from day one he was into the thick of things. Much of the equipment was in for much needed repair and provided the necessary time for the Tp to conduct some training in preparation for the upcoming AACAP redeployment task.

At about this time Jasper, a 6-month-old Blue Heeler puppy was given to the Tp and became the new yard dog. The Tp had fought long and hard to get a new dog and Jasper fitted in well as we are sure he is completely insane.

It eventuated that 85 Tp was to conduct the majority of the AACAP redeployment solo. This led to an increase in work required by the workshops detachment assisted by troop members to ensure all equipment required was ready for the job. This was to be the first trip away with the Tp for CAPT Matchett, and with trucks dropping like flies, it proved to be a learning experience for all. WO2 Foster was farewelled on the completion of this trip and the Tp welcomed back SGT Dunn on return from his deployment in Iraq.

2006 started in flying form, with a troop move in support of 2/14 Light Horse Regt. This ended up being a comparatively large task with 35 platforms employed. The Recovery Mechanic was able to put the new HRV into action when some of our vehicles became stuck at Lavarack Barracks, but with a little skill he had us moving in no time for an easy run home down the coast.




RACT personnel posted to 9FSB are an integral part of all the sub-unit's capabilities and contribute to providing heavy lift and bulk liquids transport, air dispatch, petroleum operations, and materiel support recovery.





### 86 Transport Troop

2005 saw a number of the old faithful leave 86 Transport Troop, while 2006 saw 17 new members join the Cobra Club. A new Tp Comd and 2IC marched in, LT Hinds and LT Pearce respectively, while also new Tp Sgt – Sgt Sewer joined from RTC-Q. Added to the headquarters element are a selection of the Corps' finest drivers and JNCO's, from across Australia. Some came as far away as Darwin and Townsville with most being welcomed with the cheery 'Hope you guys all brought your cold weather gear'.

After a relaxing Christmas break, 86 Tp was straight back into the action with 27 members of the troop were warned out that they would be calling Maygar Bks home for the next 2-3 months for support to the Commonwealth Games on OP ACOLYTE. These personnel were attached to 2FSB as part of the Logistics Task Group and integrated with drivers from 44 Transport Squadron, to be called A Tp.

The majority of the work undertaken by A Tp for OP ACOLYTE would be classed as domestic transport, which saw 86 Tp personnel driving coaches, coasters and fast cars loaded to the back gunnels with ADF personnel. It was certainly a different experience to the normal day to day role of 3rd line transport. In between daily tasking, new members of the Tp were undertaking a Fleetliner conversion course, in preparation for a return to the open road. By the end of OP ACOLYTE most Tp members were looking forward to getting home to Pucka and to the standard camel handling tasks such as taking Penny and Vernon to schools for fundraising.

The 10th of March saw twelve Tp members head to the Bandiana museum for the rededication of the 86 Transport Platoon RAASC's, International Mk 5 Truck. The 86 Tpt Pl Vietnam Veterans Association had restored the old work horse 10 years ago and due to a mix up it had ended up in the Alice Springs Road Transport Hall of Fame. Long discussions with the Hall of Fame saw the old truck returned to its rightful place in Bandiana. During the proceedings, the old and bold ex-86ers, took the young pups under their wings, spun some 'war-ies', and showed that some things truckies do, never change. It was a day that strengthened the bonds between the old and the new diggers of the Cobra Club.

### 87 Transport Troop

2006 saw 87 Transport Troop provided with the unique situation of being deployed on operation in your own back yard. Camp was set up at Point Cook RAAF and saw the soldiers calling Melbourne home while serving as drivers and logistical support for OP ACOLYTE. The magnitude of this operation may never be fully understood, but it is thought that it has gone a long way to knocking down the picket fence that separates the Australian Defence Force and the Australian public. Members of 87 Tp took every moment and mile in the vicious CBD traffic in their stride.

Details of tasks were often hard to come by, as the Logistic Task Group seemed to be 'united by the moment' and evolving every second with OP ACOLYTE accelerated full throttle, that expanded to a 24-hour operation. In the main, transport supervisors were required to juggle tasks to provide coded drivers, ensure rest time, maintain servicing programs, running vehicles courses, all the while with soldiers coming and going on promotion courses. All agreed it was busy times with the acquiring of adequate sleep being sometimes a task in itself. Just when there was a glimpse of relief in this busy schedule the Victorian Police requested that a special task force be provided by ADF to deal with their transport shortfall. It eventuated that a quarter of 87 TP drivers were re-tasked to meet this requirement while still holding the fort at Point Cook. In all, over 1100 tasks were completed by 87 Tp during OP ACOLYTE and over 16,000 vehicles were searched by Logistic Task Group at vehicle check points at all major venues. A feat in which they should be proud.

Police Commissioner, Christine Nixon, reinforced this fact when she addressed the Logistic Task Group on the 27th March. She stated that there had been a commitment of five years to the development project but she knew from the very start that Victoria could not do it own their own. The Commissioner ended by applauding the way the joint task force had provided the critical support and passed on praise and recognition on behalf of Premier Steve Bracks, expressing how delighted he was with the way the team's had worked together. All it seemed had agreed that the Commonwealth Games Task Groups had been a recipe for success.

87 Tpt Tp's Recipe for OP ACOLYTE success was defined as, pre heat oven 5 years early. Finely chop 2,600 Defence members into a bowl, with a dash of ARA and a hint of GRes. Stir in 14,000 peeled Victorian Police. Add 4,500 seasonal security guards of choice, 2 tablespoons of ASIO and Federal Government agencies and blend until you have a smooth consistency. Pour into a non-stick baking tin. Bake until golden brown and allow time to cool. Gently ice with the foreign flavours of international tourists and athletes from over 71 counties. Sprinkle hundreds and thousands of volunteers on top and you have Melbourne 2006 Commonwealth Games.

### 9 Logistic Support Company – Transport Section

The Transport section has seen a few changes in 2006 with the march in of CPL Teske, LCPL Wallace and PTE Blott (all previous members of 9FSB). The tempo began steadily with the HQ shake out kicking off within the first few weeks of getting back to work and saw PTE Levic voted the best commando roll award (irrespective whether it was on purpose or not). Shortly after the HQ shake out, Exercise Warhorse took place in Townsville and saw CPL Teske deployed to Townsville to work with 1HSB and 10FSB. During that time PTE 'Truckin' Kenney returned fresh from a back operation.

April saw the section accompanying 1 Tp, 176 AD Sqn on Exercise Drive By at Majura Range in Canberra. The exercise provided the opportunity for members to test out there throwing ability with the conduct of a F1 and F3 grenade range. The exercise itself consisted of urban training in the NSW Police MOUT Facility an included convoy procedures whilst being exposed to Improvised Explosive Devices (IED), contacts and ambushes. The exercise provided some exposure to what some members of the ADF may be confronted with while serving in the MEAO.

Other activities undertaken this year so far have seen, CPL Teske and PTE Levick driving WWII Heroes on ANZAC Day into Aussie Stadium for the Dragons vs. Roosters game. While LCPL Wallace did a sterling job in organising the transport for the Battalion Military Skills Competition with PTE Allison worked extremely well as his 2IC.

### 1 Petroleum Company

The start of 2006 year has seen 1 Pet Coy say goodbye to SGT Phillips and CPL Ellison, both who moved onto the exciting horizons of APA. Also farewelled are CSM WO2 Presig who was lured by a call from the land of the long white cloud. Taking up the roll as of personal fitness trainer and representative for sports enhancements and gym equipment. The Coy welcomes a new Chief Clerk, SGT Freeman, whose first major job was to move the orderly room to a new location within the headquarters. All be it only across the hall, it was a move that saw much exertion from the orderly room staff. A new CSM, WO2 Reeves, has also marched into on CFTS from JMCOMEL whilst LT Cox is filling the role of Coy 2IC.

New training Sergeant, SGT Ozzy Osborne, has already displayed his skill at being the local heat-seeker, whilst the Coy also welcomes back LT Proy who has seen the light and realised that pumping fuel part time is better than jumping our of perfectly good aeroplanes full time. Other new members also to be welcomed are REC Wall, REC Jones, and PTE Sapir, a recent transfer from 26 Tpt Sqn.

**the Coy also welcomes back LT Proy who has seen the light and realised that pumping fuel part time is better than jumping our of perfectly good aeroplanes full time.**

Sadly we farewell CPL Frank Frost, who passed away early this year. CPL Frost was an experienced soldier and a much-loved member of 1 Pet Coy. Frank served in the British Army as a para trooper in the 2nd Parachute Regt and as an Engineer and a Pet Op within the Australian Army for 12 years. Frank will be missed around the Coy and we extend our deepest condolences to his family and wife CPL Jenny Frost.

*1st Petroleum Company members conducting fire fighting training*

### 15 Transport Squadron

15 Tpt Sqn, the only Army Reserve 3rd line road transport unit, is based in Bendigo at the Multi User Depot in Junortoun, with members of the Squadron travelling from Bendigo itself and Central Victoria to serve in the unit. The Squadron also has a GRES transport troop, 128 Tpt Tp based in Horsham, in the Wimmera region of Victoria.

Since July 2005 members of 15 Tpt Sqn feet have barely touched the ground and have been kept busy with tasks and activities that have contributed to an enjoyable year for the drivers and staff at the Army's premier GRES 3rd line road transport squadron. The new financial year kicked off with an Assistant Driving Instructor and variant codes training, to create a more capable and deployable pool of drivers and increase the number of ADI qualified members within the squadron.

August 2005 saw the squadron running a courses camp. With so many in the last year, the Ops team has it down pat and the drivers were kept busy completing training for C2, MR2, HR4 and HR1 codes. Doing what Transport does best, the trainees and instructors spent much of the course on the road travelling between Puckapunyal, Bendigo and Horsham. Happily, all members of the unit passed the course and everyone returned home with a new licence code and course report for their competency logbook.

October 2005 had the drivers on the road again, with convoy drives and a staging area weekend being conducted. The drivers of 14 Tpt Tp and 128 Tpt Tp had convoys travelling through Ballarat, Melbourne, and Wangaratta. More importantly, the weekend provided the Section Commanders of these troops with the opportunity to command their soldiers on the road and introduce their RAAOC Troop Commander, LT Maddison to the mystical and magical world of RACT operations. Needless to say, after the weekend LT Maddison saw the light and put in for a Corps transfer to RACT, much to the dismay of the Sqn's Chief Clerk and SQMS.

December 2005 saw the squadron hold its annual dinner at the Bendigo RSL, and exposed the partners and guests of the squadron personnel to a traditional Army function. The night saw promotions and awards handed out by the OC, MAJ Modderman, and the farewell of posting and discharging members.

2006 hit with wheels turning, and the year kicked off with the squadron joining with 1 Petroleum Coy and 3 Recovery Coy for Exercise Boundless Bullock held over two weeks in January and February. The activity saw the three sub-units travel to Canberra, Holsworthy and Nowra and had personnel undertake induction training, range and WTSS shoots, military skills training, and an introduction to what could be expected on low level operations today.

The soldiers also visited the War Memorial in Canberra, were shown over the Navy's rotary winged assets at HMAS Nowra and tried their hand at damage control at the Navy's Ship Safety and Survivability School at HMAS Creswell. The officers and seniors of the sub-units now hold the record for the most water ever pumped into the mock up of a ship used to conduct the training! This was not helped by a little sabotage by the soldiers.

April saw recruiting activities undertaken, the squadron supporting the Easter parades and exercising its Freedom of Entry to the City of Greater Bendigo. The event was made even more significant by the fact that it will be the last time the Banner of HRH Princess Alice is displayed in Bendigo. ANZAC Day saw the squadron committed to ceremonial duties with Catafalque parties in Bendigo, Castlemaine, Maldon and Maryborough, as well as marching in the main ANZAC Day parade in Bendigo itself. The highlight for the month however was when the squadron Mil Skills Team won the 9 FSB Mil Skills competition and the inaugural Regan's Race Trophy. As a result, four squadron members were selected to be part of the 9 FSB team to compete at the 17 CSS Bde Mil Skills competition scheduled for July in Townsville.

May saw the squadron continuing business as usual with the first member (CPL Murphy) of the squadron being deployed to Iraq as part of OP CATALYST. And as the year continues the tempo at 15 Tpt Sqn will continue unabated with involvement with 3 Recovery Coy on Exercise Sand Blast in June.

### 3 Recovery Company

2006 started well for 3 Recovery Coy with four new Heavy Recovery Vehicles. This addition has significantly increased 9 FSB's capability in providing recovery support to Army in particular the south eastern region.

3 Rec Coy exercised this enhanced capability by assisting Mentone RSL, on ANZAC Day. The sub-unit provided two HRVs, two Medium Recovery Vehicles and two landrovers for RSL members who were unable to march. The sub-unit also provided a catafalque party for the Dawn Service and received thanks from the community for this contribution. It is expected that as the year progresses 3 Rec Coy will continue in its support to the local community through similar tasks and as result maintain its good public relations profile.





In addition to this, 3 Rec Coy will be involved in Exercise Sandblast and Exercise Sharp Shooter in June. The sub-unit is also expecting a growth in its numbers through local reserve recruiting initiatives which will require the implementation of training to qualify and future exercises to maintain this capability within 3 Rec Coy.

### 176 Air Dispatch Squadron

2005/2006 was another exciting and eventful period for 176 Air Dispatch Sqn. The squadron has continued under the control of OC, MAJ Mike Cook and SSM, WO2 David Smit. However, 2006 saw some fresh faces in the hierarchy with the arrival of 2IC, CAPT Rebecca Talbot, OPS LT, LT Ben McCaskill, and LT Sara Robertson.

It is important to note that whilst the 176 AD Sqn is predominantly RACT, there is also a vital contribution made by the RAAOC Para Riggers from 39 ADE PL and 3 Troop (Spt Troop) comprising of members from RAEME, AACC and RAAOC. Having said this, the squadron landed with their feet running in 2005 with 1 Tp supporting the RAAF 36 Sqn Airborne Operations course by assembling several Type V heavy drop platforms and multiple container loads in the Container Delivery System configuration. This equated to many long hours spent on the Drop Zone, some up to eight hours away by road.

April 2005 saw CPL Meldrum and SGT Joyce from 2 Troop participate in Exercise Air Warrior II in the USA. Their role was to inspect American container loads that were rigged for airdrop from RAAF 36 Sqn aircraft. This exercise provided valuable experience to both members for future dissemination throughout the squadron.

Support tasking continued with the deployment of a section minus led by LCPL Allen to Exercise CATA. Whilst CPL Hawkins deployed with 51 FNQR to provide small payload resupply to ground forces at Mt Isa and the bulk of 2 Troop deployed on Exercise Emu Moon, in support of Special Operations Command.

Mid 2005 saw the amalgamation of the squadron's two Air Dispatch troops in order to be able to continue ongoing support to dependencies, exercises and courses. This resulted in the emergence of what was to be called 12 Air Dispatch Troop.

Exercise Talisman Sabre dominated much of the activities in the later half of 2005 and saw a significant contribution from the squadron. This included the deployment of the majority of 12 Tp, several para riggers and the catering element from 3 Tp to either Townsville or Rockhampton. Primarily rigging support was provided USAF and Australian airborne elements. In addition to this, the Rockhampton component focused on external lift operations. During quiet periods, personnel were involved in developing 9 FSB's battalion defences.

August 2005 saw two crew commanders from the combined 12 Troop deploy to Thailand and a further two crew commanders deployed to USA in October 2005 to support Exercise Air Warrior III. Those remaining member's of the squadron unlucky not to deploy on these swan trips participated in a IMT training week, focusing on the urban environment and utilising various infrastructure on RAAF Base Richmond.

November 2005 brought about the disbanding of the much loved 12 Tp and the return of 1 and 2 as individual troops. It also saw the squadron participate in the 9 FSB farewell to the CO parade with six squadron members parachuting onto the parade ground as a trigger to start proceedings.

Other noteworthy events for 2005 included WO2 Pearson, SGT Joyce, PTE Gray and PTE McGavock deploying as part of the ADF effort to the tsunami devastated region of Aceh during Operation Sumatra Assist. It also saw LT Duquemin deploy on Operation Pakistan Assist as part of the relief effort to the Pakistan areas affected by earthquake while CPL Alcock, to CPL Van De Maele and PTE Abbas deployed to the MEAO on Operation Catalyst.

2006 so far, has also seen the same tempo with continued rigging support to the RAAF 36, 37 and 38 Sqns. This has involved the preparation of a variety of loads for dispatch from each squadron's aircraft. In addition to this, 176 Ad Sqn provided loading support, DZ support and support to the aircrew whilst the aircraft carry out their tasking. Involvement in these activities have occupied the majority of the working hours for 1 and 2 Tp, and 39 ADE P during this period. Support has also been provided to 3 RAR and A Field Battery for insertion into Hinge Drop Zone Singleton.

In addition to providing external support the squadron has been involved in internal training such as parachute continuation training and troop level training. For the troop level training, 1 Tp utilised the Australian Federal Police's School of Peacekeeping Operations located near Majura Range complex. This activity exposed personnel to mounted operations in a simulated urban environment and provide an invaluable insight into these types of operations for all involved.

The squadron expects to maintain this high tempo for the remainder of 2006 and has recently deployed a significant air dispatch to Operation Astute as part of the assistance to Timor Leste.

### Conclusion

The broad range of specialised capabilities across 9 FSB, coupled with the spread of locations lends itself to a diverse number of activities being undertaken throughout a normal year. Hopefully this article has provided you the reader with an indication of what 9 FSB is all about, and this is just scratching the surface of the past twelve months. It is expected this frenetic activity will only increase as 9 FSB's role within the newly raised 17 Combat Service Support Brigade continues to strengthen and the Battalion prepares for its move to RAAF Amberly in 2008.

**Hopefully this article has provided you the reader with an indication of what 9 FSB is all about, and this is just scratching the surface of the past twelve months.**

# 16 Transport Squadron

**CPL Matthew McKellar**

**16th Transport Squadron is an Active General Reserve Squadron under command 8 Combat Service Support Battalion located at Bullecourt Barracks, Adamstown. 2005-2006 has again been a rewarding but a very demanding year for the squadron. Most of the soldiers and senior personnel of the squadron during this year have easily expanded well over 100 days as a result of providing support to 8 Brigade over a large geographical area of NSW. The natures of our tasks have included civilian support, recruiting driver training with the Eastern Region Courses Camp conducted out of Holsworthy, numerous APC lifts and second line support to the Brigade. In addition to this the squadron has provided support to external units such as ARTC, Special Forces, 5CSSB and RTC NSW just to name a few.**

The focus of our training has been on individual soldier and trade skills in order to provide a round out capability both to the High Readiness Reserve and the ARA. Driver training has focused on C2/MR2 courses and the completion of basic trade competencies. The squadron is busy meeting its commitments with the RRF in addition to having had members deploy in support of Rifle Company Butterworth earlier this year.

The squadron's major exercise in 2005 was provision of close CSS to Exercise Rumani Lancer. This deployment was in support of a Force Protection Company Group (FPCG) conducting Rear Area Security Operations (RASO). The squadron utilised both RAAF Williamtown and Singleton Range Training Area for this exercise.

On the social seen 16 TPT celebrated Christmas with a medieval theme which was attended by both members and their families and a good night was had by all. This year will see the corps birthday celebrated by means of a formal dining in night on the 1st July at Mayfield which will again provide the opportunity for past and present members to share a story and an ale or two.

This year saw the changeover and welcome of key personnel within the battalion with the new Commanding Officer being LTCOL Anthony McBride (RACT) and RSM WO1 Peta Dawe (RACT). From the squadron's perspective we welcomed the arrival of LT Melinda Degney, SGT Edward Coope, CPL Allen Love and PTEs Adams, Cortis, Machin, Rose, Vidler and Wallin. We farewelled LT James Pheils and PTE Hulbert and wished them well in their future military careers.

From the truckies at 16 TPT until next year... Par Oneri.

*WO2 Dave Russell leading recovery during the recent C2/MR2 drivers course*



This year will see the corps birthday celebrated by means of a formal dining in night on the 1st July at Mayfield which will again provide the opportunity for past and present members to share a story and an ale or two.





# Joint Movement Control Office Townsville

**JMCO TSV started the year with the usual, death by lite pro, compulsory equity, OH&S training AKA induction training. From there the unit quickly transitioned into preparing to support exercises and operations by deploying to the Shoalwater Bay Training Area, for five days, to establish a MC DET in a greenfield site and to conduct a TEWT style movement control exercise. The TEWT involved the deployment of a Bde sized force into their respective TAORs in SWBTA. This exercise also consisted of a route recon from Townsville to SWBTA and staging area training at the Sarina showgrounds.**

On return there was no time to rest as it was time to kick into the year with the deployment of 5 Avn Regt rotary wing assets to OP PAKISTAN ASSIST and OP SLIPPER. For both OP PAKISTAN ASSIST and OP SLIPPER, JMCO TSV personnel learnt a great deal about deploying Avn assets by air. For OP PAKISTAN ASSIST JMCO TSV deployed one member, PTE Matthew Peirce, who contributed significantly to the intra theatre movement and the redeployment of the UH-1H Hueys and personnel back to Townsville.

Shortly following these deployments was the deployment of the 11th Marine Exeditionary Unit (MEU) into Townsville. This was a significant activity involving numerous US Navy assets, landing craft such as LCAC hovercraft, helicopters, hummers, 155mm guns and numerous air assets simultaneously inserting into Townsville for a live fire activity at the High Range Training Area. This activity provided members of the unit with a great opportunity to work alongside our American allies. Valuable experience and knowledge was gained by working with unfamiliar vehicles such as LCAC hovercraft and LCUs, which are much like our LCM 8s. Some of us even had the opportunity to enjoy a sunny and sunburnt boat cruise on one of the LCUs out from Ross Island to one of the awaiting ships approximately 20 miles of the coast of Townsville. At the same time the Americans were enjoying being beached on an LCU about 200m off the shore of Ross Island.

Further off the coast of Townsville, riots resulting from elections in the Solomon Islands gave JMCO TSV something else to do with the deployment of the 1 RAR RCG to quell the riots. SGT Ingle and PTE Tomkins were deployed at short notice to assist in monitoring, controlling and reporting on movements in and out of the Solomons. This deployment demonstrated the on-line capability and preparedness that JMCO TSV constantly maintains in order to support operations.

JMCO TSV also continues to deploy force elements by sea, as was evident with EX CROIX DU SUD. 80 troops from 4 Fd Regt were embarked upon HMAS TOBRUK for an interoperability exercise with the French Army in Noumea. Along with the support to the 11th MEU, this activity enabled members of the unit to keep up to date with the movement requirements of personnel and stores via sea.

Another significant activity that JMCO TSV has contributed to this year is the deployment of AMTG-3 over the month of May. SGT Beckham has been attached to the Mounting Base since the start of the year to assist with the movements of the AMTG in lead up training to deployment and for the deployment to Iraq. During May four A330 Airbus sorties will depart from TSV to load AMTG personnel and stores and deploy into the MEAO on OP CATALYST.

Once again operations have recently intensified, with instability in East Timor. JMCO TSV has been instrumental in assisting 3 Bde and other units concentrating in TSV, to deploy to East Timor. Townsville has seen waves of C-130, B707 and C-17 sorties being used to deploy the majority of the FE to Timor. In addition to this, sea lift assets such as HMAS TOBRUK, HMAS MANOORA, HMAS WEWAK and civil shipping assets have been utilised in the movement of Australian FE to Timor.

Despite the heavy workload JMCO TSV has been able to manage and send some of the members of the unit on numerous courses.

*C-17 being loaded*

Since the start of the year a number of people from the unit have been deployed on various operations. PTE Peirce deployed on OP PAKISTAN ASSIST. CAPT Gassdorf, SGT Harper, CPL Antal and PTE Miller returned from OP CATALYST. LT Gauci, SGT Crane and PTE Gilmore deployed on OP ACOLYTE. SGT Ingle and PTE Tomkins deployed on OP ANODE, and MAJ Ouvrier, SGT Crane and CPL Antal deployed on OP ASTUTE. Still the unit has more operations coming up throughout the year which will see additional members from the unit deploy.

Overall it has been a very busy year for JMCO TSV and will continue to be so as we support units in our Area of Responsibility on a number of exercises and operations to come. As for the honey badger, our unit mascot, there have been no reports of attacks to any scrotums, as is one of the traits of the honey badger. However, members of the unit have continued to demonstrate other traits of this creature such as intelligence and dogged tenacity in the performance of their duties.

However, members of the unit have continued to demonstrate other traits of this creature such as intelligence and dogged tenacity in the performance of their duties.

The unit began the year with WO1 Keith Jones running two UMO courses to qualify officers in the TSV region. The unit has had LT Hartley complete LOBC, PTE Peirce complete subject four for Corporal and PTE Wilson complete subject one for Corporal.

For the rest of the year JMCO TSV will continue to provide movement support to a number of exercises and operations such as EX SWIFT EAGLE which is planned for later in the year. There is also some adventure training planned in October with a number of members of the unit going down the Tully Gorge for some white water kayaking, as part of adventure training.

# 10 FSB – 30 Terminal Squadron
# The 171 Trade (Cargo Specialist) AKA 'Termites'

**SGT L. Munro (Tp SGT and Sqn Trg SGT)**

**Personally, I have been in the trade for around 13 years and I have watched the trade grow and change in many ways, some changes for the better and some changes for the worst. There is one thing I can confidently say: ECN 171 is one of the best trades to be in! The job diversity we experience can shift from working with 2 RAR gaining competencies in all their infantry weaponry and section drills in preparation for deployment, through to sailing around the world on board a part of the RAN fleet. Termite life is second to none.**

As a RACT trade we have much to offer. Travel around Australia, overseas deployments to varying areas of interest, technical qualifications second to none and the flexibility to have a lot of fun where ever we go are just a few positive aspects of termite life.

10 FSB holds the Army's terminal operation capability and most members will find themselves posted to a Ship's Army Detachment within the RAN fleet helping maintain the capability afloat. In fact, our Sqn has just cracked over 100 on posted strength which is the first time in months. This unique terminal capability is first in to the APOD/ SPOD of a force insertion point and often the last ones left to turn out the lights. Suffice to say, 10 FSB termites have not stopped deploying since 10 FSB was raised and are continuously deploying members month after month. Balancing deployments with continual trade training is causing a strain for command and structure. At the strategic level, the rigidity of ECSOs for ECN 171 is causing management difficulties in promoting young soldiers and filling in the LCPL and CPL vacancies. Currently soldiers are finding it difficult to step up through the levels of attainment, whilst deploying for periods up to six months to reach their next pay groups. However, plans are in place to review ECSOs by TDG, with an intention to bring the requirements to a more workable, attainable schedule. At a local level, the Sqn is now focusing on individual training for 2006 - 2007 to get our soldiers through the ECSO hurdles and for the Sqn to have confident, qualified MHE operators. Things are looking good as the trade is now reviewing within the areas it can control, and helping the soldiers move forward towards the right pay scale for the level of work output and actively seeking DG waivers to attend promotion courses. We understand ECSO is restricting many ADF trades and we can see there is progress being made to lighten the burden.

Ross Island Barracks is the home of 30 Tml Sqn. This may change in the very near future. With the implementation of JP 126, the Sqn is anticipating receiving six new Kalmars and a few Tadano cranes. Add these massive pieces of kit to our current holding of 8T Manitous, Pacifics, 20T and 30T cranes and a posted strength of 106 personnel – it is obvious we do not fit on the island any more. You do not need to be good at spatial awareness or maths to know the Sqn is blowing out the compound and could realistically sink Ross Island Barracks.

CSIRs have been raised to secure the Sqn a compound at Lavarack Barracks late 2007. Wish us luck with this endeavour!

In line with our diverse equipment, 30 Tml Sqn also comprises several other corps and trades in order to keep the termite capability operational. We have several RAAOC, ENGR, and RACT (274) members. In particular, our three RACT 381 CPLs have revised our non-technical inspection strategies and fleet management with great success and our RACT 274 operators have been actively involved in supporting the relief to Cyclone Larry. Without their help, the Sqn would be a less than workable life.

So far this year our ABT has deployed on Exercise CROIX DE SUD to New Caledonia and raised the capability of providing two on-line sections with kit, we have deployed the Sqn (-) to MACROSSEN trg area, participated in Bn level parades and IMTs, and deployed 14 termites to Afghanistan and Iraq in various contingents. We are looking forward to receiving our new LTs fresh from LOBC/ALOC in early June and are delighted to welcome ten new IETs in May 06. The Tp SGTs and section commanders have worn the brunt of administration and command shortfalls during this period with extreme professionalism. I must say, the arrival of four LTs is not a moment too soon. Having senior PTEs work as section commanders, section commanders work as understudy SNCOs, and SNCOs working as Tp Comds....the momentum and adrenalin can only keep you going so long. Our newly qualified IETs set foot in the Sqn one week and have been whisked away on a 6000km drive-away. They are then scheduled in for a few MHE courses before Christmas. The 10 new guys have been absorbed in the sections without a blink of an eye. A positive occurrence of late was the recent promotion of Shannon Grantham to SGT. He assumes the role of 72 Tp SGT, alongside SGT W. Hubbard 69 Tp and SGT M. Wellsmore 68 Tp.

At the HQ level, this is the last year as SSM for WO2 Greg Collins. He is moving on to a new posting that utilises his vast experience.

Personally, I love this trade and have great pride in telling people, "I am a Termite". I only want to see the trade thrive as it has a lot to offer. Not just to the soldiers but to the ADF.

***From the OC: Well done to the Squadron for starting off the year with such enthusiasm. Standards were set high and we are kicking goals! A special mention to our deployed members overseas: Stay safe and maintain the standards set by previous 30 Terminal Squadron members.***

***From the SSM: To all Squadron members, thankyou for maintaining the self discipline that prevents minor issues becoming major problems. The year to date has been busy with all hands to the pumps at different stages, maintain the professionalism that we have seen so far. I look forward to those personnel overseas returning and incorporating their new found knowledge and experience into the Squadron. Par Oneri!***





# HQ / PTI – Road Transport Wing

**CPL Shane Bramley**

**In 2005, Road Transport Wing began to research the possibility of introducing a Trade Specific Physical Training continuum for RACT 109 drivers. This study involved identifying and developing a physical training program that would better prepare drivers for their day to day routines whilst in barracks and on operations. Research revealed that a short fall existed in the continuation of physical training from recruit training to IET for a driver. Not only was a loss of fitness from recruit training occurring, but there was no development of new skills.**

The development of a trade specific physical fitness training continuum would ensure that RACT drivers become physically more robust soldiers who are less susceptible to work related injuries.

The idea became that if we could implement specific physical training and education at the beginning of a driver's career, they would continue to develop these skills once posted into a unit. For training to be beneficial in maintaining or improving fitness, a fitness component should be conducted a minimum of three times per week (DI (G) PERS 16 – 11 ADF Policy on Physical Fitness, Para 8 (b) Frequency). Where the importance on fitness declines to a point where trainees receive less than three PT sessions a week (as is the case at RTW), we can not continue to expect a high standard of fitness. This is evident in a trend of BFA results where baseline standards are not being achieved.

Trainees are required to attain a certain level of fitness prior to marching out of Kapooka. Having said that, once they begin their training there is no requirement to become AIRN compliant until they have completed IET. Although it is now up to a gaining units CO whether to accept a trainee who is unable to pass a BFA, the ideal solution is to have all trainees fully compliant prior to leaving RTW. This may be achieved by allowing sufficient time during the 'normal training day' for trainees to participate in PT.

This year RTW is continuing to develop a physical training continuum for trainees completing Basic Driver Courses (BDC). Research into the programming of specific conditioning exercises for drivers, to complement other soldiering skills and the relationship to fatigue related injuries, remains a key focus. A number of assessments and tests are also continuing on trainees to determine if any physiological effects / changes (an increase or decrease in fitness and body composition), are occurring during the course.

During a recent study into these effects, it was found that 1/3 of the course had an increase in body fat levels of > 1.5%, a considerable amount given the length of the course (eight weeks). Statistics gathered within this study showed that however marginal, there maybe a slight loss or decline in the conditioning and fitness of a trainee whilst completing a BDC for IET. This information comes from a trial course where a concerted effort was made to provide trainees with scheduled PT.

The results and statistics obtained from the above and future studies, coupled with other research data collected on fitness and fatigue will form the basis of any request to Training Command for an extension of training days to include PT for driver courses.

If being AIRN compliant for physical fitness is expected for trainees completing IET and is a priority for deploying units, then the current time allocated for PT to each driver's course does not provide progression in training and is substantially insufficient. The current level of commitment is resulting in a loss of physical conditioning and operational capabilities in the long term.

RTW is continuing to develop a physical training continuum for ECN 109 drivers and looks forward to bringing you updates on any progress in the future.

During a recent study into these effects, it was found that 1/3 of the course had an increase in body fat levels of > 1.5%, a considerable amount given the length of the course (eight weeks).

*Rd Tpt Wg members participating in EX Red Line section competition*

# 10 Force Support Battalion: Exercise Croix de Sud 2006

Lieutenant D. Rojo

**Exercise CROIX DE SUD 2006 took place in New Caledonia over the period 26 Apr 06 to 06 May 06. This was a multinational exercise, led by the French, which included elements from Australia, New Zealand, Vanuatu, Fiji, Tonga and Papua New Guinea. The Australian presence was significant and included HMA Ships TOBRUK and MANOORA, a Ready Company Group from 4th Field Regiment, the Amphibious Beach Team (ABT) and a section of Landing Craft Mechanised Series Eight (LCM8) watercraft. Two Navy Landing Craft Heavy (LCH) watercraft were intended to participate in the exercise but could not make the transit due to the sea state. As a result, the LCM8s were allocated additional serials in the master events list (MEL) or surface assault schedule (SAS), which kept them very busy throughout the exercise.**

The exercise was essentially a non-combatant evacuation operation (NEO). In the scenario, a small Pacific country, called Greenland, had experienced a natural disaster. Greenland contained a sizeable minority of Orangelanders. Due to a sudden escalation of violence between these two ethnic groups, the Amphibious Task Group (ATG) was required to secure a beachhead and an airhead in order to evacuate a number of 'entitled persons', followed by a tactical withdrawal. From an Army watercraft, or 'Boatie', perspective, the exercise was a tremendous success, allowing the crews to refine and develop a number of procedures, particularly when required to work with amphibious ships (for example, the role of the LCM8s in force protection of the ship). It was also pleasant to be operating our watercraft in such a scenic location.

New Caledonia is a tropical archipelago located east of the Queensland coast. It is a French territory, and its main industries include tourism and mining. The country is much larger than most people suspect and contains enormous hills and mountains that form a beautiful vista when observed from the sea. The main ethnic groups are French and Kanak, and there is also a modest Asian minority. There is a well-established independence movement in New Caledonia, and at times, tensions have erupted between the indigenous Kanaks and the French military. As a result, Australia did not participate in all phases of the exercise.

Nonetheless, most serials involved Australians in various capacities, and this resulted in widespread media coverage. Some of the headlines in the country's leading newspaper, *Les Nouvelles Caledoniennes*, were as follows: *Canala: Operation humanitaire; Croix de Sud donne corps a la cooperation regionale*; and finally, *Croix du Sud: les grandes manoevres*. There was also an article on our Anzac Day commemorations entitled, L'Anzac Day a rendu hommage aux morts de Gallipoli.

The ATG comprised a number of vessels. In addition to the Manoora and the Tobruk, there was a French amphibious ship (slightly smaller than the Tobruk) called the *Jacques Cartier*, which conducted two beach landings. The French also contributed a frigate called the *Vendemiaire*, which was used in force protection. New Zealand provided a supply ship named the *Resolution*. There were also a small number of patrol boats from various countries, which provided additional force protection. It was a very impressive sight, indeed, to watch the fleet sail in a convoy out to sea as the force integration training (FIT) commenced.

The Tobruk and Manoora arrived in New Caledonia on 24 Apr 06, which allowed a welcome furlough to explore what we could of Noumea. Naturally, we were not able to stray very far from the ship, but it was exhilarating, all the same, to experience a foreign city.

The following day, there was a moving Anzac Day dawn service on the Manoora, which was followed by a lengthy parade at the War Memorial in Noumea. A number of dignitaries addressed the parade, including the Australian Consul-General to New Caledonia, Ms Jane Urquhart. The most significant challenge during the parade was responding appropriately to French drill commands. Fortunately for us, they kept it fairly simple.

The FIT commenced the following day and concluded on 29 April 06. During the FIT, the LCM8s conducted numerous beachings and stern door marriages.

For a lot of personnel posted to the Tobruk and Manoora, this exercise was their first opportunity to observe a stern door marriage. Therefore, it was interesting to note the welcome we received, particularly when we conducted our first stern door marriage with the Manoora at the commencement of the FIT on 26 Apr 06.

Not only did the LCM8s embark troops and equipment, but they were also involved in driver training for the French. The French drivers were unfamiliar with being guided on and off a watercraft. However, most of them responded instinctively to the commands of their Australian guides, resulting in few problems (aside from a few cracked tail-lights on some occasions). We also measured an LCM8 welldeck and discovered from the tabulated data supplied by the French that we could load a total of four of their SUMB medium vehicles (which we commonly referred to as mini-mogs) at a time. This was quite an achievement and also demonstrated the excellent guiding skills of the 'Termites' in the ABT and the Ships Army Department (SAD).

At the conclusion of the FIT, there was a rehearsal in the vicinity of Canala Bay on 30 Apr 06. For the LCM8s, this meant loading vehicles or pax and proceeding to the line of departure (LOD). The LOD is essentially a waypoint that marks a demarcation between the area of responsibility for the ship and that of the beachmaster (the ABT commander). A vessel master must request permission to cross the LOD. Having done so, the LCM8 then comes under the positive control of either the beachmaster or the ship.

We did not actually beach the landing craft during the rehearsal phase, and the rehearsal did not take very long at all. However, once the rehearsal was over and the exercise controllers were satisfied that the exercise could be conducted safely, we were ready to commence the lodgement phase of the NEO on 01 May 06.

During the exercise, the LCM8 crews demonstrated a tremendous amount of dedication and professionalism to achieve the serials and satisfy the timings in the SAS. They regularly completed the serials ahead of schedule, resulting in periods where they were required to standby while concurrent tasking (such as flying operations) was completed.

At all times, the crews were cognisant of their occupational health and safety requirements (which were a major focus of the maritime component commander), particularly in regards to personal protective clothing and equipment. This was especially important during the conduct of stern door marriages and when the LCM8s were lifted onto a ship.

One particular achievement was the way in which the LCM8s contributed to force protection. The LCM8s are armed with two .50 calibre heavy machine guns, which are located on the aft deck at the stern of the boat. Each crew member also has an F88 Austreyr. When required, the LCM8s would stand to and manoeuvre into position near the ship (as directed) where they could provide interlocking arcs of fire and target indication to the ship's bridge.





During one particular contact, on the final day of the exercise and shortly before our tactical withdrawal, the LCM8s also used their fire hoses to fend off 'protesters' who were speeding around the bay in Zodiacs, harassing each ship in its turn. They were not genuine protesters at all but were actually French personnel in civilian attire who were directed to be as vigorous as possible. Indeed, the use of the LCM8s' fire hoses and those on the ship resulted in a small reprimand from the French commander who was concerned about our interpretation of the rules of engagement. However, the use of fire hoses was certainly a lesson learned as we had not actually planned to use them in that capacity; we were hosing down the welldecks while we had the opportunity prior to lifting onto the ship.

That concluded the exercise. From there, the LCM8s were lifted, and the convoy sailed back to Noumea. We were provided with another opportunity on this final day to purchase souvenirs and explore, in an afternoon, what we could of Noumea.

From there, the 'Boaties' sailed to Sydney on HMAS MANOORA and de-serviced the craft in accordance with customs and quarantine requirements. This included emptying the bilge, chipping and scraping away the barnacles, hosing down the watercraft, removing garbage and cleaning the boat.

Originally, the plan was to conduct workups with HMAS KANIMBLA upon arrival in Sydney and then sail back to Townsville with them. This plan, however, changed with the outbreak of violence in East Timor. Nonetheless, having just completed two weeks in New Caledonia, the crews certainly proved that they were well prepared for any eventuality.

During the two weeks of Exercise CROIX DE SUD 2006, the LCM8s from 70/71 Water Transport Troop embarked 1535 pax, 116 vehicles and conducted a total of 134 beachings and stern door marriages.

Exercise CROIX DE SUD 2006 demonstrated the capabilities of the LCM8 crews. They were professional and dependable at all times and earned a significant amount of praise for their dedication and reliability. To have had an opportunity to contribute to a prominent multinational exercise in such a picturesque location was very fulfilling for those involved. The 'Boaties' proved, once again, that they were 'equal to the task' of keeping the Army afloat!

They were professional and dependable at all times and earned a significant amount of praise for their dedication and reliability. To have had an opportunity to contribute to a prominent multinational exercise in such a picturesque location was very fulfilling for those involved.

# 35 Water Transport Squadron: Exercise Green Anchor 2005

Captain S. Young (2IC 35 WTS)

**In September 2005, 35 Water Transport Squadron (35 WTS) conducted Exercise GREEN ANCHOR at Shoal Water Bay Training Area (SWBTA) located off the central Queensland Coast. The aim of the exercise was to test out the new Squadron SOP's, refine a wide variety of skills commonly used by the vessel masters and crew such as riverine and landing site reconnaissance, 24 operations in a hostile environment and marine navigation. Also practiced were skills that are less commonly used such as escape and evasion and blockades of waterways.**

The craft utilised in the exercise were five tried and tested Landing Craft Mechanised 8 (LCM8) and one of the new Landing Platform Amphibious Watercraft (LPAW) which had not been formally accepted by Army at this stage and was the first major trip undertaken by 35 WTS for this new craft. Support for the exercise was provided by Army Logistic Training Centre Maritime Wing (ALTC-MW) which provided personnel and one Shark cat and one COW Boat to act as enemy. 35 WTS personnel not employed on watercraft were also utilised as enemy forces.

For my part in the exercise I was employed as a 2IC on one of the LCM8's, AB1060, which was rushed through the final stages of its annual slipping so that it could take part in GREEN ANCHOR. The decision to take AB1060 came the afternoon before the exercise commenced so the craft had to be configured and loaded very rapidly to ensure that it would be ready in time. The other crew members were CPL "Kiwi" McInroe (Vessel Master), CFN "Dools" Dooley (Engineer), PTE "Goughy" Gough (Deckhand), PTE "Scotty" Wellings (Deckhand) and our exercise DS SGT (Batesy) Bate.

The journey down commenced with an early start to load controlled stores and to get through safety briefs prior to letting go lines at 0500hrs for the three day transit down to SWBTA. After leaving Ross Island Bks and travelling up the Ross River to Cleveland Bay, rough seas and strong winds were encountered thanks to some strong southeast winds. The LCM8's were able to push through these conditions and continue on with the trip but the new LPAW with it's aluminium construction suffered a certain degree of flex in it's frame. As this craft was still being trialled the decision was made to err on the side of caution and drop anchor in a sheltered position to allow the weather to pass. A wise decision as the last thing the LPAW vessel master would want is to have a $5M "member to pay". All craft anchored up and took shelter to avoid splitting up the convoy. This early setback was turned into a bonus as it gave an opportunity for the vessel master on AB1060 to brief the crew on aspects of the new SOP's. After a delay of a few hours the convoy continued on its way south to the overnight anchorage at Bowen. The next morning the convoy continued south to the Whitsunday Islands in fairly heavy weather. The only incident of note was the dislodging of AB1060's compass. Days of pounding into heavy seas had caused the compass's attachment to its stand to gradually weaken and finally break. A particularly heavy wave was hit and the compass dislodged, and after some fumbling with the now airborne compass it ended up in the lap of the Vessel Master Kiwi. Kiwi and I looked at one another with the "You've got to be kidding look". SGT Bate, had noticed the commotion and asked what was happening.

I held up the now portable compass to show him and although he said nothing his look said it all, "You've got to be kidding".

I held up the now portable compass to show him and although he said nothing his look said it all, "You've got to be kidding". Loss of such an important navigation aid brought our trek south to a grinding halt. Phone calls were made to the convoy and exercise commander and back to Townsville to arrange repairs and a compass swing. The following morning whilst the remainder of the convoy, except us and the LPAW, continued south we waited for the necessary people to come from Townsville to conduct repairs. The compass was reattached and the swing was completed, albeit delayed by low cloud obscuring objects not quite visible to take bearings. From here on in it was plain sailing (no pun intended) south to SWBTA after an improvement in weather and a refuelling stop in Mackay. On the way the LPAW had to turn back to Mackay after they encountered some technical problems. After having ADI look at the problem they arrived in the exercise area a couple of days later.

So at long last AB1060 arrived in the exercise area nearly two days late. After beaching the craft at night on the hard at Sabina Point the Vessel Master and DS received orders while the craft resupplied water and rations. The following day the first task for the craft was to conduct a recon of a river system to assess its viability for future operations. This involved a transit of a few hours to the location in what was now for the purpose of the exercise a hostile environment. As a result of this it was time to break out the weapons. An LCM8 has two .50 calibre machine guns mounted on its aft deck, in addition to this the craft 2IC has a Minimi and the three remaining crew each carry a Steyr. Upon reaching the river the LCM8 travelled up as far as was possible before anchoring and launching the zodiac. The Vessel Master and a deckhand continued up the river with a hand held depth sounder and a sketch pad to plot the remaining section of the river. Upon their return the zodiac was reloaded, we weighed anchor and proceeded to our night anchorage while Kiwi got cracking on the recon report. After surviving the night without being contacted and returning to Sabina Point so that Kiwi could submit his report and receive more orders, our next task was to probe a waterway at night for enemy forces. Not long into the task another craft was detected on the radar heading in our direction. Following procedure IAW the Rules of Engagement a challenge was issued over the Marine radio. This was met with a burst of small arms fire. We responded with our own small arms and fire from the .50 Cal's. Not having real ammunition and thus being unable to sink the enemy craft we had to put up with them buzzing around for the next five minutes firing sporadic bursts at us. Despite the enemy crafts superior speed and manoeuvrability our Vessel Master Kiwi kept the stern of the LCM8 pointed at the enemy craft so that our guns could continue to fire on them uninterrupted.

**Exercise GREEN ANCHOR accomplished goals at all levels, at the command level the recently written SOP's were given a thorough working out, and at the soldier level on the boats it was a good chance to practice many of our skills as well as familiarise ourselves with the new procedures.**

At the conclusion of the contact we had obviously concluded that there were enemy in this waterway, so this was radioed in to our HQ located at Sabina Point and we then had a debrief on the nights activity. The following day we were instructed to return to Sabina Point. Upon landing at the hard we were informed that our craft had just been destroyed by an enemy attack and we had to evacuate to another location to find friendly forces. Thus the escape and evasion phase began. So it was packs on and start stomping. We had a less than ideal start as we heard shots ring out just after leaving the beach. We took off into the bush and headed for our first checkpoint led by Kiwi. Water Transport has a high percentage of retreads amongst its numbers and our crew was no exception. Kiwi used to be in Road Transport and Goughy and Scotty were in Infantry. For Goughy and Scotty this was just another day at the office, except they were probably carrying less than they used to. I on the other hand spent the first eight years of my time in the Army as a Mover so this was a bit foreign. My experience of bush involved white fleet vehicles, a VCR and a brew urn. The E and E phase required us to navigate to various checkpoints at night before returning to Sabina Point within a specified window the following morning. We accomplished this without detection from the enemy, although we did have a close call at one of the checkpoints. We had reached it and taken the Grid Reference for our next checkpoint from it when we heard a Land Rover approaching. After sprinting a 100 or so metres into cover we laid low for the next 45 mins while the enemy stomped around looking for us whilst firing shots randomly into the bush in a vain attempt to get us to reveal ourselves by returning fire. Eventually they gave up and left. Had we arrived at that checkpoint 15 mins later the enemy would have been able to set their ambush and contact us. We continued on and completed the 10km or so route without incident and ended up harbouring up 100m from our objective so in the morning it was just a matter of waking up and strolling in for an eagerly awaited hot brew. An hour or so later we climbed back onto our boat and received a brief from the 35WTS RAEME SGT on aspects of all the crafts systems. This was intended just as a familiarisation so that we had a greater understanding of how the various systems work.

This is where Exercise GREEN ANCHOR concluded for me as I left to return to Townsville by road for a course starting the following week. Exercise GREEN ANCHOR accomplished goals at all levels, at the command level the recently written SOP's were given a thorough working out, and at the soldier level on the boats it was a good chance to practice many of our skills as well as familiarise ourselves with the new procedures. From my point of view, on the deck of AB1060, that is how Exercise GREEN ANCHOR 2005 unfolded!





# 35 Water Transport Squadron: Exercise Surfing Penguin 05

Captain S. Young (2IC 35 WTS)

**Exercise Surfing Penguin is a biannual training activity conducted by 42 Amphibious Troop. The training is conducted IOT practise and qualify LARC V crews in surf operations. Landing on surf beaches is inherently dangerous and requires a good deal of practice to master. Essentially LARC V surfing requires a two person crew to ride waves through a surf zone on a ten tonne bus.**

This training cannot be conducted at the LARC Vs home in Townsville due to the lack of surf inside the reef. As such the training is conducted further south in the vicinity of Wide Bay Training Area. Due to constraints placed upon the use of this area in recent years an alternate exercise location was required. A reconnaissance team scoured the NSW coastline from the Tweed to Sydney looking for a suitable beach with a nearby military installation and sufficient local infrastructure to support the exercise.

The reconnaissance identified Coffs Harbour as an ideal location and the accommodating local authorities sealed the deal. The local reserve unit is 41 RNSWR who after some gentle persuasion were happy to allow us access to their excellent facility.

Now that a location had been decided, considerable planning was required to get the activity off the ground. At present only four LARC Vs are operated by 35 Water Transport Squadron with another four held in a repair pool managed by JLU-NQ. With other commitments at the time of the exercise we were always going to struggle to get enough craft to conduct the exercise. With assistance from Amphibious and Afloat Support Systems Project Office (AASSPO), and JLU-NQ, we were able to secure sufficient LARC Vs to conduct the activity. Two of the LARC Vs provided were of the old configuration, V8 engines unlike the supercharged 6s currently in service. This was not a huge issue and meant that trainees would have to undertake familiarisation training before unleashing the grunt of the V8.

The LARC Vs were transported to the exercise area on floats supplied by 85 Transport Troop and were waiting in location upon arrival of the main body. The day finally came and the main body was on its way to Coffs Harbour. At last the activity was off the ground. A three day trip from Townsville to Coffs Harbour was ahead of us stopping at all the usual haunts, Rockhampton and Goondiwindi, the fly capital of Australia.

Upon arrival in Coffs Harbour the first two days were spent establishing our work areas and servicing the craft. Our cooks quickly established themselves and kept us well fed throughout the activity. Once prepared our dive team, courtesy of 3 CER, began the important task of surveying the beach. Once this was complete we were ready for the LARC Vs to hit the water.

The crews were chomping at the bit to get out there amongst it. Before any trainee could take charge of a craft they were required to have a few runs through the surf as passengers receiving instruction from an experienced member. Due to the lack of experienced members or 'Crusties', as they are affectionately known, currently in the system 35 Water Transport Squadron called on the assistance of the 'Reserve' brethren by way of SGT Scott Dempster and WO1 Mick Joyce. The old crusties were keen to get back into it and put on a real show for our inexperienced crews. Once the new crews had been exposed to all components of LARC V surfing (and more than their fair share of over embellished ANARE stories) they were given control under the supervision of the crusties.

The surf conditions varied throughout the activity ranging from a swell of 0.5m which was a walk in the park to 4m metres which was well outside the safe operating range of a LARC V. Ideally we were searching for clean surf between 1 and 1.5m. There were a number of days when the surf was ideal and provided some excellent rides for the trainees. PTE O'Brien and PTE Green gave us the best ride of the trip with their LARC V getting up on its nose, a position where any false move could end in tragedy. But to his credit Ob's held her straight and entered the world of the crusties.

On the days when the conditions weren't quite ideal alternate training was conducted in the local water ways including Boambee Creek and Coffs Harbour it's self. In general the weather was fine, ideal for BBQs and a refreshing swim at lunchtime.

The LARC Vs proved to be a big attraction in Coffs Harbour. As we drove to and from the beach each day, a six-kilometre journey through the centre of town, we received waves and looks from all. The LARC Vs were involved in several community activities including a

Remembrance Day celebration at the local RSL and school / TAFE displays. The town welcomed us with open arms and made for an excellent activity.

After a few late nights conducting maintenance during the week, crews looked forward to some time off over the weekend. Members made the most of their time off, going for a surf or having a few quite drinks at the local watering holes. One Saturday morning was spent having a roll up at the local bowling club sharing stories with the old blokes.

Overall the activity was enjoyed by all and provided valuable training experience not only with regard to surf operations but all facets of LARC V operations and maintenance. Plans are being made to conduct the activity in Coffs Harbour again in 2007.

**The LARC Vs proved to be a big attraction in Coffs Harbour. As we drove to and from the beach each day, a six-kilometre journey through the centre of town, we received waves and looks from all.**

# 10 FSB – 30 Terminal Squadron Amphibious Beach Team 2006

LT Matt Pascoe (OC ABT)

**The Amphibious Beach Team (ABT) provides a niche capability to the Army and Navy. Our main role is to establish and maintain a secure and workable sea point of disembarkation (SPOD) during amphibious operations. This tactical requirement allows the ABT tremendous scope to work with many corps and services within the ADF.**

The ABT is distinctive in both its role and composition. The ABT is raised from the manning of three independent sub-units across the Army. Equipment and personnel are allocated from 30 Terminal Squadron, 35 Water Transport Squadron and 145 Signal Squadron. ABT includes a diverse range of trades such as terminal operators, watercraft operators, plant operators and signal operators. These capabilities are essential when operating a SPOD.

The ABT's equipment is varied. The LX 120 forklift is used to lay beach matting for vehicle movement across a sandy or muddy entry/exit points and to lift any cargo that is organic to the ABT. The TD 15 bulldozer is an antique piece of equipment used to recover vehicles, engineer boat lanes, assist in maintenance of roads and clear obstacles in the ABT's path. The team also use a unimog and landrover for stores and communications equipment. The last two pieces of equipment are the LARC Vs. These interesting and useful amphibious watercraft allow the ABT's advance party to conduct reconnaissance of the identified SPOD and then supplement the transport of pax and cargo to and from the shore during the deployment phase.

The first exercise for the ABT in late 2005 was Exercise SEA LION which was closely followed by Exercise SEA EAGLE near Cowley Beach, North Queensland. These exercises involved securing the SPOD prior to 2 RAR disembarking at the beach head. Both exercises involved the challenging task of controlling a beautiful beach in perfect North Queensland weather. However, it was not all 'fun and games' for the ABT once the tactical scenario commenced. Despite the force protection provided by 2 RAR, the enemy somehow managed to slip through and contact the ABT with small arms fire forcing two ABT members to disembark their TD 15 and LX 120 and take up fire positions!

January 2006 saw the return of members from leave and the team welcomed several new members. From there it was straight into a very busy schedule, starting with a 100 per cent stocktake of all our gear.

The first exercise of the new year was SQUADEX 06, a week-long exercise at Cowley Beach involving three Navy Landing Craft Heavy (LCH) watercraft (HMA ships Betano, Wewak and Labuan).

The exercise commenced well with a shakeout at the spit off Ross Island Barracks. However, the next day was not so successful as heavy rain affected the loading of the LCHs. It was then a 10-hour sail to Cowley Beach for the exercise. On arrival at Cowley Beach we disembarked and prepared the beach for reception. Then it started raining again. As usual, the runoff flowed into the tents, so it was back outside to redirect the streams of water. Naturally, the rain stopped as soon as we had dug the trenches. The exercise also involved vehicle transfers, wave formation landing (where two or more landing craft form up to approach and then land on the beach together) and operator training for the ABT. Then the ABT packed up and were back loaded onto the LCHs for the sail back to Townsville and back to the sunshine.

The following weeks saw many members taking part in 30 Terminal Squadron courses as both trainees and instructors. The ABT also played a starring role in 10 FSB's annual IMTs supplying over half the members of the IMT section from 30 Terminal Squadron and earning the title of champion section.

Before all of this had been completed, preparations were underway for Exercise CROIX DE SUD 06 (Southern Cross). This was our first major exercise for the year. Exercise CROIX DE SUD is a multinational exercise involving Australia, France, New Zealand, Fiji, Papua New Guinea, Tonga and Vanuatu. It is conducted around the islands of New Caledonia and we worked with the RAN providing technical advice and guidance

On 21 April 2006, two LCM8s, two LARC Vs, five members of the ABT and the three signallers from 145 Signal Squadron departed Ross Island embarked on HMAS TOBRUK. As one of the privates found out, sea life was not for him as he spent two days during the three-day passage in his rack suffering a bad case of sea sickness. On arrival in port, we met up with HMAS MANOORA. The next day, ANZAC Day, we had a dawn service on MANOORA's aft flight deck, followed by a memorial service at the Noumea War Memorial involving the French, New Zealanders and Australians. This included the ABT, LCM8 crews, HMAS TOBRUK, HMAS MANOORA and the Ready Company Group (RCG) element of 4th Field Regiment.

It was then time for the exercise to get underway. The first part involved sailing around to Ngo Bay where we disembarked via LARC to the 'beach area'. After a quick ground reconnaissance, we set up the landing point ready to start receiving transfers across the beach. The main idea of the next two days' activities was to conduct driver training for the French soldiers who would be taking part in the exercise. This was to familiarise them with driving across stern door marriages between the ship and a LCM8, from LCM8 to shore and vice versa. We also controlled personnel transfers to and from the ship. At the completion of this phase, we sailed back to Noumea and the ships loaded up with vehicles and personnel.

The following weeks saw many members taking part in 30 Terminal Squadron courses as both trainees and instructors. The ABT also played a starring role in 10 FSB's annual IMTs supplying over half the members of the IMT section from 30 Terminal Squadron and earning the title of champion section.

We then sailed back to Ngo Bay for the conduct of the Non-Combatant Evacuation Operation, and this all starts early tomorrow morning.

So from the ABT boys doing it hard in French Polynesia, *au revoir!*





# 10 FSB – Logistic Support Company Transport Platoon Transport life at 10 FSB

SGT T. Penrose

**It has been some time since an article has been submitted by the Road Transport Elements of 1OFSB. So for those that are unaware, allow me to bring you up to speed on what has transpired over the last two years and what we have in stall for the world of Road Transport in a predominately Terminal based transport world.**

Since the departure of SGT Tina Minehan at the end of 2004, for parts 1 Bde orientated, road transport has continued to consolidate into a well-organised and very efficient section. The new processes initiated by Tina have been refined and honed at Logistic Support Company Transport Section (LSC TPT). Thanks to Tina and her foresight she was able to convince our Termite counter-parts that in order to have more capable Terminal Operators they required "training and experience" that can only be gained from members of Road Transport. (The occasional chance to poach a "baby termite" never crossed our minds). What does that mean in the big scheme of things? Well those of us at LSC TPT get to play with some "Baby Termites" whilst they wait for their course to start at ALTC Maritime Wing. The Termites also get to clock up some kilometres and a couple of extra endorsements along the way to becoming Terminal Operators.

The advantage of the Baby Termites with us throughout the year, means that us "Roadies" can get down to the business of running drivers courses and conduct familiarisation training for the Battalion. Admittedly, whilst this is going on the rest of the drivers at transport are busy either delivering the Rations to the 3rd Brigade messes or picking up mail and delivering it to the MILPO and Bn orderly rooms.

Speaking of the MILPO, they have recently been absorbed by DFSU and as a whole is no longer part of the LSC of 10 FSB. Still some habits are hard to break so the Bn still oversees the MILPO's administration.

Whilst training up the odd Terminal Operator, LSC TPT has managed to conduct several other courses. The courses that have been run have ranged from C2 to MR2 courses allowing those of us at TPT to increase the skill basis of those members in the Bn that are less than fortunate enough not to be a part of the Transport Corps.

With the inclusion of the drivers courses into our training regime the Command elements have included for all license holders within the Coy an opportunity to participate in Convoy drives, thus allowing all drivers an opportunity to rack up the kilometres on their PH32s. As well as the convoy drives we have had the opportunity to include some Highway treks during the drivers courses. These treks have allowed both students and ADIs to see some of the best roads and highways that central and Northern Queensland has to offer. If that wasn't enough TPT and LSC were involved in a combined driver's course and adventure training for the Coy through November of last year.

The activity culminated with a drive to Bamaga via the Telegraph Track. It had been some time for many members in transport at the time since we had found a need to drive over some of the roads leading to the most Northern part of the Australian continent. Through the trek northward many of the students on the C2 LR3 drivers course and those that participated in the adventure training side of the activity found that tropical Australia takes some hard work and a lot of luck to drive from one point to another. The highlight of the trip to Bamaga (other than the fishing 'SSSHHHHH') was being able to allow the students of the course and the rest of the coy contribute to the movement of the vehicles across swollen tropical rivers. The guys had to use everything from the turfer to even making up a couple of spanish windlasses.

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Enough tales from those of us that get the opportunity to travel around the countryside for our employment. Over the last few months LSC has had several additions to the vehicle fleet. With the inclusion of two series Mack, one Scania, and believe it or not a Landrover 110 FFR. Tasking has been expanded to include some of the jobs that would have been absorbed by 69 or 72 Tp 30 TML SQN or even those jobs palmed of to 3CSSB. Hey for some of you out there it may not seem that exciting but when half of your vehicle fleet consists of CL Vehicles, the chance to do some field or off road tasks tends to break the tedium.

Here is to wishing you all the best for 2006 and I hope that the rest of the Corps will be as busy as 10FSB.

# OP PERINGATAN – HMAS TOBRUK's involvement in the memorial service of the Shark 02 anniversary

SGT Slade Langley SAD, HMAS TOBRUK

**On 02 Apr 05, the Navy Seaking helicopter, *Shark 02*, crashed on Nias Island, Indonesia, during ADF relief efforts of SUMMATRA ASSIST. A small memorial was erected at the crash site by CO and members of HMAS KANIMBLA at the time in a tribute to the nine ADF members who lost their lives. A year later, the Australian Government approved plans to both construct a new memorial and provide an opportunity for relatives of those killed to visit the crash site in commemoration of the 1st anniversary.**

Prior to leaving Sydney on the 13 Mar 06 planning was well underway. Stores were sourced and loaded on HMAS TOBRUK while the planning for the movement of personnel from Sibolga on the mainland of Indonesia to the island of Nias and the crash site, Tuindrao, were in the final stages of completion. As the ship passed Darwin, preparations were ramped up. The Ship's company were briefed on the activity sequence of events and also their responsibilities for when the families and VIPs embarked. The TOBRUK advance party that were to prepare the memorial site made the necessary preparations and all equipment required to complete their tasks were checked and prepared for transportation to the crash site.

The advanced party was inserted by TOBRUK landing craft on 31 Mar 06 to Talek Dalam before making the hour long road journey to Tuindrao. Once on the island, TOBRUK personnel rendezvoused with the remaining members of the advance party who had arrived the day prior. The advanced party consisted of members of the Ships Army Detachment (SAD) MAJ Paul Barker, CPL Michael Moody, PTE Carlo Francis and PTE Lincoln Watts, two Navy medics LEUT Phil Dolan (KANIMBLA), PO Paul Bodensteiner (HMAS KUTTABUL) and CPO Stanley from HADS-J. The majority of stores and equipment required for the preparation of the memorial site, and the conduct of the service, were transported to the crash site by Sea Hawk helicopter. The advance party tasks were to prepare the area, set up marquees, tables, chairs and to mount the plaque on the memorial wall.

**With only one day to prepare the site, the advance party did the ADF proud.**

With only one day to prepare the site, the advance party did the ADF proud. Arduous conditions, high humidity and temperatures in the low 40s didn't hinder the group in completing their tasks efficiently and professionally. Concurrently, TOBRUK had sailed to Sibolga to embark the relatives and VIPs. This was carried out utilising both of the ship's landing craft while TOBRUK anchored in Sibolga harbour. VIPs included RADM Davyd Thomas Maritime Commander, AIRMSHL Geoff Shepherd Chief of Air Force, VADM Russ Shalders Chief of Navy, MR Bill Farmer Ambassador to Indonesia, and MR Bruce Billson Minister assisting the Minister for Defence.

Once all personnel were embarked, the ship sailed overnight to arrive back at Nias in the early hours of the morning on 02 Apr 06. Families and VIPs were woken around 0430hr with the first boat departing for Talek Dalam at 0630h. From there it was a one hour road trip





to the crash site at Tuindrao. The memorial ceremony commenced at 0900h and from reports passed by the SAD personnel; was particularly moving. Member's of the Navy Band contributed to the service with the singing of the National Anthem and the Bugler performing the Last Post and Reveille.

On completion of the ceremony, family members and VIPs visited the local school and presented gifts of schoolbooks and other equipment that been donated from Australia. The remainder of the families utilised this time for personal reflection. With the ceremony complete and the families and VIPs making their way back to TOBRUK, the advance party then turned their efforts to packing up. On completion, all stores were moved back to TOBRUK by Sea Hawk helicopter and the advance party moved by road back to Talek Dalam before returning to the ship by landing craft.

**Arduous conditions, high humidity and temperatures in the low 40s didn't hinder the group in completing their tasks efficiently and professionally.**

Once back on board, and after a long day, the relatives enjoyed a meal and reflected on the day just past. TOBRUK then sailed for Sibolga to disembark all families and VIPs who would continue their journey home. Prior to departing, the families thanked the CO and members of the Ship's company for their hospitality and understanding during their brief stay. A spokesperson for the families group presented CO TOBRUK, CMDR Michael Rothwell, with a plaque as a token of their appreciation.

As a footnote, the original memorial erected by CO and Ship's company of KANIMBLA was dismantled by the advance party and will be returned to Australia.

*Pictures by the Op PERINGATAN Advance Party*

# 13 Brigade in NZ

**Pte Daryl Freeman**

**The highlight of 2006 for 13 Brigade was Exercise Tasman Reserve where 11/28 RWAR headed the deployment and members from 11/28 and 16 RWAR along with 13CSSB combined to provide the Company strength deployment. The infantry Company deployed on the 20th January from Perth to New Zealand for a 2 week Combined training exercise exchange and members of the New Zealand Army deployed to Perth for the same.**

*A section heads off into the foothills*

Whilst most positions for the deployment were for infantry, there were 2 driving positions available. Pte Star Egglestone from 13 CSSB and Pte Grant Potter from 16 RWAR won the toss for the driving positions. Pte Bill Still from 13CSSB WKSP Coy along Pte Dale Walker and Pte Daryl Freeman from 13 CSSB's 10 TPT COY traded tyres for boots and were infantrymen in 2 Sect. 2 PL and they proved to be equal to the task.

New Zealand is a beautiful country and the mountainous landscape looks great in the travel brochures but provided a challenge whilst traversing the exercise training areas on foot. Medium to difficult hilly uneven terrain, pine forests with dense tropical undergrowth and a 6 to 12 inch layer of pine needles covering the ground compared to Perth's mostly gently undulating, sparsely populated, dry arid bush land. It also rained almost nonstop for 10 of the 13 days we were there which is almost half of Perth's rainy season. This in itself provided an vast amount of training as not all places we will expect to deploy is like our home soil and diversity and adaptability is one of the key factors in a successful campaign.

Whilst the 3 infantry platoons were conducting lead up training alongside the NZ army including LAV embus and debus drills, kevlar watercraft landing including a swim in Lake Taupo the volcanic lake on the North Island, and POW handling. The support section comprising of drivers, medics and the Q store element had activities comprising troop lifts, maintdem resupplys and dustoff casevacs in Iroquois helicopters with the RNZAF.

The first day comprised of battle prep and rations, weapons, controlled stores and TESS fitted to the weapons and sighted. The next 4 days comprised of lead up training and then the war games began in earnest. After a successful campaign, we had a day before we left to experience the traditional Maori village in Rotorua and a bit of shopping before flying back to Perth.

The trip was enjoyable and provided a wealth of experience to those members fortunate enough to be able to deploy and will be taken back to the various units to enhance their existing capabilities.

*From L to R: Pte M. Becker, Pte D. Freeman, Pte S. Egglestone, Pte D. Walker, Pte D Potter, Pte B. Still*





# Trucking it in New Zealand

**10 Transport Company**

**Trucking in New Zealand is not unlike trucking in Australia. The wave of a hand in recognition of other truckies on the road, the flash of lights to inform of a speed camera and the general appreciation of someone else's rig is standard practices across both nations. The differences lie in the terrain and roadways. Steep is an understatement and the term bendy just doesn't do it justice. New Zealand is a playground for gear changes; hairpin bends; and sheer cliff face drops that scare the bejesus out of the toughest truckies.**

Three members of 10 Transport Company were involved in Tasman Reserve 06 in early February 2006. This was a joint exercise between the ADF and NZDF which saw our members involved in various driving tasks and visit some amazing scenery in the land of the long white cloud! While not trying to manoeuvre steep cliffs and bends galore or partaking in challenging distribution points or troop lifts, members got the opportunity to visit beautiful hot springs and have joyrides in helicopters courteous of the NZAF. Our role was to provide driver and logistics expertise support for the 16 day exercise.

One highlight was the opportunity to drive from Taupo to Linton. It was here that our members got to drive into the local depot, also named 10 Transport Company! The friends and the memories made here will be life long. As one of our members said "the friends I made and the fun I had will stay with me forever".

In all, members' thoroughly enjoyed the experience and learnt many new techniques to consider when trucking which they have been able to bring back to the Coy and pass onto their fellow mates. In all the long flights across to New Zealand were well worth it!

"the friends I made and the fun I had will stay with me forever"

*Heli-marshalling (Tasman Reserve 06)*

*10 Tpt Coy members: Pte D. Freeman (second from left), Pte S. Eggleston (third from left) and Pte D. Walker (third from right)*

# Transport Troop – Operational Support Squadron 1st Armoured Regiment

**WO1 Andrew Killen**

**The 1st Armoured Regiments Transport Troop is based at Robertson Barracks, in Darwin. The Troop's role is to provide First line Combat Service Support for the Line Tank Squadrons, both in Australia and overseas.**

In 2006, the Troop has been involved in Exercise Southern Reach (Cultana Training Area). The exercise included first line (tactical) replenishments, support to the "A" vehicle drivers and crew commanders courses and also the organisation and running of an ADI and C2/MR2 driver's course. In May/June the Troop also support the Regiments Stage Four – Five training (Mount Bundy) proving the Troop lives up to the Corps Motto, "Equal to the Task".

The 2006-year started with six new soldiers, including a Troop Sergeant, Sergeant Carl Shelton, and myself. In March SGT Shelton's wife, Trish, gave birth to their first child, the Troop's thoughts and wishes are with them as they moved to Brisbane in April to receive specialist support. Late April, as we were securing the assets from the non-eventful Cyclone Monica, we received a further four new soldiers direct from the School. After a week of settling into the Regiment the new soldiers headed to Mount Bundy to support the Line Squadrons and to gain experience and add kilometre's to their PH32 for a possible Mack course in July/August. Over the proceeding month or two the Troop is sending two soldiers, Private "Nana's" Nankervis and Private "Kingo" Kingston on trade and all Corps promotion courses and with the introduction of a further eight Mack TTF's we will be sending soldiers on their Bulk Fuel Operators course.

The Troop will be extremely busy between now and the end of the year with Trade progression courses (Crane, Dump, Trailer and Mack) and with the introduction of the new M1A1 Abram Main Battle Tank and supporting assets. Some members of the Troop will also have the chance to attend the Bushmaster course and be deployed in support of the 1st Brigades operational requirements.
The Troop will be heavily involved in all the Regiments training across the Army's training areas and with numerous vacant positions within the Troop, soldier promotion and trade development will continue to be a priority as the year progresses.

If you're a career soldier that is interested in solid trade progression, with sound first line transport training, opportunity for operating some of the Corps new "B" vehicle equipment and promotional prospects then you would have to agree it is exciting times as a Truckie at the Army's Tank Regiment.

# The Royal Military College – Duntroon, 2006 Update

Captain Shaun Muldoon

**With the tempo of operations ramping up considerably across Army it is safe to say that life at the Royal Military College – Duntroon (RMC-D) has never been busier. The Army's efforts to fill current vacancies has seen a jump in numbers for the Corps of Staff Cadets (CSC) across 2006. To meet this increase RMC-D has re-raised Alamein Company as the fifth company of the CSC.**

From a representational perspective RACT has received growing interest across the CSC for corps allocation on graduation. This is not an easy task as all corps actively compete. While this interest may be a result of good marketing by those posted to RMC, the task has been made easy by the corps past and current performance and profile generated on overseas operations and activities across Australia. Furthermore, generous and active support from members posted in the Canberra area and units such as 9 FSB and JMOV GP have substantially helped the cause.

Over the year many dining-in nights and corps presentations have been made. Of note have been the Lanyard Presentations to graduates in the week leading up to their commissioning. These occasions are well attended by members of the corps from the Canberra, Sydney, Bandiana and Puckapunyal areas. The graduates often express surprise at the attention they receive and are heartened by the warm welcome to the RACT family.

**The graduates often express surprise at the attention they receive and are heartened by the warm welcome to the RACT family.**

In raising the profile of the RACT corps presentations are made prior to the graduates nominating their preference for corps. In 'selling' the corps, support has been provided by Brigadier Kehoe (2006) and Brigadier Davie (2005) as keynote speakers, the RACT Career Advisor and by junior officers with recent operational experience. Captain Natasha Whyte and Lieutenants Ben Smith and Marcus Luicani have recently supported these presentations.

As for dinners the primary dining-in is the Corps Dining-In where the graduates celebrate their allocated corps. Once again to distinguish RACT from the other Corps Vernon and Penny were invited back for an encore performance. While they were better behaved than their performance in 2005 they still made an impact. The result was a successful evening for RACT and an unforgettable dinner for the Royal Military College.

From the 02/05 Graduating Class, there were eleven RACT graduates. Their posting details are:

Lieutenant Mark Hogan
*JMCO Sydney*

Lieutenant Ian Mackey
*JMCO Sydney*

Lieutenant Matthew Weldon
*JMCO Sydney*

Lieutenant Brett Hartley
*JMCO Townsville*

Lieutenant Luke Tindale
*10 FSB*

Lieutenant Ben Ireland
*10 FSB*

Lieutenant Abby McKenzie
*10 FSB*

Lieutenant Ben Plumb
*10 FSB*

Lieutenant Emily Howard
*3 CSSB*

Lieutenant Cameron Elston
*Road Transport Wing*

Lieutenant Francisca Molnar
*Road Transport Wing*

From the 01/06 Graduating Class, there were five RACT graduates. Their posting details are:

Lieutenant Michael Newsham
*JMCO Brisbane*

Lieutenant Robert Knight
*9 FSB*

Lieutenant Melissa Hopkins
*10 FSB*

Lieutenant Matthew Nelson
*1 CSSB*

Lieutenant Glenn Mitchell
*3 CSSB*

From the 01/06 Graduating Class Lieutenant Rowan Haigh will graduate to AAAvn. Lieutenant Haigh joined the Army as a Ready Reserve in January 1995 where he was posted to 5 TPT SQN as a driver. He changed to the ARA in May 1996 and was posted to 2/14 LHR (QMI). He was subsequently posted to JIRU for the 2000 Olympics and as an instructor at ALTC Road Transport Wing. He was promoted to Corporal in January 2001 and saw operational service with the EDDT in East Timor. In order to attend RMC-D he attended the Army Year 12 course in January 2003 and was accepted into RMC-D in January 2005. On completion of flight training he is aiming to fly the S-70 Blackhawk. On average each graduating class comprises upwards of 25% ex-service soldiers. This example proves that the soldiers of the corps are widely employable. Furthermore, the Army offers many opportunities beyond your current employment.

It is anticipated that Army will allocate up to fourteen positions from the 02/06 Graduating Class to RACT. Judging by the solid performance this class has demonstrated to date you can expect some very strong junior officers posted to the Corps in 2007.

**The RACT is well represented at the Royal Military College – Duntroon. While a posting to the College is demanding, it is both personally and professionally rewarding.**

The RACT is well represented at the Royal Military College – Duntroon. While a posting to the College is demanding, it is both personally and professionally rewarding. You work in an all-corps environment surrounded by like minded, operational experienced, competent individuals from the Army, RAAF and those on international exchange. You must embody the military ethic to effectively mentor. In effect you influence, mentor and develop a generation of junior officers across all corps within Army. You do not instruct on your corps business, although you are expected to be the subject matter expert if called to do so. Rather you are expected to instruct at the section, platoon and company level across the spectrum of conflict ranging from peace to high-end warfighting. This takes the form of offensive and defensive dismounted operations, security and combined arms operations as well as barracks administration, leadership and strategic studies.





For 2006 the RACT has been well represented in quality and quantity through the people posted to the College. This is reflected in the range of appointments held by these individuals and the impressive results they have achieved.

**RMC-D:**

Captain Shaun Muldoon
*2IC I Class*

Captain Robert Flynn
*Instructor II Class*

Warrant Officer Class One Ken Golden
*RSM RMC*

Sergeant Brian Whish
*Drill Sergeant Alamein Company*

Sergeant Martin Davis
*Drill Sergeant Romani Company*

Sergeant Alian Sheppard
*Field Training – I Class*

Sergeant Ashley Steene
*Instructor II Class*

Sergeant Craig Skipper
*Instructor III Class*

Sergeant Sean Needham
*Training and Development Cell*

**RMC-A:**

Major Tamara Rouwhorst
*SO2 Operations/Plans, RMC-A*

*HOC RACT presents the RACT Prize to LT Melissa Hopkins*

# Army Museum Bandiana

**OC/Manager: Major Graham Docksey, OAM (02) 6055 2833. Collections Manager: Mr Neil Dailey (02) 6055 2234. Museum Shop and General Inquiries: (02) 6055 2525 or Fax (02) 6055 2886 E-mail: bandiana.museum@defence.gov.au www.army.gov.au/awma_mus/default.htm. Open to the public seven days a week from 9.30am until 4pm. Closed on Good Friday, ANZAC Day, Christmas and Boxing Day.**

## Vision

The Army Museum Bandiana will provide a leading edge focus for the interpretation and public display of Australia's rich Military Heritage, with a special emphasis on the history of the Army's logistic corps.

## Mission

The Army Museum Bandiana is committed to best practice in the preservation, management, storage and display of its collections in order to protect and preserve Army's heritage and to promote its history to the public.

Greetings from staff and volunteers from the winter wonderland that is Bandiana during winter. Congratulations go to Warrant Officer Class Two Ian Pullen (RAEME) the Museum's Vehicle and Equipment Maintenance Manager and Mr Ray Hartwig a Volunteer with the Army Museum Bandiana Foundation for their award of a Head Army History Unit Citation in December. Well done and thank you both for your significant contribution to the continued development of the museum. Congratulations also to Mr David McCabe who received an Australia Day Medallion for his outstanding work in developing a working model of the Gallipoli 'Drip Rifle'. Colonel David Shields the Senior Army Representative for the Albury Wodonga Military Area presented the medallion to David at a small ceremony held in the museum on 25 January 2006.

The Christmas and New Year holiday season was a very busy period for the museum with visitors from across the country and overseas visiting the museum. Staff and volunteers hit the ground running as the working year commenced with significant activities and attendance.

On Friday the 3rd of March 2006, Mr Keith Payne, VC, OAM opened the Vietnam War display with over 250 guests and visitors attending. On Saturday the 4th one of the last Army Trucks out of Vietnam was returned to the museum. The occasion attracted over 150 visitors including many Vietnam Veterans' from 86 Transport Platoon. Soldiers from 26 Transport Squadron's 86 Transport Troop accompanied by the Squadron's two Camels were also present on the Saturday to provide the link with the Vietnam Veterans' of 86 Transport Platoon.

Also visiting the museum over the weekend were some 40 RAAOC Officers who served in Vietnam in 1971. This very successful reunion was organised by Ex-Major Rob Patterson.

With work now complete on the Vietnam War display, effort has been re-directed to the RAAOC display and then will move onto the RAAMC and RAADC displays.

Work is also well underway on a large new cabinet to display 64 uniforms including an extensive range of uniforms worn by members of the Womens Royal Australian Army Corps.

Breaking news: The Australian Army Psychology Corps will join the Museum and establish a display featuring the history of their Corps.

## The museum shop

The shop stocks a range of Corps items including plaques, ties, thermal mugs, Corps statues, coffee cups, mouse mats, Corps history books, stubby holders, tie tacks, tie clips, Corps prints, collectors tea spoons and much, much more. Ring Bryan on (02) 6055 2525 or check out the website.

## Get to know the staff: WO1Chris Seymour

Warrant Officer Class One Christopher Lars Seymour is posted as the Quartermaster of the Army History Unit and is part of the Headquarters in Canberra. Chris has been in the QMS trade since 1969. Chris enlisted in the Citizen Military Forces in 1965 as an Infantryman in 3 RNSWR and later 4 RNSWR. Chris joined the ARA in 1966. On completion of recruit training was allocated to Infantry and after Corps training at Ingleburn was posted to the staff of the Infantry Centre. On his 19th birthday in 1967 he was posted to the Defence and Employment Platoon at the 1st Australian Logistic Support Group Vung Tau in South Vietnam. He was then posted to 7RAR at Nui Dat. Other postings have included; 1 Div HQ Defence Company, Canungra, 17 RNSWR, 7 RAR, Australian Defence Advisory Group at HQ Murray Barracks Area, PNGDF in 1973 to 1975. DSU Adelaide, 43 RSAR and 10 RSAR. In 1980 he Corps transferred to RAAOC and was posted to 41 Sup Bn Adelaide, 4 ARU, DSU Watsonia, 331 Sup Coy, RAAOC Centre Bandiana, and DSU/ BASC Puckapunyal. Discharged from the ARA in 1993 to the Active Army Reserve Cell at the RAAOC Centre/ ALTC. In 1995 transferred to General Service Division with the Directorate of Ordnance for the RAAOC 97 project, then posted to ALTC into Development Group and in 2002 to AHU Canberra for duty at Bandiana.

Chris enjoys his job, not just because he gets to visit all 17 Army Museums around Australia, but is a keen military history buff. "Who else can say they have a job where they can also do their hobby at work"?

## The Medical and Dental Display

Work has been completed on the construction of the new cabinet for the Medical and Dental Corps display. Display work inside of the cabinet will commence immediately after the RAAOC display is completed.

## Military Vehicle Parade – Corowa 2006

On Saturday the 18th of March 2006, the museum provided two historic vehicles for the annual Military Vehicle gathering in Corowa NSW. This year the theme was the Year of the Armoured Car with a good roll-up of ex-Military vehicles. Next year is the Year of the Staff Car and Military Cycle. The parade travelled up the main street watched by the Saturday morning shoppers and visitors to the airport where the annual photograph is taken to support any record attempts. This year the museum provided the White Scout Car and a Ferret Scout Car. For next year we need to find a volunteer to ride the Military pushbike up the main street and the five kilometres to the airport, any takers?

## National Servicemen's Parade – Albury 2006

On Saturday the 25th of March 2006, the museum provided two historic vehicles to participate in the 55th Anniversary of the introduction of National Service parade through the streets of Albury. The 1942 White Armoured Scout Car recently repainted in its original camouflage colours of World War Two led the parade with the Parade Commander and State president on board. The second vehicle was the Mark One Ferret Scout Car, which protected the rear of the parade.





# 15 Transport Squadron exercises Freedom of Entry

**LT Alex Maddison**

**In full panoply with bayonets fixed, drums beating, band playing and colours flying the soldiers of Bendigo based 15 Transport Squadron of 9th Force Support Battalion, and supported by the Fortuna Pipes and Drums, exercised the their right Freedom of Entry to the City of Greater Bendigo. The event on Saturday 22 April 2006 was a first since the Squadron was granted this privilege in April 2001.**

Exercising the freedom of entry to a city can be traced back to medieval England, when armed bodies of soldiers were only permitted to enter and pass through the City of London if granted by the ruler.

As the members of the 15 Transport Squadron marched into the centre of town, they were challenged by the Bendigo Police Commissioner at the historic Alexandra Fountain in the centre of town. On meeting the challenge the Squadron was granted permission to enter the city and continued their march. Onlookers and traffic stopped to watch as the soldiers marched proudly behind the Banner of the Royal Australian Corps of Transport.

The Banner was presented to the RACT in 1983 by Her Royal Highness Princess Alice, who passed away at the age of 102 in 2005. Due to her passing, This Freedom of Entry march may be the last time the banner will be seen in Bendigo, as the appointment of a new Colonel in Chief of the Corps could see a new Banner is being presented.

On their arrival at the City Memorial Hall, the 15 Transport Squadron Officer Commanding, Major Eric Modderman, presented the squadron to Councillor David Jones, the Mayor of Bendigo, and Colonel Peter White, the Representative Colonel Commandant RACT. In his address, Councillor Jones highlighted the importance of Bendigo acknowledging the contribution the soldiers of 15 Transport Squadron make to not only Bendigo, but to also recognise the overseas service they have performed recently in places such as, Bougainville, East Timor, Solomon Islands and Iraq. In response to this and the support from the Bendigo community 15 Transport Squadron ended the parade by presenting arms in a general salute.

The squadron already has strong ties with the City of Bendigo, demonstrated by 14 Transport Troop being granted the right to use Sun Loong, Bendigo's own Chinese Dragon and the largest Chinese Dragon in the Southern hemisphere as an emblem.

The 2006 Freedom of Entry parade gave 15 Transport Squadron the opportunity to demonstrate to the people of Bendigo the esteem in which the sub-unit holds the city and its people. It also allowed the families and friends of members of the squadron to see their parents, siblings and friends participating in an event that reinforces the strong bonds the squadron has with Bendigo.

## Latest LED technology used in amazing inspection lamp

**The continuing evolution in LED lighting is clearly apparent in the latest release from lighting market leader, Narva.**

The Narva LED rechargeable cordless lamp, uses 30 high intensity LED's, each with 100,000 hours of life, to deliver six hours of continuous operation before recharging via a convenient docking station charger. This allows operators the freedom to take light anywhere.

The high intensity LED's coupled with a highly polished reflector enhances the light output to deliver a very even spread of light.

Housed in heavy duty rubber and weather resistant shatterproof polycarbonate lens, the lamp is resistant to oil and grease. Without any hazardous leads and compliance with EMC and electrical standards, it provides great Occupational Health & Safety benefits for any busy work environment.

The NiMH battery enables the light to be recharged after long or short periods of use without creating a charge memory. When the battery capacity is low a red LED indicator is activated within the lamp. A convenient 240 volt AC charger incorporating a green LED indicator to show when the unit is fully charged is supplied with the lamp. A 12V charger is now available as an optional extra, use P/No 71380.

A sealed switch is built into the back of the light and a replaceable fold-away swivel hook in integrated into the housing.

The Narva SeeEzy cordless LED inspection lamp, Part No. 71320, retails at around $180.00, making it an attractive safety purchase for all work environments.

## Narva increases comfort zone on LED lighting to 5 years

**Today's first choice for the majority of Australia's truck and trailer manufacturers is Narva's LED lighting, which is now the largest selection available on the market.**

With years of experience in LED lighting and first-hand knowledge of the technological advances made in the development of LED's over these years, Narva has extended their warranty to an impressive 5 years from 1 July 2006.

Such major advances have been made in the performance of LED's, that the world's leading vehicle manufacturers are designing them into their original equipment vehicles and cabin lighting. Narva has the statistics and confidence their LED lighting program can match and, surpass anything on the market, hence the new benchmark extension to the 5 year warranty.

"LED lighting users are becoming aware of many misconceptions in the market place. Cheaper lamp makers promote the more LED's within the lamp, the better. This simply leaves more margins for error. The latest LED technology has moved on to give us more powerful and wider angle light outputs" said Narva's Sales & Marketing Services Manager, Brendan Hughes. "This not only means less LED's are required but also costs are reduced and reliability is greatly enhanced," he said.

An extensive on-going Narva testing program for strength and durability has been put in place to ensure Narva LED lighting exceeds the highest standards and demands of commercial operational use.

# Superior reliability for critical applications.


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