



PAR ONERI

The Official Journal of the Royal Australian Corps of Transport



[Issue 35, 2003]

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Thinking Outside the Square

Records were broken and new standards were set on an Army contract recently completed by a close partnership between Mack Trucks Australia's (MTA) Brisbane branch workshop team and the Joint Logistics Unit South Queensland (JLU (SQ)).

Faced with a short lead time to refurbish 105 vehicles by the end of June, MTA working closely with JLU (SQ) applied a bit of lateral thinking to deliver the capability to the customer on time.

According to Commanding Officer, JLU (SQ), Lieutenant Colonel Alistair Anderson, the unit normally repairs vehicles on a case by case basis, 'for our many customers, the major one being the 7th Brigade.

'Research and industry briefings indicated that several companies possessed the capability to undertake the job, however when the contract was awarded to MTA work began the following day,' Lieutenant Colonel Anderson said.

MTA converted a disused facility into a dedicated Army repair centre where more than 100 staff gained valuable cross training by moving between the different projects.

'MTA and JLU (SQ) adapted to the normal way of doing business to deal with this one off task, and put in a one off contract to get the job done quickly.

'While conducting many of the repairs there, MTA still supports other JLU (SQ) and DMO workloads through the new Wacol facility,' Lieutenant Colonel Anderson said.

All the hard work and determination expressed by the whole team at MTA and JLU (SQ) paid off with over 80% of the refurbished vehicles delivered by the end of May.

As a result of this, the close partnership between MTA and JLU (SQ) was a great success, 'a highly cooperative relationship was formed between the MTA project manager and the key JLU (SQ) staff during this project,' Lieutenant Colonel Anderson said.



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PAR ONERI

THE OFFICIAL JOURNAL OF THE ROYAL AUSTRALIAN TRANSPORT CORP

CONTENTS

Regulars

- 3 From the Editor
- 4 From the Head of Corps
- 4 From the Corps Regimental Sergeant Major
- 8 From the Representative Colonel
Commandant 10 SCMA
- 11 RACT Positions by Location
- 12 The RACT Central Fund – What Is It?

Operations

- 14 The Backroom Boys – And Girls
- 16 Truckies in Qatar
- 18 Operation Bastille/Falconer 2003

Technical

- 22 Land 121 – Project Overlander
- 24 Future Joint Logistic Concept
- 27 The New LCM8 Wheelhouse
- 30 Force Development Group – CSS BOS

Training

- 15 Military Skills Training at ALTC
- 20 Regional Training Centre South Australia
Trade Training Section

Historical

- 37 The RACT's Predecessor Corps
- 40 Army Museum Bandiana – what's new?
- 42 44 Transport Squadron celebrates its 50th
Anniversary
- 44 The story of the first HMA Ships Kanimbla
and Manoora
- 50 RACT 30th Birthday Celebrations in South
Australia
- 50 Last Vietnam Veteran Air Dispatcher Retires

Biographical

- 48 Colonel R.K. Mair

Valedictory

- 49 Vale Wo2 Ralph Smithson
- 49 VALE Brig Barr

Truck Stop News

- 50 Our annual round-up of everything that's
happening in the RACT

FROM THE EDITOR

By LTCOL M.J. Grimshaw

In this edition of Par Oneri, we celebrate the 30th anniversary of the RACT. In the years since its formation, the Corps has endured a number of trials: the Force Structure Review of 1992, the restructure of Logistic Command through the '80s and 90's and the disbandment of the Heads of Corps are but three examples.

Despite the adverse effects that change sometimes brings, the RACT was able to retain its trade structures and to continue its support to the Army throughout operations in Somalia and Timor and various UN commitments. It was as a result of experience in Timor that some of the manpower and capability reductions brought about by the Force Structure Review are being redressed and, as we enter our 31st year, the outlook for the RACT is a bright one.

Given the significance of this year as our 30th anniversary, this issue of 'Par Oneri'

includes a look back at some of our history. Hopefully these articles will arouse the interest of some readers and I would like to include at least one such article in subsequent issues of the magazine. Perusal of Neville Lindsay's 'Equal to the Task', Albert Palazzo's 'The Royal Australian Corps of Transport' or any number of accounts of personal experiences penned by WW2 veterans quickly reveals there is plenty of scope for interesting subject matter.

Unit histories (accompanied by photos) would also be welcomed for publication. I would like to thank those who took the time to contribute to this issue. There is plenty happening at the moment, so how about the rest of you telling your stories in the next edition? It isn't difficult to pen a few lines, and you're certainly not expected to produce a Pulitzer Prize winner. I look forward to hearing from you, especially if your unit or sub unit didn't feature in this edition. ☺

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Editorial Board:
LTCOL M.J. Grimshaw
WO1 K.Golden OAM
Mrs Lyn Gallagher

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APRS P/L
GPO Box 1746 Adelaide, SA 5001
Ph: (08) 8231 1967 | Fax: (08) 8231 1941
Email: aprs@aprs.com.au
Design and Sub-editing: Mark Shaw
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FROM THE HEAD OF CORPS

Brig. C A Anstey, CSC



It was with great pleasure that I recently learned of my appointment as Head of Corps for RACT. I look forward to my tenure in this appointment and to meeting as many of you as I possibly can in the next couple of years.

I would like to pass my thanks and congratulations to my predecessor, BRIG Doug Tyers, who recently completed his second appointment as RACT's HOC (he was Director of RACT in 1993-1994).

Following a tour as Commander PMG

Bougainville, BRIG Tyers has left the service and, on behalf of

all members of the RACT, I would like to extend to him and his family our best wishes for the future.

It is fair to say, I think, that the RACT is in better shape (following the partial 'roll back' of the Force Structure Review) than it has been for many years. And that is in no small way due to the efforts of my predecessors. Their foresight has placed us on a sound footing to cope with demands made upon us as a result of a rapidly changing international environment that is creating much demand for the skills of our Corps members and the capabilities that our Corps sub units offer.

At the time of this writing, RACT personnel are deploying (having had very little notice) to support our national commitment to the Solomon Islands stabilisation force and we still have personnel serving in a number of other overseas theatres.

I would like to thank those members of our Corps who have contributed to our recent defence efforts overseas and also their families who, often at short notice, found themselves separated from their loved ones. The contributions of defence families so often go unrecognised, but they play an important role in supporting our defence endeavours.

A number of uncertainties continue to confront us in our region; however, I am confident in the ability of our Corps to continue to do what is asked of it and to remain 'Equal to the Task'. ☺

FROM THE CORPS REGIMENTAL SERGEANT MAJOR

Warrant Officer Class One Ken Golden, OAM

Hello again. Another year has passed and it has been very busy as we expected.

My article this year will again cover several subjects to provide you with a snap shot of things that are going on in the Corps; however, I will not attempt to cover everything. That is your job by also contributing articles to the magazine to keep us informed.

As I left the LSF at the end of 2002, we were preparing to send another team overseas, this time to the Middle East. I am pleased to report that all indications are that they have again proved themselves very capable.



The Combat Service Support Group (CSSG) was based on 176 AD Sqn with the OC MAJ Craig Donohue leading the push, ably supported by his SSM WO2 Trevor Worland. The CSSG comprised approx. 77 personnel drawn from nine different units from across four States. As usual, the loggies got on with the job of providing a high level of logistic support, this time with a supply chain 15,000 km in length.

We will shortly see the Special Operations Command stand up a 100 person Combat Services Support Company specifically to support the SF community. Where this company will be based and when personnel will be posted in is yet to be confirmed however there will be a need for RACT trades in this new organization. They will be looking for trade specialists with high All Corps Soldier skills so if you think this is a job for you then start revising and practicing your soldier skills.

CORPS COLONEL IN CHIEF – HRH PRINCESS ALICE

Colonel-in Chief, HRH Princess Alice, Duchess of Gloucester, GCB, CI, GCVO, GBE, Grand Cordon of Al Kamal celebrated her 101st

birthday on 25th December 2002 and remains in good health. This would have to make her the oldest Royal family member.

HEAD OF CORPS STAFF

The posting cycle 2002 proved as always those things change very quickly. The current Head of Corps personnel are:

- Deputy Head of Corps – LTCOL Adrian Overall – CO/CI DD ALTC (LTCOL Simon Tuckerman 2004)
- Staff Officer Two Corps – MAJ Colin Bailey replaced MAJ Paul Rosenberger

HEAD OF CORPS AND COLONELS COMMANDANTS

In January this year, BRIG Doug Tyers our HOC for the last two years deployed to Bougainville as the Commander PMG and as such retired from the appointment as our HOC. On March 1st, BRIG Crispin Anstey, CSC was appointment to the HOC position.

As your Corps RSM, I wish BRIG Tyers all the best on your behalf with his new career as he retires from the Army to settle down with his family in Canberra. Many thanks for your two stints as HOC. I know we have moved forward in leaps and bounds under your guidance.

To BRIG Anstey, welcome aboard on behalf of all the Corps members. We look forward to working closely with you over the next few years.

2003 will also see the retirement of two other notable Corps personnel. At the Corps 30th birthday celebrations in October this year, we will bid farewell to Representative Colonel Commandant Colonel Win Fowles and the Colonel Commandant Eastern Region Colonel Ted Love. Both these men have served the Corps for longer than most of us young pups can remember and, without their guidance and sound advice over the years, many of us would not be where we are today. Certainly, the Corps is the better for their assistance and devotion.

To you both I wish good luck and fond memories as you retire from the Corps public office. You will, like those before you, always be welcome at any of our activities. Please stay in touch with us.

The names of the new Representative Colonel Commandant, Commandant Northern Region and Commandant Eastern Region have been submitted to the Chief of Army for is endorsement and will be announced at the Corps Conference in October.

OTHER CORPS – HEADS OF CORPS

The other Heads of Corps are:

RAAC	BRIG J. Kelly, AM
RAE	COL W. Sowry
RAInf	BRIG C. Appleton
AAAvn	BRIG A. Fraser, AM, CSC
RAANC	LTCOL B. Wright, CSM, RFD
RAEME	BRIG D. Mc Gahey, CSC
RAAEC	LTCOL W. Monfries
RAACHD	CHAP (BRIG) L. Eacott, RFD
RAA	BRIG V. Williams, CSC
RASigs	BRIG M. Clifford, AM, CSC
AABC	LTCOL H. Ward
AustInt	COL M. Norris
AACC	COL G. Banister, AM
RAAMC	COL G. Wells
AAPSYCH	COL A. Cotton
RAADC	COL G. Stacey
RAAOC	BRIG I. Lillie, CSC
RACMP	LTCOL T. Grutzner, AM
RAAPC	LTCOL J. Eddington
AALC	COL A. Dunn
AAPRS	LTCOL D. Tyler

AWARD RECIPIENTS – CONGRATULATIONS

Australian Bravery Decoration – CPL Peter Thomas Murphy (now CPL posted to SASR)

It has been brought to my attention that a letter from the Official Secretary to the Governor General (dated 25 Feb 03) advising that PTE PT Murphy's nomination for an Australian Bravery Medal was successful. PTE Murphy was the LCM8 crewman that jumped into the water in Timor to try to save the UN CIVPOL guys and nearly killed himself in the process.

Goodyear Highway Hero Award – SGT Craig Smith

SGT Smith ALTC, Puckapunyal was recently recognized for his life-saving first aid to a female motor vehicle accident victim. SGT Smith was conducting driver training just north of Singleton when he came across the accident and as the first person on the scene he secured the accident scene and administered life-saving first aid to the female victim, keeping her conscious until emergency medical services arrived.

In recognizing these two soldiers for their actions, the community has reinforced to us that we receive quality training and you never know when our basic soldier training will be called upon. Be sure to maintain the basics in all your units and, to the leaders of our soldiers, demand time to get the basic soldier training completed.

AUSTRALIA DAY 2003

Commendation for Distinguished Service – LTCOL Damon Howes and CAPT Shaun Muldoon

QUEEN'S BIRTHDAY HONOURS

- Member in the Military Division (AM) – LTCOL Anthony Hambleton
- Medal in the Military Division (OAM) – WO1 Mark Barber
- Conspicuous Service Medal (CSM) – Major Kate Rogers
- Commendation for Distinguished Service – CAPT Kim Parry

VISITS

In my current appointment as RSM TC-A, I have had the opportunity to travel extensively this year and, to date, I have met up with a lot of the officers and soldiers of the Corps. Everyone I have met seems to be working very hard and all appear in good spirits. The feed back from across the Corps personnel is that we are in good shape as a Corps.

I continue to be impressed by the calibre of a soldier who is currently posted into Training Command – Army (TC-A). Indeed,

all are of the highest quality and I would encourage those of you who have not had a posting to TC-A to contact SCMA and ask for one of these jobs. I think you will find that the jobs in TC-A are very rewarding and always challenging.

From a career development point of view, you will need a posting in TC-A before being promoted above Corporal. Remember that TC-A has both Corps and non-Corps postings available and they offer distinctively different challenges.

There may be a perception that, by being posted to TC-A, your opportunity to be released for operational service will be hampered. Not so, and it is the Commander TC-A policy to release his personnel where ever the unit can carry the vacancy.

I was very pleased to see the number of lateral Corps transfers we have received lately into the Cargo and Marine Specialists Trades. These personnel bring with them a wealth of experience and, in many cases, operational service. To these new members of the Corps – welcome.

During my visits I have become a little concerned in couple of areas. The first is that the standard of maintenance of our vehicles and watercraft appears to be suffering at present. I would urge each section/crew commander and coxswain to look to the operator maintenance programs and ensure we are doing the best job possible to keep our aging fleets operational.

I have heard comments that "we have not had much time due to operations or the work tempo" – rubbish. Remember – maintenance was done in WW1 and 2, during Vietnam and many other operations where the tempo was as high or higher. The conditions in many cases were also worst than what we have had to deal with in recent years.

Let's not make excuses – that is the easy way out. Junior commanders both Lt and Cpl – do your job, supervise your section or crews with their fleet maintenance. New vehicles or watercraft will not be along in the short term so it is vital we look after what we have.

I am also concerned about the lack of females in the Marine Specialist trade. For a while there, we had several women in the trade (35 Water Tpt Sqn) but, by the end of 2003, they have all disappeared – either Corps transferred or discharged. I would be interested to know what has gone wrong or why we cannot retain them in the trade/squadron.

The other area that concerns me is the number of soldiers who are failing the barrier assessment for the Subject 1 Corporal. This seems to indicate that soldiers are not doing the basic soldier training in their units on a regular basis or they are being encouraged to attend the test with little training or preparation with a view that 'she will be alright mate – you will get through'. This is not the case and I urge all WO/NCO to take the time and provide your soldiers with frequent refresher training.

RACT PIPES AND DRUMS

Many RACT personnel may not realise that the RACT Pipes and Drums are now an Australian Army Band Corps unit and that, as such, they are under command Defence Force School of Music, and part of Training Command. As part of the SED review process within TC-A units the Band Corps SED review took place during the period 28 Apr – 5 May.

The final outcome is expected soon, but we hope to see the RACT Pipes and Drums serve on for many years to come as part of (a sub unit of) Australian Army Band – Newcastle. Even though they are part of Band Corps, they continue to wear the RACT Corps embellishments and support any Corps activity they are requested for and they should be congratulated for their ongoing dedication and assistance.

Should any Corps units want their support, contact the 2IC DFSM MAJ Grant at Watsonia.

CORPS GROWTH

Again this year, Army has been conducting SED reviews and the Corps has seen a few new positions open up, especially within

Training Command. ALTC has seen an increase with new positions approved by Distribution Division and we're now working with SCMA to fill all of them. This growth will take some time, as we first have to grow recruits and the JNCO accordingly. Each trade will grow at different rates due to the trade complexities; however, we expect we will see growth in the following areas over the next few years:

RSM Distribution Division

The first significant increase for the Corps is the re-raising of the RSM DD position. This position was cut in 1998 but has been re-raised due to the high number of trainees passing through Distribution Division (about 2500 per year and increasing). WO1 John Fazer is the RSM DD and in October will also assume the responsibility of being the Corps RSM.

Maritime Wing (Townsville)

WO1 MOV Instructor to replace a WO2 MOV Instructor – was filled in January this year.

A Spt Tp for Maritime Wing (basically increasing current single boat crew to two crews of three with a Sgt OIC. This will spt the increase from one to two LCM-8 plus the new LPA Landing Craft which is due early 03 – if the contract gets signed – TBC). Two x Sgt Spvr Marine, two x Cpl Marine Spec 2, two x Cpl Adv Cargo Spec and one x Cpl Op Mov to work in Ops. Transport Wing (Puckapunyal):

Up Gunned Adv Trg Tp in Tpt Wing. To include a Sgt with five x Cpl (main focus is Mack trg but also OSV and OSV Adv).

Mobile Trg Team to be based out of Tpt Wing to conduct training around Aust. There is to be a Sgt plus three x Cpl and the main focus is to be on Mack Trg. This is not yet filled and with TC-A doing a review of driver trg, this may vary – TBC.

Motor Cycle Trg Tp with Tpt Wing – A Sgt plus five x Cpl – This has been approved as OLOC positions at this time. We're still pushing for them to be MLOC and to be able to do the trg for RACT & RACMP. Army needs about 200 MC Riders trained per year.

A fifth BDC Tp for Tpt Wing – Lt, Sgt, eight x Cpl – Also approved OLOC but not MLOC

Special Operations Command

As you would be aware SOCOMD stood up officially earlier this year. As part of the new command a Combat Service Support Company (CSSC) will be formed shortly. They are currently setting in place the HQ's element with the rest to follow in 04/05.

We (RACT) have managed to pick up the SM position for this and WO2 Jim Lakey 26 Tpt Sqn has been posted to the position with effect 7 July. As for other trades involved in this we are looking at Boaties, Termites, Movers and Roadies – a good representation from the Corps.

As for a home for the CSSC, at the moment this hasn't really been decided. This is dependent on facilities and dollars.

CURRENT MANNING

As at 1 June we have in the ARA = 1813 Other Ranks, with a quick break up of:

- Privates = 1108
- Corporals = 317 (establishment avail for 360)
- Sergeants = 164 (establishment avail for 186)

KEY OR JOBS FOR THE CORPS

Currently, we have several Corps personnel posted to the Federation Guard. We also have JNCO and WO/SNCO posted as instructors at ARTC Kapooka, WO/SNCO posted as instructors at HQ RTC Canungra, and SNCO posted to RMC/ADFA.

These key postings in a non-Corps environment provide us with great exposure across Army and to the very impressionable young officers and soldiers entering the Army. These jobs also allow the incumbent to gain valuable experience to bring back into the Corps, which improves our competitiveness for All Corps positions.

It is my hope that, in the next couple of years, one of our senior RSM will be accepted to fill an RSM appointment at one of the RTC detachments.

Our Corps is very competitive, particularly in the regimental environment. The Corps only has two dedicated RSM positions (RSM 9 FSB and RSM DD ALTC); however, due to the strong performances of our senior soldiers, we are currently holding many other RSM positions.

Listed here are some of the key RSM/WO jobs both in the Corps and in the Army that the Logistic Corps RSM are holding at present. Several changes occurred late in the 2002 posting cycle so here is the amended list from my last article (I have also listed the 2004 appointments correct as at the time of writing so again things could change as the year moves on):

Level 3 RSM appointment:

RSM TC-A WO1 Ken Golden

Level 2 RSM appointments:

RSM LSF WO1 Greg Oakley RACT
RSM ALTC WO1 Paul Zeck RAAOC
RSM 5 Bde WO1 Rod Scott RAAOC
RSM RTC NQ WO1 Garry Alterator RAAOC 2004
RSM 11 Bde WO1 Mark Barber RACT
RSM DC-H WO1 Danny Wolfe RACT

RSM Level 1 appointments:

RSM 1 HSB WO1 Mustaffa Jecenkevich RAAOC
RSM 2 HSB WO1 Brett Dale RAAOC
RSM 3 HSB WO1 Michelle Wyatt (F) RAAOC 2004
RSM 2 FSB WO1 Gavin Lee RAAOC 2004
RSM 9 FSB WO1 Jim Armstrong RACT
RSM 10 FSB WO1 Tony Irwin RACT
RSM 1 CSSB WO1 Peter Kelly RACT 2004
RSM 3 CSSB WO1 Allan Beatty RAAOC
RSM 4 CSSB WO1 Gary McGrath RACT
RSM 5 CSSB WO2 Rodney Cornick RAAOC (on prom 2004)
RSM 7 CSSB WO1 Brett Pates RAAOC
RSM 8 CSSB WO1 Mel Frampton RACT 2004
RSM 9 CSSB WO1 Peter Seeley AACC
RSM 11 CSSB WO2 Shannan Agnew RAAOC (on prom 2004)
RSM 13 CSSB WO1 Matthew Garrett RAAOC
RSM PSD ALTC WO1 John Murphy RAAOC
RSM MSD WO1 Kingsley Packer RAEME
RSM ALTC DD WO1 John Frazer RACT

HQ RTC Command, Staff and Ops Wing WO1 (RSM) Instructor
WO1 Graeme Blackwell RAAOC 2004

US Army Sergeant Majors Academy Fort Bliss Texas
WO1 Mark Kjellgren RAAOC 2004 – 2006

GRes RSM Appointments:

RSM RTC SA – WO1 Chris Holmes RACT

Corps or Trade WO1 appointments:

WO1 Career Manager WO1 Jeff Carthew
LWDC WO1 Ron Webb
CDI ADF WO1 Stafford Kelly
381 WO1 HQ LSF WO2 Peta Dawe (F) RACT (on prom 2004)
381 WO1 HQ 3 Bde WO1 Lyn Foster (F)
RACT 381 WO1 LWDC WO1 Ron Webb
WO1 Movements instructor ALTC MW WO1 Andrew Worthington
WO1 Marine WO1 David Pearsal
WO1 Tml 10 FSB WO1 Rob Hyde
WO1 AD Projects WO1 Gary Whalan
Manager Tml Ops WO1 Trevor Walkey
WO1 Air Worthiness WO2 Trevor Worland RACT (on prom

2004)
WO1 Postal
WO1 Movements (HQ JMOV Gp)
HQ JMOV Gp
Def Attache:KUALA LUMPUR

WO1 Dayle Kerley (F)
WO1 Cheryl Frawley (F)
WO1 Peter Evans
WO1 Midge Fraser

RACT Key Trade or current SM appointments:

176 AD WO2 Mathew Westcomb 2004
WSM ALTC DD Div WO2 David Jones 2004
WSM MW WO2 Vivian Northover (F)
CSM ARTC A Coy WO2 Paul Bodsworth
CSM ARTC C Coy Trudy Fisher (F)
SSM 1 Tpt Coy WO2 Dave Kear
SSM 9 Tpt Coy WO2 Paul Cook 2004
SSM 2/5 Tpt Coy WO2 Mitchell Dimech 2004
SSM 26 Tpt Sqn WO2 Greg Forsyth
SSM 30 Tml Sqn WO2 Gregory Collins
SSM 35 Water Tpt Sqn WO2 Wayne LeLievre
CDI Army WO2 Chris Svirucus 2004
SM SAD HMAS Tobruk WO2 Stephen Daffy
SM SAD HMAS Manoora WO2 Peter Russell
SM SAD HMAS Kinambra WO2 Gordon Watts

This reflects the individual high calibre of our soldiers, the ability of our Corps members to display excellence in trade knowledge whilst in Corps trade postings, the desire to accept a challenge, to have a go and to do well in the non-Corps regimental environment. Combine this with sound long-term career management and the Corps is in a very strong and competitive position at present.

The strength of the regimental trade continues to grow and the RSM Course to be held in October – November 2003 will see four RACT students (WO1 Ron Webb – ALTC Dev – 381; WO2 Gregory Barron – ALTC DD – Air Dispatch; WO2 Trevor Worland – 176 AD – Air Dispatch; and WO2 Martin Lenica – 10 FSB – Boatie) as members on the course, our largest single number of students on the course ever.

We also have for the first time a GRes soldier as a course reserve – WO2 Jenny Brown 4 CSSB. From memory, I do not think we have ever had a Boatie do the RSM course. I wish them all good luck and am sure they will be Par Oneri – as usual.

As a reminder to the regimental personnel of the Corps, you will only get one shot at an SSM/CSM appointment due to competitive nature of the Corps at present, so enjoy the appointment while you have it. After this appointment, expect that you will return to trade or to another job to provide you with more experience or to make you more competitive in the longer term.

You will be considered for the RSM course based on your career profile and, providing you have met the requirements of Corps Policy Statement 29 and reported well, there is no need to the Career Managers by asking for another SM appointment.

Our female soldiers are still doing well outside their base trades with WO1 Lynne Foster the first to complete the RSM course last year. In 2003, she is working very hard on the HQ Staff for 3 Bde Townsville as the OPS WO1. WO2 Viv Northover is doing a good job as SM ALTC MW, WO2 Trudy Fisher is doing well at ARTC as a CSM and WO2 Peta Dawe is enjoying the challenges as CSM 9 Tpt Coy. Congratulations to you all.

It again my aim to write to every OR who is to be or was promoted this year. In this forum, I would extend to you all again my congratulations. If SM or the senior Corps member could please ensure I am notified of the event (in advance would be nice), I will dispatch the letters ASAP.

NEW EQUIPMENT

Developments for the Corps are:

Terminal

Introduction of the 50t Kalamar Forklift and the introduction of the 30t Tadano Cranes

Road Fleet

See *Project Overlander* article from COL Doug Webb.

FAMILIES

Again this year, as the work rate remains high, I wish to acknowledge the support and understanding of our families. Without the support of our families, we could not do our jobs as effectively as we do. I know every family makes sacrifices on a daily basis that allow us, the Corps officers and soldiers, to get on and do the task at hand and for that I would thank every family.

As a reminder, though, every serving member must repay their family whenever they can by spending time at home and doing family things. I have heard many times in the past from retired members that their greatest regret was that they missed so much of their families growing up. This is time you will never catch up with, so when opportunities arise, grab them.

FUTURE CORPS ACTIVITIES

The Corps celebrated its 30th birthday on 1st June 2003. Corps units held regional celebrations and, from all accounts, they were well supported and a lot of fun.

The major celebration will take place at Laverack Barracks Townsville from Wed 22 to Sun 26 Oct 03. Plans are to have a parade with four guards escorting the Corps Banner on parade. RACT units based in Townsville will provide the bulk of the participants; however, every effort – within cost limitations – will be made to involve other RACT unit personnel so we have a wide Corps unit representation.

In 2004, we will have our trades face the start of the DFRT process, which determines trade structures and remuneration. Many of you will be involved in one way or another, so be ready and willing to assist the HOC/ALTC Dev Br staff plan, prepare and present your respective trade cases – otherwise, you risk possible DFRT gains.

CERTIFICATES OF RECOGNITION

In accordance with Corps Policy Statement, 21 members of the Corps who have completed 20 years or longer in the Corps and discharge are entitled to a Certificate of Recognition detailing their Corps Service history. To make these certificates available to members at the time of discharge, the Corps RSM requires unit assistance – that is, supplying the details necessary to compile the certificate before the HOC signs it. If you know someone is entitled to a certificate, please advise the Corps RSM as soon as you can.

CORPS FUNDS

This year the Corps funds assisted several units with donations to assist regional RACT birthday activities. To those units and individuals that made donations this year to date – many thanks your support is very helpful as every dollar counts. I would encourage as many of you as possible to donate a couple of dollars towards the fund on a regular basis (allotment) so that we can continue to provide this type of assistance into the future.

CONCLUSION

I know that the Corps is in great shape due to the personnel in it and their strong belief in the Corps Motto – Par Oneri. I believe the Corps is the strongest and most dynamic or proactive of all the Corps in Army at present. If you all continue this momentum and enthusiasm, then we will see great things being achieved over the next few years (the others are wallowing in our dust).

This year at the annual Corps Conference, I will hand over the job of Corps RSM, a position I have held proudly for four years. I thank everyone for his or her support and request the same is given to my successor, John Frazer. Should any of you want any assistance from me, please call at any time.

In handing over the portfolio, I seek your continued support for the Corps and ask you all to continue to be – Par Oneri.

Good soldiering. ●

FROM THE REPRESENTATIVE COLONEL COMMANDANT

COLONEL W L Fowles



The major activities for the RACT's six Colonels Commandant this year naturally revolved around the Corps' 30th birthday.

Of course, they have also been busy promoting the Corps and meeting RACT people Australia-wide but, as in previous years, this article highlights only their major activities. If you want to know more then contact your regional Colonel Commandant – he'd enjoy hearing from you.

Newer Corps members may not know that the RACT's Colonels Commandant are all retired Corps officers. Their role is to provide a link between today's and yesterday's RACT people with a view to promoting Corps morale and helping to maintain our Corps history. They are not in the chain of command but are often able to advise on issues of interest to today's people so that the Corps can continue to progress without having to 'reinvent the wheel.'

Regardless of their rank when serving, each Colonel Commandant is granted the rank of Honorary Colonel during the appointment. This means they are able to promote the Corps at high levels within the ADF and also within the wider Australian community.

One of the Colonels Commandant, currently Northern Region's Colonel Win Fowles, is also appointed as the Representative Colonel Commandant. This person is the representative in Australia of our Colonel-in-Chief, Princess Alice, similarly to the way that the Governor-General is the Australian representative of the Queen.

The Corps birthday on 1 June is always an active time. Regional celebrations were held around 1 June while major central celebrations are planned to coincide with the annual Corps Conference in October.

This year was more active than usual because 2003 marks our 30th anniversary.

Of course our history goes back much further than a mere 30 years. One of our predecessor corps, the Transportation Service of the Royal Australian Engineers, was formed 61 years ago in 1942. And units of another predecessor corps, the Royal Australian Army Service Corps and its forebears, extend back 92 years for Townsville's 9 Transport Squadron and a massive 112 years for Darwin's 1 Tpt Sqn. We can trace our Corps roots to Victoria's commissariat 117 years ago and even to the formation of the Royal Wagon Corps in 1794, 209 long years ago.

Southern Region's Colonel Rob Regan reports from Melbourne that Dining President WO2 Barron ran a very successful Officers/Sergeants Corps 30th Birthday Dinner in Puckapunyal on 30 May. About 60 attended. Attendees represented all organisations in Victoria that have RACT people, including AREs units. Colonel Regan also attended a Corps Birthday luncheon on 4 June, organised by RACT people posted to the Defence Materiel Organisation.

Townsville saw a sports day, an all-ranks lunch and an Officers/Sergeants dinner all on 26 May. Northern Region's Colonel Win Fowles presented trophies, cut cakes and toasted the Corps during a great day attended by hundreds of RACT people. A highlight of the good-humoured sports day – with the overall victors being 3CSSB – was a handbag-throwing competition. The winner wants to remain anonymous...

He also reports that Brisbane's 2/5 Tpt Sqn held a mounted parade on the night of 3 June. SSM WO2 Ian Stahlhut must rate a special mention for organising a unique event complete with a restored Blitz, a drive past, and an advance in review order – not seen on a parade for many years. Toowoomba's 24 Tpt Tp, commanded by Colonel Fowles way back in 1969 when it was part of 18 Coy RAASC at Enoggera, was well represented together with the Enoggera elements of 2/5 Tpt Sqn and its parent unit, 7CSSB. OC Major John Eddington and SSM Stahlhut also

conducted an all-ranks dinner on 6 June, rounding off a great Corps birthday in South East Qld.

Colonel Fowles also reported that the 60th anniversary of the sinking of the hospital ship **Centaur** was commemorated on 14 May at Caloundra. He laid a wreath on behalf of the Corps in memory of the 41 members of the AASC – one of our predecessor corps – who died so tragically on that 1943 morning. Queensland Governor Major-General Peter Arnison spoke at the service and later wrote to express his disappointment at being unable to attend the RACT 30th Birthday celebrations.

General Arnison sent his congratulations to all members of the Corps and his best wishes for the Corps' continuing success. His letter also expressed his admiration for the manner in which the men and women of the RACT continue to meet the challenges of modern soldiering, high praise from a distinguished infantryman.

Central Region's HONCOL John Such hosted a birthday parade at Adelaide's Keswick Barracks on 31 May, complete with the Corps Banner and Adelaide University Regiment's Pipes and Drums. RACT people from 8 Tpt Sqn, 9CSSB, JMCO-A, 16 AD Regt, AUR, 48 Fd Bty, 10/27RSAR and RTC-A participated, with PTE Matt Ford joining him to cut a huge birthday cake after the parade. That evening, Colonel Such attended an Officers/Sergeants dinner, ably presided over by WO1 Coogee Holmes.

On a sadder note, Colonel Such reports that he attended Brigadier Ian Barr's funeral in February. Brigadier Barr, a former Colonel Commandant in Central Region, was well known and highly respected not only in South Australia but Australia-wide.

Tasmania Region's HONCOL Doug Wyatt reports that 82 guests, including no less than eight former OCs of 44 Tpt Sqn, celebrated the Corps birthday at an all-ranks formal dinner in Devonport on 31 May. Colonel Wyatt also reports that attendees included Devonport Mayor Alderman Peter Hollister, Deputy Head of Corps LTCOL Adrian Overell and WO2 Tony Schultz, with the latter being farewelled after 25 years valuable service to the Corps and the Army.

Eastern Region's Colonel Ted Love again reports a good year, with a great 30th Birthday party at the Sydney Rowers Club on 14 June. He also reports attending the welcome home event for HMAS Kanimbla and our embarked RACT troops, as well as the earlier event at Holsworthy where many RACT people were welcomed home from the Middle East. Colonel Love's other highlights included Anzac Day 2003 in Sydney (where a record 350 serving and retired people attended), the re-raising of 87 Tpt Tp last November and the launch of Reserve Forces Day.

Colonel Love asks all serving RACT people to consider becoming involved in Anzac Day activities and in RACT association activities around the nation. So do all other Colonels Commandant. The RACT as a whole, not just individual Corps members, stands to benefit from the interchange of ideas and from the camaraderie.

Two Colonels Commandant are standing down in October this year, Colonel Love after four years and Colonel Fowles after nine years. The new Representative Colonel Commandant is Colonel Rob Regan from Southern Region.

All Colonels Commandant report that the Corps is in top shape. The reason is clear. Many RACT people have seen operational service in the past year or so and many more are preparing for future operational service. With operations comes wide recognition – usually forgotten in peacetime – that RACT people contribute well beyond their numbers to the successful application of combat power on a battlefield. And with recognition comes resources. And with resources, allied with good leadership at all levels, comes a corps in top shape.

Our Corps has a proud past, an active present and a bright future. Congratulations from your Colonels Commandant to all present RACT people for being good enough to be part of our Corps' bright future. ☺

Long Range Patrol Vehicle

The Long Range Patrol Vehicle (LRPV) was introduced into service in 1991 and has had a distinguished career, having travelled many long and arduous kilometres both in Australia and overseas.

The vehicle is used primarily for long range reconnaissance missions but can also be used for offensive operations. The crew consists of, the crew commander the driver and the weapons systems operator.

After a long and intensive training period, drivers are qualified licence code LR3. Drivers receive comprehensive training in manoeuvring the vehicle over a wide variety of ground types, both day and night, under operational conditions.

Cross country navigation, vehicle repair and maintenance, camouflage and concealment, contact drills and recovery training are some of the skills obtained. All crew members are qualified drivers.

Apart from the crews personal weapons, the vehicle can be armed with .50 Cal QCBHMG, Mk19 40mm Grenade Launcher, JAVELIN Anti Tank Weapon system and 7.62 MAG 58.

The LRPV has additional fuel tanks that give the vehicle an extended range. The vehicle is powered by an Isuzu 3.9Lt turbo diesel that is coupled to a manual gear box.

Traction is gained by constant 4WD with the ability to engage all three differentials giving drive to all six wheels.

The LRPV has the capability to carry a motor bike on a specially designed rack at the back of the vehicle. The bike is used for route reconnaissance.

Additional stores and equipment includes comprehensive recovery equipment, water, rations, ammunition and a communications fitout.

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SCMA

This year, as we celebrate the 30th Birthday of the Royal Australian Corps of Transport (RACT), all soldiers within the Corps should be very proud of the achievements of past and current serving members.

HAPPY 30th BIRTHDAY RACT!

RACT is the senior logistic corps and has soldiers serving in every unit in the Australian Army be it in either a command or combat support role. Many RACT soldiers are now also employed in representational positions at ARTC, ALTC, RMC, ADFA, AFG and RTCs.

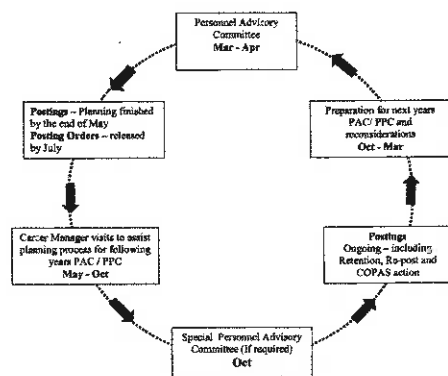
During our 30-year history, RACT has undergone many changes in its training and structure, which has seen the Corps adapt to many challenging situations. To the credit of personnel within the Corps, we have managed to tackle these challenges to be in a commanding position as a corps within the Australian Army.

During the past 10 years, RACT has not been spared from the wrath of the Force Structure Reviews. However, due to the high calibre of soldiers within the Corps, we were able to easily adapt to change and take on demanding roles and tasks within most arms corps units. At the time of writing this article the Corps currently has an other ranks strength of 1 810 soldiers.

The SCMA RACT Cell has had another busy year working to the time lines detailed in the Career Management Cycle (below), including the personnel advisory committee (PAC), the posting planning cycle (PPC) and interview tours to discuss career aspirations, in accordance with extent Corps policy and their posting for the following year's PPC.

The aim of this article is to provide an insight into some of the issues that RACT Career Manager's have been confronted with over the last 18 months, as well as detailing the corps performance at the 2003 Other Ranks Promotion Series.

The diagram below details the Career Management Planning Cycle.



The professionalism and high calibre of RACT soldiers was evident at this year's PAC with a total of 155 soldiers eligible for promotion. Of this number, 73 were cleared for promotion.

The table below has a breakdown of soldiers (by rank and trade) presented at this year's PAC.

ECN	CPL - SGT		RANK		WO2 - WO1	
	Eligible	Cleared	Eligible	Cleared	Eligible	Cleared
035	17	12	6	4	4	0
099	5	2	2	2	4	2
171	5	3	4	3	3	1
218	5	5	4	2	4	0
381	52	23	21	9	19	5
Total	84	45	37	20	34	8

Promotion is the identification by a soldier's commander of his/her ability to accept additional responsibility. It is not a reward for a job well done. The Army uses honours and awards to recognise the courage, bravery and the performance of soldiers' duties of an exemplary standard.

The roles and responsibilities of Career Managers are very demanding and varied. Promotions and postings are the two main areas near and dear to all soldiers' hearts. Most people will have

heard of the old adage that you write your own report. Metaphorically, this refers to a commander observing your performance, attitude and conduct over a specified period and recording this as your report.

At SCMA, we cannot emphasise enough the responsibility of Corps personnel to compile Performance Appraisal Reports (PAR) accurately and honestly, highlighting a soldier's strengths and weaknesses in detail. The new PAR does not allow for comments under the performance dimensions, so assessors need to amplify comments in the space provided for the word picture. As a soldier, if you believe that your PAR does not accurately reflect your true performance, you need to submit a submission against the report when you receive it.

There is no point in asking your Career Manager in one or two years time why you did not get promoted and he explains that your reporting history is not competitive with your peers. It is too late then to say that you did not agree with the report. Career Managers and the PAC Chairman evaluate all eligible soldiers for promotion on physical evidence (signed reports, written submissions against reports, AIRN compliance, medical assessments and conduct records), not hearsay or personal opinions when determining the PAC outcomes. It is **your** responsibility to ensure the information we have on you is available and current.

Another important consideration when evaluating soldiers for promotion is the positions where a soldier has been posted. The RACT Corps and Trade Policy details the required employment soldiers need to have completed to be competitive for promotion in all trades. All soldiers within RACT should consider representational posting options at each rank level to be competitive for promotion for the next rank, in competition with their peer group. Certainly, it will be difficult to progress beyond sergeant if you have not obtained this experience. The respective trade posting progression models are annexed with the relevant corps policy statements. The RACT Corps Policy is available on the RACT website at intranet.defence.gov.au/armyweb/Sites/RACT/.

Should you have any questions regarding your career, contact your respective Career Manager through the chain of command. The current RACT Career Managers are:

CAPT C. White ECN 035, 171, 218 all ranks
RSM/Regimental path liaison
WO1 J. Carthew ECN 099 all ranks
ECN 381 Sergeant and above
WO2 D. Milne ECN 109
ECN 381 Corporal and below
WO2 S. Strijland ECN 274
All RACT soldiers under training, including panel management



When we manage to have a break from the rigours of managing your careers, you will find us making the most of the magnificent coastline of Victoria.

In closing, soldiers play a vital role in managing their own careers effectively. You need to consider personal preferences, the applicable Corps and Trade policy to adopt a philosophy of being true and honest in your dealings with their career managers. If this is achieved we will provide you with the same courtesy, whilst offering realistic career goals and expectations. Our aim is to put the right soldier in the right place, at the right time. If you are fulfilling your role in this process, hopefully this place will be the one that is right for you.

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Happy Soldiering! ●

RACT POSITIONS BY LOCATION

RACT is no different to any other Corps, in that it has to carry vacancies in different rank levels and trades due to manning shortages within Defence. The locations and units that must carry vacancies are detailed to SCMA in the Army Personnel Establishment Plan (APEP). This document details the Chief of the Army's manning priorities IAW with unit capabilities and operational requirements. Therefore, sometimes the positions in highly desired locations remain vacant for a posting cycle.

The other process that has a large impact on the locations and positions available to RACT personnel is the Single Entitlement Document (SED) Review Process. In the past 18 months, many SEDs

have changed which has reduced the number of positions RACT have in a variety of locations or the rank of a particular position.

RACT personnel are posted to positions in accordance with the RACT Trade Policy, in the location where the job required by them is available. Sometimes the location of the required job type does not meet the member's preferences; however, promotion is very competitive and positions are allocated to personnel requiring particular skill sets for career development.

The tables below indicate (by ECN and rank) the number of RACT positions available in the different states of Australia.

ECN 035

Rank	SE QLD	NTH QLD	NSW	ACT	VIC	TAS	SA	WA	NT
WO1	Nil	3	4	Nil	Nil	Nil	Nil	Nil	1
WO2	2	3	11	1	3	Nil	1	1	Nil
SGT	3	9	11	1	2	Nil	Nil	2	5
CPL	4	11	8	1	Nil	Nil	Nil	Nil	7
PTE	2	12	9	Nil	Nil	Nil	Nil	Nil	7

ECN 099

Rank	SE QLD	NTH QLD	NSW	ACT	VIC	TAS	SA	WA	NT
WO1	Nil	Nil	2	Nil	Nil	Nil	Nil	Nil	Nil
WO2	Nil	Nil	7	Nil	1	Nil	Nil	Nil	Nil
SGT	Nil	Nil	11	Nil	Nil	Nil	Nil	Nil	Nil
CPL	Nil	Nil	25	Nil	Nil	Nil	Nil	1	Nil
PTE	Nil	Nil	77	Nil	Nil	Nil	Nil	2	Nil

ECN 109/381

Rank	SE QLD	NTH QLD	NSW	ACT	VIC	TAS	SA	WA	NT
WO1	Nil	1	2	Nil	4	Nil	Nil	Nil	Nil
WO2	13	8	9	2	21	2	4	3	5
SGT	15	20	14	8	24	1	3	4	16
CPL	39	56	36	2	61	4	8	8	27
PTE	105	238	71	1	165	Nil	7	10	295

ECN 171

Rank	SE QLD	NTH QLD	NSW	ACT	VIC	TAS	SA	WA	NT
WO1	Nil	2	Nil	Nil	Nil	Nil	Nil	Nil	Nil
WO2	Nil	5	3	Nil	Nil	Nil	Nil	Nil	Nil
SGT	Nil	7	3	Nil	Nil	Nil	Nil	Nil	Nil
CPL	Nil	20	6	Nil	Nil	Nil	Nil	Nil	Nil
PTE	Nil	66	21	Nil	Nil	Nil	Nil	Nil	Nil

ECN 218

Rank	SE QLD	NTH QLD	NSW	ACT	VIC	TAS	SA	WA	NT
WO1	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil
WO2	Nil	6	1	Nil	Nil	Nil	Nil	Nil	1
SGT	Nil	13	2	Nil	Nil	Nil	Nil	3	2
CPL	Nil	17	4	Nil	2	Nil	Nil	5	2
PTE	Nil	40	10	Nil	Nil	Nil	Nil	2	7

ECN 274

Rank	SE QLD	NTH QLD	NSW	ACT	VIC	TAS	SA	WA	NT
WO1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
WO2	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
SGT	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
CPL	Nil	2	8	Nil	Nil	Nil	Nil	Nil	3
PTE	Nil	2	74	Nil	Nil	Nil	Nil	Nil	16

RACT Central Fund

WHAT IS IT?

The RACT Central Fund is established by Corps Policy Statement No 5. This Policy Statement outlines how the fund is set up, how it is to be managed and the responsibilities of the RACT Central Fund Committee.

The Fund was created to provide funds to support projects and activities that are generally for the benefit of RACT soldiers and that are not funded by Public Monies through the system.

Some examples are JNCO and Soldier of the Year cash prizes, unit Corps Birthday activities, wreaths and messages of condolence for families of RACT members who die, Certificates of Recognition for long-serving RACT members and Museum projects.

Some specific examples of recent assistance provided by the RACT Central Fund are:

- \$2,000 for the Soldier & JNCO of the Year cash prizes
- \$1,250 to the Townsville Corps Birthday celebrations
- \$240 for Corps birthday cakes for Puckapunyal
- a wreath for the funeral of PTE Busic
- \$400 for new feed bins for the 26 Tpt Sqn camels
- \$250 for the refurbishment of an Honour Board at 2/5 Tpt Coy

Income is received primarily from interest earned on investments, from subscriptions/donations from Corps members and from other fund-raising activities. Generally, the amount of income received barely covers expenditure. For this reason, there is little flexibility in how Corps funds are spent and the RACT Central Fund Committee must carefully manage the Fund and thoroughly evaluate all requests for assistance.

Each year there are fixed costs that the RACT Central Fund must cover. These include:

JNCO and Soldier of the Year Awards from \$500 to \$750 each)	\$3,000 (Increased)
Corps Property Maintenance	\$1,000
Wreaths	\$500
Tobruk Dinner/Corps Conference Advertising	\$500
Tobruk Dinner Farewells	\$800
Memorial Plaques	\$400
Book Prizes	\$120
R.K. Mair Dinner	\$120
Regional Corps Birthday Grants	up to \$5,500
	\$10,540

Other projects that the RACT Central Fund would like to assist each year, subject to availability of funding are shown below. Unfortunately, none of these projects can be funded in FY2003/04 due to limited funds.

Corps History Book (Planned release 2025. \$100K target)	\$5,000
50th Birthday Fund (Target Budget \$80K)	\$4,000
Museum Projects	\$2,000
	\$11,000

At the RACT Corps Committee meeting held on 26 June 2003, the FY 2003/04 budget at Table 1 below was accepted. The budget takes into account the 30th Birthday activities in Townsville in October 2003 and some other expenditure had to be adjusted and/or deferred.

RACT CENTRAL FUND BUDGET FY 2003/04

Account balances as of 30 June 2003	
S3 Allotment Account	\$741.67
S50 Working Account	\$3,375.88
I13 Term Deposit	\$41,270.80
I13.1 Term Deposit	\$115,130.48
	\$160,518.83

Expenditure		Receipts
2003 Soldier and JNCO of the Year Awards	\$3,000	
Regional Corps Birthday Grants	\$3,000	
30 th Birthday Activities	\$2,500	
2003 Tobruk Dinner Farewells	\$600	
Wreaths	\$500	
Advertising/printing (for 30 th Corps Birthday Activities)	\$50	
Book Prizes	\$120	
R.K. Mair Dinners	\$120	
Subj 4 SGT Courses	\$90	
Corps Property Maintenance	\$0	
Memorial Plaques	\$0	
Anticipated Corps subscriptions (based on receipts in FY 2003/03)	\$3,185.85	
Anticipated sales revenue (from Corps History Book)	\$250.00	
Interest revenue from Term Deposits	\$7,819.53	
	\$10,430	
	\$11,255.38	
Cash surplus(deficit)		\$825.38
Net financial position		\$161,434.21

As can be seen from the 2003/04 budget, spending by the RACT Corps Committee will be limited and that interest revenue earned on investments must be spent to meet commitments rather than reinvested to achieve capital growth.

As with all budgets, it is a matter of balancing what we would like to fund with how much money we have to spend.

One area where we can all help is that of Corps subscriptions. As an officer, WO or SNCO, you are expected to meet the responsibilities that come with wearing the rank. One of these inherent responsibilities is the welfare of our soldiers.

Although not compulsory, it is expected that all officers, WOs and SNCOs will make a commitment to supporting the RACT Central Fund by making a subscription to the RACT Central Fund. This can be easily arranged either by:

- Commencing a fortnightly allotment to the RACT Central Fund account
- Making cheques payable to the RACT Central Fund and forwarding them to SO2 Corps
- EFT to the RACT Central Fund account
- Unit collections with cheques made payable to the RACT Central Fund

Account details and subscription rates are:

Account Name	RACT Central Fund
BSB	803205
Account Number	87440

Subscription Rates:

MAJ and above	\$2 per pay	\$50 pa
SGT-CAPT	\$1.50 per pay	\$35 pa
PTE-CPL	\$1 per pay	\$25 pa

As at 1 Jun 03, out of 793 RACT members of the rank of SGT and above, only 20 members make Corps subscriptions by allotment with a further 22 members making one-off payments in FY 2002/03. There are also other Corps members who contribute through unit collections.

As a Corps, we would like to support a wider range of activities but we can only do this if we increase the level of receipts. As such, you are asked to make a small, regular commitment to future of our Corps by taking out an allotment.

The HOC and the RACT Corps Committee extends their appreciation to the following units/regions and individuals for their generous donations throughout FY2002/03:

UNIT/REGIONAL DONATIONS

Tpt Wing, ALTC	\$595
Darwin	\$538.35
3 CSSB	\$500
CAPT Peter McCarthy Club	\$500
9 CCSB	\$130

DONATIONS AND ALLOTMENTS BY INDIVIDUALS

BRIG Anstey	LTCOL Symons	WO1 Rose
BRIG Jackson	MAJ Bailey	WO1 Wolfe
BRIG Tyers	MAJ McLatchey	WO2 Buckley
COL Fowles	MAJ Mouncey	WO2 Cole
COL Kehoe	MAJ Reeves	WO2 Lenicka
COL Regan	MAJ Rosenberger	WO2 Mitchell

COL Rowe	CAPT Evans	WO2 Plain
COL Tweedie	CAPT Reed	WO2 Robb
COL Webb	CAPT Scanlan	WO2 Strijland
LTCOL Clarke	LT Brooker	SGT Devereaux
LTCOL Grimshaw	LT Flynn	SGT Dodwell
LTCOL Gillespie	LT McMahon	SGT Nairn
LTCOL Hofman	WO1 Frazer	SGT Nation
LTCOL Miller	WO1 Golden	
LTCOL Overell	WO1 Kelly	

Unfortunately, we cannot track those people who contribute by allotment so, if your name is not on the above list, please contact SO2 Corps (on 02 6055 4544) so that our records can be updated and your contribution acknowledged.

If you have any questions about the RACT Central Fund or about Corps subscriptions or would like to offer any suggestions, please contact SO2 Corps, MAJ Colin Bailey. ☺

TRANSPORT MANAGER'S TOOLBOX

Words: PTE (now Signaller) Michael Henry

Someone once told me, "Army life for a soldier is all about evaluation: in one way or another, you evaluate and will be evaluated for everything you do." Looking back now over the last 2 years, I've discovered even more now how true that really is.

Towards the end of 2000, I was posted as a driver to a transport troop in Holsworthy Barracks, Sydney. It was a job that provided many driving tasks whilst at the same time ideal opportunities to make some great mates and work with people who shared the same kind of lifestyle that the corps can offer.

Despite the advantages like many local transport troops it also had its normal ups and downs. Our main problem lay with our troop having a shortage of drivers and unfortunately this was the case for most of the year of 2001.

Over these months my transport Sgt and Cpl were very busy doing their roles as Transport Managers. I noticed they spent a good portion of their time doing tasks such as keeping the vehicle service board up to date, chasing up vehicle historical data and running the occasional drivers course just to name a few. They did most of this by means of forms and many varieties of computer spreadsheets in order to keep track of everything.

At this time I was also in the middle of completing an associate degree in IT (by correspondence), which included database administration and programming databases/spreadsheets to make them go faster. After watching everything that was going on at work, there came a point when too many ideas of database improvements were rushing through my head and eventually it all came out like a flood, on pages of paper.

It was a really good learning experience as I was learning first hand what it was really like to be in the seat of a Transport Manager and what better place to do it than the workplace where it all happens.

After about three months of researching and compiling ideas, the idea of a 'The Transport Managers Toolbox' computer

program gave birth so I started to build it. As months went by I was fortunate enough to visit many Transport Managers from around the Holsworthy area. I presented the program before them and they were all very encouraging and provided a lot of professional advice to help make it even more powerful for them to use.

After 12 months of building and when the program was at an acceptable level of build, I was fortunate enough (through the assistance of WO1 Ken Golden) to present it to transport personnel of the LSF (our parent unit).

Later, I was able to present my work to WO1 Kelly at CDI Cell and WO1 Webb from RACT Doctrine Development for a further detailed evaluation and final comments. All the feedback I have received has been very positive.

Since early this year, it has and is being tested throughout many of the main Army Transport units around the country, with the intention of one-day being used in virtually every transport unit in the Defence Force.

The main function of the program is to speed up and utilise spreadsheets/databases that the average Transport Manager would use as a matter of course. While it would normally take up to two or three minutes for a Transport Manager to access detailed information on their vehicles, driver tasks or service history, this program can provide the same level of detail in a matter of seconds. What's more, it covers many of the tasks that a Transport Manager would expect to do in their everyday workplace.

It has now been two years since the 'Transport Managers Toolbox' program first began and I would like to take this opportunity to thank everyone involved for their comments, support and most of all encouragement. Particularly those from CDI Cell ALTC, LWDC Doctrine Cell, LSF and all their Transport units, 4/3 RNSWR, IRR and 4RAR to name a but few.

I expect the program to be fully functioning and available to all of Army by the end of September 2003. ●

THE BACKROOM BOYS – AND GIRLS

Historically, in the case of major military campaigns, the level of detail describing the successes of logistics is generally a few scant pages of text followed by a plethora of tabulated data.

During the current operations in the Middle East, there has been some mention of logistic tasks, however there has been no account provided of the management of the 10,000km air gap between AS and the MEAO. The intention of this article is to describe how that function was achieved whilst highlighting some of the normal tribulations associated with such a task.

Planning for Op Slipper commenced many months before the first deployments occurred. Detailed planning, management and command of the Australian contribution to the Middle East rested with the Commander Australian Theatre (COMAST). As a component of HQAST, the 1st Joint Movements Group (JMOVGP) was required to develop a movement plan that supported the concept of how COMAST intended to achieve his mission. Aside from the obvious operational aspects, that mission also encompassed deployment, rotation and sustainment of all deployed forces.

For sustainment, JMOVGP was placed in support of Comd Joint Logistics, who had been assigned all logistics responsibilities on behalf of COMAST. The movement plan therefore needed to encapsulate both the operational intent whilst being forced to adhere to logistical and diplomatic constraints.

The movement concept for Op Slipper was relatively simple – it all goes by air. To many, this would simply be a case of 'just get some aeroplanes, load 'em up and get going'. The reality was (and always will be) something more complex.

Given the magnitude of deployment and the ADF airlift availability, a heavy reliance on civilian-chartered aircraft was required. This is where some of the difficulty starts, particularly from a security point of view. Consider trying to seek an expression of interest/quote from a lawn mowing contractor to cut your lawn but you can't tell him how big the lawn is, where it is or when you need it done.

The difficulties, however, did not stop once aircraft had been secured. The entire spread of global bureaucracy became stumbling blocks, ranging from diplomatic clearances (for each flight, which took a minimum of 14 days) to airfield services, Air Operators certificates, compliances and insurance. Couple this with the need to provide accurate information on loads, timings and locations to foreign countries, Aircraft Operators, and Higher HQ to meet their own un-movable deadlines; whilst still juggling constant amendments to loads, routes and timings, which all added to the mayhem. Despite the complexities, a solution was always found, allowing the next task in the chain to commence.

Movement planning is a reasonably simple task: it is a balancing act of allocating a load to a mode. In many cases, however, what is planned to move differs markedly to what is presented for movement. This results in load allocation problems that can only be sorted out on the ground and any priority conflicts referred to HQAST. Some ingenious methods were employed to solve load problems and, in other cases, equipment was forced to be offloaded and left for the next available aircraft.

The Movement Controller also had to contend with both passengers and owners of cargo when explaining that an aircraft was delayed. Delays were generally due to Diplomatic Clearances not forthcoming (each country that the aircraft either transited or flew over had to provide a clearance). The aircraft cannot depart until all clearances have been received, and it was not uncommon to have an aircraft waiting to depart for up to three days.

The flow-on effect of this was that the aircraft would not be able to achieve its next schedule departure from Australia because it was running three days late. The flow-on effect from this was that

the aircraft would miss the diplomatic clearance window (remember: they are submitted 14 days in advance). This in turn affected the priorities of cargo which in turn meant trying to get another aircraft to solve this problem, but diplomatic clearance takes 14 days – and round and round the problem wheel went.

Sustainment of a deployed force requires careful management. Whilst the Joint Logistics Command sourced all manner of supplies and equipment from near and far to support the deployed elements, it was then up to the JMOVGP to get these items to their intended location. The management of all aircraft used (routes, timings and clearances) and load allocation was all centrally coordinated at HQ 1 JMOV GP.

Movement of sustainment stores between Richmond and Perth was carried out using a chartered B727 that operated weekly. This aircraft married up with another chartered aircraft operating out of Pearce to the Middle East. In addition, RAAF C130's were sourced to move overflow items or those items of Dangerous Goods that were not permitted to fly by civil aircraft.

The mainstay of sustainment movement was a chartered Ilyushin 76 (IL76), a jet engine cargo aircraft capable of carrying passengers and cargo with a payload of 13 tonne. This aircraft also provided the normal means of moving personnel to and from the Middle East by the inclusion of economy class seating located at the forward end of the cargo compartment. Heavily accented men wearing grey overalls provided flight attendant service.

This weekly service, which operated on a single route to two destinations, eventually grew to five sorties per week servicing five destinations on two separate routes. Two IL76 and an AN124 (the world's largest aircraft) were chartered to achieve this plan, which provided an uplift capability of over 100 tonne per week.

The sustainment phase should be nothing more than putting "stuff" from the warehouse onto the aircraft and sending it – or so it would seem. Naturally, everything associated with an operation has a high priority and, as a result, everything attracted a Movement Priority of One. Picture a warehouse full of stores to move, all labelled PRI One – which ones go first? Unfortunately, calling out "will the real Pri One please step forward?" does not work.

Elements of the JMOVGP also deployed to support various Force Elements. Initially, MC detachments were deployed and assigned to respective FE, beginning in Nov 01 as part of the SFTG on Op Slipper. The Dets were responsible for all movement-related matters for the FE they were assigned to. Being overseas did not provide any protection from movement problems.

Perhaps the most frustrating aspect was the reliability of aircraft. Whilst booked, confirmed and promised, this was no guarantee that the aircraft would in fact turn up on the day it was supposed to. Even once the cargo was loaded, there was still no guarantee that it would not be unloaded at some other location. A three- to five-day journey was not uncommon for something that should only have taken eight hours on a direct flight.

To manage all movement aspects for the Middle East Operations, the manning of the JMOV GP HQ was significantly increased to provide sufficient manpower to cover the greater workload plus maintain 24-hour coverage. JMCO Perth, who controlled and coordinated out and in bound cargo and personnel required manpower augmentation of over 225% to meet the demands of up to 12 aircraft movements per week, most of which were at nights and every weekend.

At the height of activities in the Middle East, there were 11 movers assigned to various locations, including Baghdad. Upon commencement of redeployment, a further 18 personnel deployed to all locations to effect the extraction. Nine movers will remain in the Middle East to support future tasks.

Since the inception of the JMOVGP in 1996, it has been involved in every operation and major activity conducted by the ADF. This operation, however, has been the most manpower-intensive, costly and with the highest intensity rate to date. As the activity rate slows, a sense of normality is starting to be felt as the exercise season now quickly approaches.

It should be acknowledged that there are a number of key government, military and civilian organisations that work closely with the JMOVGP to ensure the success of troop deployment and sustainment. Without this cooperative support, ongoing

refinement and education – the job of the JMOVGP would have been severely hampered. Individual recognition would be difficult to achieve in this article as all members involved provided their best to ensure success.

Special note, however, should be made to FLTLT Ben Marshman and WO2 John Davies who both received COMAST commendations for their 18 months of tireless efforts in the HQ, pulling the various strings to make it all work. CAPT Kym Parry of JMCO Melbourne was awarded a commendation for Distinguished Service for her role as the MCDet Comd supporting the SFTG on Op Slipper. ●

TRAINING

MILITARY SKILLS TRAINING AT ALTC

Military Training Platoon, ALTC

Military Training Platoon (MTP) is located at Latchford Barracks as part of ALTC. MTP provides a number of services to ALTC: we consolidate training that has been undertaken at the ARTC, we bridge the gap between recruit training level and the all corps soldier requirement at unit level and we lift the intensity of ALTC soldier training.

MTP revises the infantry training lessons that have been taught at the ARTC and links them to the next level of individual training in both offensive and defensive.

MTP consists of a HQ element and three training teams. The manning is as follows:

PL COMD TRG WO (RAINF)

TEAM 1	TEAM 2	TEAM 3
SGT (RAINF)	SGT (RAINF)	SGT CORPS CODE 55
CPL (RAINF)	CPL (RAINF)	CPL (RAINF)
CPL CORPS CODE 55	CPL CORPS CODE 55	CPL CORPS CODE 55
CPL CORPS CODE 55	CPL CORPS CODE 55	CPL CORPS CODE 55
CPL CORPS CODE 55	CPL CORPS CODE 55	CPL CORPS CODE 55
CPL CORPS CODE 70	CPL CORPS CODE 55	CPL CORPS CODE 55

The Platoon currently has 3 x RAINF CPLs only, and is deficient in the other 12 x CPL Instructors.

By linking ARTC training to section level training, we bridge the gap that non-arms corps units encounter when soldiers have completed up to 18 months of specialist training but receive little or no follow-up on the basic skills they were taught as a Recruit. Units who receive a soldier who has completed two weeks with MTP have a soldier who is not "behind the 8-ball" when it comes to conducting such simple tasks as a clearing patrol, section attack or developing a defensive position, to name a few.

The two-week package delivered by MTP is a high intensity package where five days are spent in barracks conducting lessons such as; navigation, ROE, PW handling, first aid, sandbagging, wire obstacles and field defences, camouflage and concealment, fire control orders, judging distance, radio telephone procedures and individual responsibilities as a section member.

Trainees are also taught how to erect a tactical houchie, an 11 x 11 tent, and how camouflage a unimog with a camnet. Week one culminates with a Navex an 8km endurance march, the bayonet assault course and section attacks. Finally, they receive orders for their deployment to the field.

The second five days are spent at Beechworth State Forest, where the sections dig three rifle pits to stage one (Fighting Bay

with firing shelf) and a gun pit to stage three (Fighting Bay and two sleeping bays with OHP). The sections also conduct an overnight standing patrol where they dig shell scrapes.

On the fourth day, they conduct the culmination of the week where each section is assessed on how they conduct a frontal quick section attack and a flanking quick section attack. The assessment starts when the section leaves the FUP and finishes at the completion of the REORG.

The last activity for the Field phase is a fighting withdrawal from the defensive position to a designated RV and then the course commences a 15km route march.



▲ SGT G Roach conducts a debrief after the Formative Section Attack

The skills learnt by trainees over the two weeks will stand them in good stead if they are called upon to deploy overseas with their respective units. As we all know, these deployments are usually at short notice and there is seldom time to take soldiers out to conduct basic soldierly training. Unfortunately, the MTP package is not compulsory for IETs at ALTC. MTP currently only delivers this training to approximately 60% of these members. The other 40% of soldiers who march out of ALTC will have forgotten many of the lessons they were taught as recruits through no fault of their own as time always takes its natural toll on learning. The question is: If you were deployed on operations, which soldier would you rather have serving with or under you? ●

TRUCKIES IN QATAR

Words: WO1 Cheryl Frawley, ASNHQ-MEAO



▲ Right to left – WO2 Kerrie Pashen (JMCC), CPL Frankie Wallace (10 FSB), CAPT Dave Beaumont (JMCO SYD), LCPL Heidi McKinnon (10 FSB), WO1 Cheryl Frawley (HQ 1JMOVGP, holding the cake), MAJ Rob Barry (JMCC) and CAPT Rory Patterson (ALTC MW).

Members of the Royal Australian Corps of Transport (RACT) celebrate the Corps 30th Birthday in the Middle East Area of Operations (MEAO). RACT 'Movers' and 'Posties' deployed in the MEAO were adamant that this significant occasion was worthy of celebration. RACT Corps members at the Australian National Headquarters (ASNHQ) gathered at Qatar for a simple celebration with an appropriately adorned cake.

JMCC personnel were also in the MEAO coordinating the redeployment of Australian personnel and equipment that had been deployed in support of the International Coalition Against Terrorism (ICAT). Shortly after this photograph was taken, JMCC

returned home to Australia to clear leave, and then prepare for deployment to SWBTA for the commencement of CROCo3.

Several members present at the ceremony were asked "What does it mean to you to spend the Corps 30th birthday on deployment?"

LCPL McKinnon (Postie) replied, "I was very proud to be chosen as a member of the Australian Defence Force to be part of the Coalition Forces to protect Australians and Americans against terrorist attacks. This was a chance in a lifetime to serve overseas in the Middle East and to spend the RACT Corps birthday abroad.

"It was very exciting, as there are not many personnel in Defence that get a chance for this kind of opportunity."

WO1 Frawley (Mover) replied, "I am very proud to be a member of the Corps and to have the opportunity to celebrate this Corps milestone whilst on deployment. 2003 will be marked in my memoirs as a definite highlight in my military career.

"Whilst here I had the most amazing experience: I had the opportunity to shake the hand of the President of the United States of America and the Secretary of State, Colin Powell when they visited Qatar on the 5th June 03."

CAPT Beaumont replied, "Aside from the privilege of working with many of the Officers and Soldiers from the 1st Joint Movements Group, I worked alongside personnel from all of the trades in the Corps: from Water Transport to Air Dispatch to Terminal Ops. Each group demonstrated their abilities within their own niche capabilities and specialisations at a high standard earning acclaim from deployed FE and even the RAAF and RAN.

"With such a performance, it was clear that the RACT played an important role in ensuring the overall success of the operation and in the provision of logistical support to all three services involved in OP FALCONER." ☺

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OPERATION BASTILLE/FALCONER 2003

INTRODUCTION

The Combat Service Support Group (CSSG) deployed to the Middle East Area of Operations (MEAO) to provide first, second and limited third line logistic support to the Special Forces Task Group (SFTG). The spectrum of logistic trades were brought together under MAJ Craig Donohue and presented a highly skilled and versatile Task Element of the SFTG.

Using the brick principle of logistic planning, capabilities were drawn from within the LSF, SASR, 4 RAR (Cdo), 1 Avn Regt and 21 Const Sqn. The CSSG as a complete organisation was stood up once deployed to OPERATION BASTILLE given only an extremely short, yet intense period of planning and preparation. The CSSG was structured as follows:

Our Corps trades were strongly represented during this deployment. The Transport Detachment, commanded by WO2 David Jones, had representation from Road Transport, Postal and Terminal Operators. Additionally, an Air Dispatch Detachment, led by WO2 Trevor Worland was assigned to the deployment.

What follows are some of the soldier's views and experiences whilst deployed on OPERATION BASTILLE/FALCONER.

THE POSTIE'S VIEW

In early December 2002, a call for troops to deploy on possible operations in the Middle East went out to various units throughout Australia. After many weeks of planning and a shake out here and there a Combat Service Support Group was formed to support the SF on Operation Bastille. By mid-February, the troops had been deployed to the MEAO and the CSSG had hit the ground running.

The Transport Detachment of the CSSG was made up of two Cargo Specialists, two drivers and a postal operator. WO2 David Jones headed the section and had the difficult task of controlling three very different and specialised trades within the RACT. He was also responsible for the management of a fleet of hire cars that must have previously been used as stunt vehicles from a bad American gangster movie. CPL Scott Richter handled the transport office and PTE Mark Candler was the jack of all trades. When he wasn't driving trucks and doing USI's, he was helping out the Air Dispatchers or other Task Force members.

The boss was in charge of renovations and, after a few undercover black operations, the tent was almost like home, with a fence quickly constructed to dust-proof the tent. The front awning was perfect protection from the sun while also providing an area to relax, read books or enjoy a brew. The one thing missing was the in-ground pool – not that we had the water to fill it with.

CPL Mark Reidy and PTE Kirsty Reason were the Cargo Specialists (Termites) and, as any termite would appreciate, they had their work cut out for them. They deployed with the advance party in early January and, by the time the main body arrived, they had quite the little set-up. PTE Reason had the softest bed in camp and a locker to hold her newly acquired possessions. If you needed a warm jacket or head lamp, Kirsty was the one to see. If she didn't have it, she knew where to get it. For the unprepared, she was a godsend.

CPL Reidy ran the transit area. Once the Cargo Visibility System (CVS) was up and running, the transit area was a hive of activity. The two urban combat forklifts (Merlos) provided the lifting capability for the Task Force. It was soon realised that there would definitely be a requirement for something with a little more grunt. Midway through the deployment, a trial forklift, a 14 Tonne Manitou, arrive in theatre and the Termites were ready to soar. By the end of April, the Termites had handled a total of 108,000 Kg of stores and equipment into and out of the TF area and yet they still had the redeployment to go.

The third element of the transport section was postal and, with my little red postal box, I was ready to conquer the world. Mail is definitely one of the primary concerns for the average troop. Not a day went by when a concerned voice wasn't heard saying, "Has the mail arrived yet?" When the mail did finally arrive, it was in a big way. With an average of a tonne of incoming mail each week, it quickly became evident that the Postie required a bit more

room. The Signal Detachment came to the rescue with an 11 x 11 and a 14 x 14 tent, complete with a couple of Signallers thrown in to lend a helping hand to ensure the mail was sorted in no time. By the end of April, AFPO 6 had received a total of 7272 kilograms of mail and dispatched 1931 kilograms. There were a lot of lollies in the MEAO.

OPERATION BASTILLE, which then changed to OPERATION FALCONER, was definitely a learning curve for most of the elements deployed within the CSSG. This was the first time that a logistical element was integrated into the SF world and, although there were a few teething problems, at the end of the day the job was done and the mission was achieved. I had a lot of wonderful experiences and was fortunate enough to work with personnel from many different organisations, but unfortunately I do not have enough paper to do justice to them all. The best point to come out of this operation was despite the differences and the conditions that we worked in, it was good to see that we were all PAR ONERI.



THE AIR DISPATCHER'S VIEW

The Combat Services Support Group Air Dispatch Detachment (CSSG AD Det) consisted of the following personnel:

WO2 Trevor Worland	Supervisor Aerial Delivery
CPL Mat Hawkins	Air Dispatch Cew Commander
PTE Joel Ford	Air Dispatcher
PTE Sam Kelsy	Air Dispatcher
PTE Arthur Palk	Air Dispatcher

The AD Detachments primary task was to support long-range patrols through aerial resupply. The section rigged over 60,000 lbs of ammunition, rations, water and general stores for airdrop. All of the classes of supply were airdropped at some stage throughout the Operation. One Tonne containers, named A22's, were rigged for the majority of patrols and consisted of:

Ammunition, including:	Boxer shorts,
40 mm link	Batteries
0.50 cal	Sandbags
66 mm rockets	Sunglasses
84 mm projectiles	Paint brushes
Javelin missiles	Tyre tubes
Gloves	Notebooks
Rations, including	Boots
US MRE's	Toothpaste
Patrol rations	Toothbrushes
1 man CRP	Newspapers
Bread	Night scopes
Fruit	Garbage bags
Milk	Goggles
Sugar	Toilet paper
Coffee	Chap sticks
Shemaghs	Vehicle parts
Power Bars	Leatherman tools
Fruit Juice	

General Stores, including:	Fuses
JP8 fuel	Windstoppers
Zippo fuel	Wet wipes
Tobacco	
Coleman stove fuel	
Socks	

Secondary tasks of the AD Detachment have included:

- Driving tasks including escorts and local purchase tasks
- Preparing and weighing vehicles for air transport
- Consigning and packaging of Dangerous Goods for air transport
- Preparing leaflet boxes for Psychological Operation Detachment airdrop
- Acquisition of building materials
- Timber construction including furniture and flooring
- Installing washing machines
- Construction of defences
- Security escorts for local tradesmen
- Force Protection

Shortly after arrival in country, a training sortie was conducted to allow the AD Det to integrate with coalition aircrew and to provide customer units with airdrop recovery training. This was the first and only sortie in which Australian Air Dispatchers dispatched cargo.

The sortie was conducted using an MC-130H Combat Talon II from 160th Special Operations Group. The aircrew do not normally work with dispatchers and were impressed by the professionalism of the AD Crew. Vice versa the AD Crew were impressed with the capabilities of the aircraft, especially the ability to fly the with the ramp open at 250 knots – fast enough to rip the tail off an ordinary C-130. Being in the rear of the aircraft with no seating was also a new experience – especially whilst conducting touch and goes.

Each member of the crew was asked to put pen to paper and provide their thoughts on the Operation or a specific event that they thought warranted a mention. Their comments follow:



PTE JOEL FORD

PTE Palk and I were tasked to deploy forward to package and consign some Dangerous Goods (DG) for return to our base location. We set off in a CH-47. The loadmaster looked very serious as he sat behind his loaded Mag 58. We flew tactically at around 50 feet all the way. About half way into the trip all three Mag 58's arked up with 500 rounds each; we later discovered it was a weapons test over a firing range.

We were loaded up with our weapons and had our combat body armour on when we hit the ground. 4 RAR (Cdo) were waiting for us and showed us to the goods we were to consign. The items we had to consign were lithium batteries – 80 of them. They showed us to the tent where we would be sleeping that night. It took quite some time to complete the task given the limited materials we were carrying.

When we woke the next morning, we went straight to the Mess. We got back on the CH-47 and headed for home. At some times we were flying at 30 feet – it was great. We came in to land and I could not see a thing from all the dust the aircraft kicked up, but we made it.

PTE ARTHUR PALK

PTE Ford and I were tasked to deploy forward to weigh and prepare vehicles for airlift back to our base camp location. We departed at 0430Z on 26 Apr 03. Our transportation, an Australian C-130H.

We arrived at Al Assad Air Base (AAAB) in Central Iraq at 0610Z. The first two vehicles were at the runway for weighing and loading on arrival. We set up the scales next to the runway. After the first two vehicles were weighed we relocated next to the

control tower for the remainder of the task. While in location we repaired a 2.5 KVA generator circuit breaker. A total of 22 vehicles were weighed and the information was passed to the aircrew. We participated in a clearing patrol and conducted a reconnaissance of the base and some of its buildings.

On completion of the patrol we loaded our scales onto our transport for movement to the aircraft. In true RAAF fashion, the aircraft was two hours late. We loaded two vehicles and our scales and departed at 1845Z. We finally arrived at our base location at 2020Z.

PTE SAM KELSEY

Being a part of the first CSSG has brought many highlights. These include being able to do our job (aerial resupply) for real. We were able to conduct resupply missions and deliver combat loads to our customers over the wire. Knowing that we were making their life that little bit easier was very gratifying to us all. Realising that the loads we were rigging were not going to be the usual straight up and down square boxes provided a real challenge to all of us. It was great to be able to think outside the square and construct loads that we knew would do the job that was required.

Apart from doing airdrop, it was quite interesting to get out and help the other areas of the CSSG with tasking. We did all types of jobs from constructing and netting pallets, putting up perimeter defences and preparing and weighing the many vehicles and pallets that we did. All of these jobs and many more were just a part of the usual day put in by the CSSG AD Det.

It is of note that, without the support of the various elements that comprise the SFTG, especially within the CSSG, our tasks would have been much harder to complete. The efforts of all those that assisted were highly appreciated by the AD Crew.



CONCLUSION

This Operation tested the capabilities of the CSSG as a task-driven logistic organisation. It is a credit to all the members of the CSSG that the unit came together once deployed and hit the ground running. All the characteristics of the Aussie digger were brought to the fore: ingenuity, persistence, endurance and a sense of mateship seldom seen outside the ADF. The soldiers displayed time and time again that they could improvise, adapt and overcome any situation they were thrown.

It is important to highlight the support of the families and friends back home. As the SFTG was subject to a communications black out for the better part of eight weeks, it was difficult to appreciate what friends and loved ones back home were experiencing. The mail and morale packages that were received on the weekly sustainment flight were a blessing and maintained morale throughout the duration of the deployment.

You can be sure that the RACT personnel deployed to OPERATION BASTILLE/ FALCONER, as part of the CSSG, were PAR ONERI. ●

Thanks to the following personnel who contributed to this article:

- CAPT Stu Ware (Operations Officer CSSG)
- WO2 Trevor Worland (Supervisor Aerial Delivery/Company Sergeant Major CSSG)
- CPL Mat Hawkins (Air Dispatch Cew Commander)
- CPL Lyndall Neill (Postal Operator)
- PTE Joel Ford (Air Dispatcher)
- PTE Sam Kelsy (Air Dispatcher)
- PTE Arthur Palk (Air Dispatcher)

REGIONAL TRAINING CENTRE SOUTH AUSTRALIA TRADE TRAINING SECTION

Words: WO2 P.D. Golding, SM TTS

Over the past couple of years, Trade Training Section (TTS) has seen an increased training tempo with no significant increase in resources – a common theme, it seems.

TTS in recent times has conducted mainly MR2 and C2 courses for 9 BDE units with vacancies filled by the rest of the nation. The first course of the year was fully subscribed although due to no support was cancelled.

Our main obstacle here was the lack of instructors to meet the required ratio. Question: How do you encourage young keen NCOs to leave Perth, Townsville etc. to conduct driver training at Pt Augusta? Answer: You don't, therefore the challenge was to make the training interesting enough to entice people to Adelaide for 16 days of adventure – where the staff could get as much out of the course as the trainees.

In March 02, SGT Shaun McGuire had the task of relocating the Mog course from Adelaide to Port Lincoln where they conducted the field phase in the freshly vacated set of Survivor Australia.

The culmination point of the difficult driving was a trek on the magnificent Sleaford to Wanna Sand Dunes. The aim of this was to high light the importance of load security and SMOOTH driving techniques, as a couple of anxious instructors will testify.

The course based itself out of 20 TPT TPs Depot, where resident tour guide WO2 Tony Stockham provided the local knowledge required. Stocky takes every opportunity to remind people of his birthday by writing it in their diary so I would like to save him the trouble by reminding The CORP that his DOB is 15 Aug.

In June 02, SGT Bill Molier took up the challenge and led his convoy to sunny Pucka for an introduction to difficult driving and recovery. A day night drive through A1 Mining went slightly overtime with pea-soup fog, sleet and, just to cap it off, even a little snow. Bill finally giving in to the staff and putting them in the drivers seat for the last couple of hours back to Pucka, arriving at 2am.



▲ Mount Buller 2002

Bill, an MP by trade, has recently decided that driver training would be an interesting change of pace and I think his successful completion of Sub 4 CPL RACT and the DTO course have definitely opened his eyes to what we (RACT) do.

The remainder of the year consisted of similarly organised courses travelling to Mt Hotham via The Great Alpine Way, The Flinders Ranges and a trip through the centre of Woomera.



To complete the year, we decided to take the section on a drive to Birdsville in five R Series Macks. The aim was to put the staff back into the drivers seat to practice what they were preaching/teaching.

Accommodation was provided courtesy of Marree, Leigh Creek and Birdsville Police, which, given the company, was probably appropriate at the time.

Many of the staff soon realised that a great deal of the basic driving and maintenance skills they once had were, alas, no longer. After a couple of days on the road with a little guidance, these competencies were soon back to the standard that you would expect.

On day two, there was quite a bit of discussion between CPL Dave Duncan (Duncs) and his non truckie Co-driver on where and when to change the steer tyre, which had thrown a tread. Some 50km short of Birdsville, the Co-driver (WO2) argued that there is no shade – therefore wait until Birdsville. What would you do?

In conclusion, RTC SA has successfully met the NTL for the region and the staff/visiting instructors have – for the most part – had both a challenging and rewarding time while conducting their CORP business.

2003 will see some new faces with SGT Gav Sinclair replacing myself and CPL Jeff Beacham moving over to 3 HSB to face some new challenges.

My tip for the year: Think Outside The Square! ☺



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LAND 121 – PROJECT OVERLANDER

Words: MAJ Andy Carroll-Keays, SO2 Tpt Force Development Group

INTRODUCTION

Ground mobility is a capability that affects all three Services but it especially impacts upon Army. Both operationally and administratively, Army will be the principle operator and beneficiary of the capabilities to be provided by Land 121 – Project Overlander. Project Overlander is a multi-phase project that seeks a total capability solution to the provision of the Field Vehicles and Trailers (FV&T) in order to provide the principle mode of ground mobility to the ADF.

The aim of this article is to provide an overview of Project Overlander and some of the capabilities that will be introduced by the project. In order to discriminate between the proposed fleet and the in service fleet, FV&T refers to Project Overlander vehicles and General Service (GS) vehicles refer to vehicles and trailers comprising the current GS fleet and those Commercial Line vehicles used in lieu of GS vehicles.

PROJECT BACKGROUND

The project was initially a four-phase project; however, following the East Timor deployment and subsequent acceleration of the project within The Defence White Paper 2000, it is now a three-phase project with several sub-phases.

The project was initially approved during the financial year (FY) 1993/94 to develop a Project Definition Study and since then, the project has had to remain sufficiently malleable to ensure that Army in Being requirements and operational experience were not overlooked, but incorporated within the project.

This has resulted in a number of outcomes with the principle one being the removal of the 80% life-of-type extension for the current GS fleet from the project and fast-tracking the start of the replacement program, Phase 2C Fleet Modernisation, to the FY 2003/04. To achieve this, Phase 2C has been allocated more than \$200 million.

PHASE 2C FLEET MODERNISATION

Phase 2C is a fleet modernisation program centered on 3 Bde and some deployable RAAF elements. Phase 2C will consist of:

- The complete replacement of all GS vehicles for the Townsville based elements of 3 Bde and the replacement of the GS vehicles required to support the RAAF's Amberley based Expeditionary Combat Support Squadron (382 ECSS) and Air Field Defence Squadron (2 AFDS).
- Improvement in the condition of a small element of high readiness GS vehicles by the rotation of ex-3 Bde and RAAF GS vehicles deemed to be in good order.
- The retirement of 10% of the current GS vehicle fleet – being the same number of future FV&T vehicles acquired. It should



▲ Oshkosh Heavy Mobility Expanded Tactical Truck with Palletised Bulk Fuel Handling Equipment

be noted that asset liability gaps will not be addressed by using retired GS vehicles as a consequence of this phase.

By selecting a formation with high vehicle usage, and within the limitations of funding allocation, it provides a systems approach to the acquisition of FV&T. This in turn will inform the Phase 3 Replacement Program, which is the replacement of the remaining GS fleet, of the benefits and shortfalls within the Phase 2C fleet. By doing so, any changes to the Phase 3 fleet procurement will reflect 'lessons learnt' and real-time experience. The year of decision for Phase 3 is FY 2007/08 and its anticipated funding is more than \$1.5 billion.

FLEET CLASSES AND CATERGORISATION

The project FV&T will comprise six basic vehicle classes, which have been determined by a number of factors including legislative requirements, indicative payload and mobility category (MC). Importantly, the project has defined cargo as the actual amount of weight to be placed on the vehicle system and excludes the weight of the vehicle itself, CES, POL and operators. By reducing the number of basic vehicle types, it provides an increased commonality in components and repair parts.

Each vehicle will be capable of towing one trailer of closely equivalent capacity thereby allowing for double the payload without increasing the number of personnel or vehicles required. The FV&T fleet MC has been predicated by Decisive Actionii, which requires an integral mobility and all terrain capability for exploiting operating environments, such as complex terrain.

Allied with this is the requirement for CSS elements to have mobility commensurate with combat elements. As such, the mobility categorisation of the FV&T fleet will be greatly enhanced. Below is a table representing the six basic vehicle classes with indicative cargo capacities and anticipated MC.

Current GS veh	Land 121 Veh / Tlr class	Veh Cargo capacity	Veh MC	Tlr MC
L/R 4x4	Lightweight	.5 – 1 Tonne	MC2 Low	MC2 Low
L/R 6x6	Light	1 – 2.5 Tonne	MC2 Low	MC2 Low
Unimog	Mediumweight	2.5 – 6 Tonne	MC2 Low	MC2 Low
Mack	Medium	6 – 10 Tonne	MC2 Low	MC2 Low
N/A	Heavy	10 – 16.5 Tonne	MC2	MC3
S Line	Truck Tractor	30 → 115.5 Tonne	MC3	MC4

▲ Land 121 Fleet Class and MC

FLEET CHARACTERISTICS

The FV&T system features have been gathered from the 'user community', together with a range of Army concept papers and other defence capability projects and seeks a modular system concept where the functionality can be separated from the basic vehicle. Principally, FV&T will be Military of the Shelf (MOTS) vehicles and substantially different from the GS fleet in a number of ways. Some of these differences include:

- Provision for the fitting of Survivability Enhancement Kits for ballistic and grenade or mine protection
- Integrated Load Handling Systems (ILHS) fitted to Medium and Heavy classes, which will provide the ability to grab, load and secure ISO standard shipping containers and NATO standard flatracks without the requirement for MHE
- Onboard prognostic and diagnostic maintenance systems.
- Fitted for Army common radio transceivers and GPS satellite navigation receiver
- Central Tyre Inflation system

FLEET QUALITY ATTRIBUTES

The introduction of the FV&T will provide a number of significant advantages across the logistic spectrum and the ADF as a whole. By maximising commonality across vehicle classes for items such as repair parts, major components and consumables, it will



▲ Oshkosh Heavy Mobility Expanded Tactical Truck with Task Specific Module (dump tray)

lessen the range and size of the inventory required to support the fleet. Increasing operator maintainability and lessening demand on specialist support for periodic servicing or minor repairs will improve vehicle availability and provide greater ability for task organisation. Interoperability, not only amongst ADF elements but also within a deployed coalition force will be greatly enhanced. For example, the provision of logistics by an ABCA nation, such as the USAiv, and the FV&T ILHS capability will increase theatre distribution effort without the need for transshipment. FV&T same system features will strongly contribute to Army's concepts of executing swift, shock combat actions, with a highly mobile and flexible capability with a reduced logistic footprint in the operational environment.

RELATED PROJECTS

Because almost all current ADF projects have a ground mobility aspect, there will be an impact on this project from others and three in particular require special consideration. The Land 106-M113 Upgrade of the M113A1 to the M113/AS3/AS4 standard will add to the weight of the M113A1. If the weight exceeds the allowable limit a new transporter with a higher payload may be required. JP 126 – Joint Theatre Distribution may require a technology insertion in the form of a load and/or vehicle tracking systems and automated load handling systems. Land 75 – Battlefield Command Support System will progressively introduce equipment into many FV&T variants, which will reduce vehicle downtime thereby improving availability.

CONCLUSION

It is interesting to consider, particularly given the impetus and scope of this project, that it has been just less than 30 years since government's strategic guidance on logistics consisted of an intention statement and the description of two vehicle variants entering service. The ADF is now, in terms of funding and arguably capability, undertaking its largest ever project, which represents a new era in not only ground mobility, but also logistics as a whole.

The FV&T capabilities described in this article provide many features that have not been previously available due largely to advances in technology and functional design of the vehicles since the introduction of the current GS fleet. The recent tempo of operations for RACT personnel has prepared the Corps well to take full advantage of the benefits offered by the FV&T fleet and to continue to ensure that we are Par Oneri.

ACKNOWLEDGMENT

This article has been prepared using information from the Operational Concept Document for the Land 121 Project Overlander Field Vehicle and Trailer Capability for the Deployable Joint Task Force (Vo.9) and with the assistance of the Project Manger, MAJ Robin Petersen. ☺

- 1 Currently the GS fleet includes some motorcycles and All Terrain Vehicles (ATV), however consideration is being given to the separation of the motorcycle and ATV capability from the project with related issues to be managed as Minor Projects.

- 2 Decisive Actions (ACMC Endorsed Version 28 Apr 03) – this paper describes the conduct of decisive actions in a littoral environment in order to inform future capability development. Further information is available at intranet.defence.gov.au/armyweb/Sites/DGFLW/
- 3 Flatracks are Twenty-foot Equivalent Unit (TEUs) footprint pallets. Commercial flatracks are a standard ISO container footprint pallet, while military flatracks or Container Roll-in/Out Platforms (CROPs) have similar dimensions, but additional accessories. The accessories include handling interface (hook) at one end and a set of rollers at the other end so that the rack can be loaded and unloaded by a single vehicle fitted with a load handling system.
- 4 Manoeuvre Operations in the Littoral Environment (Army's Contribution to Joint Warfighting) 2002 Edition describes USA assistance to the ADF as being most likely in the area of logistics. Further information is available at <http://intranet.defence.gov.au/armyweb/Sites/DGFLW/>.
- 5 Department of Defence 1976, Defence of Australia – Defence White Paper 1976. Australian Government Publishing Service: Canberra, p 24.



▲ Integrated Load Handling System fitted to Scania P124 CB8x8HZ 420 loading ISO container

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FUTURE JOINT LOGISTIC CONCEPT

INTRODUCTION

Changes to the nature of warfare as well as technological advances and alterations in the government view of what Defence should be involved in, have impacted on a number of underlying conditions on which Defence's traditional support models have been based. Many recent developments have focussed on achieving functional and inter service integration, mainly with a view to efficiency. Despite some success, there are still gaps between the hierarchical layers of support, and challenges to previously understood ways of doing business. The reason for this is in part due to a lack of an overarching vision and philosophy for how logistics should be conducted within Defence.

To provide a vision for the way Defence logistics should be conducted in the medium term future (around 15 – 20 years hence), HQ Joint Logistics Command has developed a Future Joint Logistics Concept (FJLC). The Purpose of the FJLC is to provide a conceptual framework for the conduct of logistics in the future, in order to support future joint warfighting and to guide future logistics capability in its widest sense.

The FJLC examines the enduring nature of military logistics along with emerging warfighting concepts and other influences to provide a conceptual view of the nature and manner in which logistics should be conducted in the future. The FJLC was developed to support the emerging Future Joint Warfighting Concept (FJWC) and involved wide consultation and involvement by stakeholder representatives. The Defence Logistics Board has endorsed the concept in its current form.

While the FJLC aligns to the work done to date on the FJWC, however, this latter document is still in development stage. Consequently, the FJLC may need to be amended as the FJWC evolves and should therefore be considered a 'work in progress'. It must be considered as part of an ongoing process to open debate and provide alternatives for future analysis, wargaming and experimentation of logistic capabilities. In addition, because it is conceptual in nature, further work will be required to determine how to transform the concept into reality and to test and validate it.

This article provides a synopsis of the content of the Future Joint Logistics Concept and highlights the key elements of the document. The FJLC itself can be found at defweb.cbr.defence.gov.au/home/documents/data/ADFPUPS/ADFMISC/FJLC/FJLC.PDF.

THE ENDURING NATURE OF LOGISTICS

The nature of any war is shaped to a significant degree by logistics concepts and capabilities. At the same time, logistics and the way in which support is conducted are profoundly influenced by the particular circumstances of a war, campaign, battle or the peacetime environment. These circumstances include, but are not limited to, geography, climate and weather, resources, technology, population, culture, politics, style of warfare employed, scale, skill of commanders and the goals pursued by various combatants.

The fundamental nature of war therefore impacts significantly on logistics. In particular the logistics system, and the units and personnel that operate the system, will be subject to violence and danger, friction and uncertainty.

The nature and characteristics of logistics also leads to a number of enduring principles. They are:

- **Responsiveness.** Responsiveness is the ability of the logistics system to provide the right support at the right time and place in the right condition to meet the commander's needs. Responsiveness is the keystone principle in the sense that all else becomes irrelevant if the logistics system cannot support the operation.
- **Simplicity.** Simplicity reflects the need to reduce complexity and overcome friction to the extent possible.
- **Economy.** Logistic economy is achieved when effective support is provided using the fewest resources at the least cost and within acceptable levels of risk. Economy is achieved

when the logistics system is as efficient as it can be whilst maintaining its effectiveness.

- **Flexibility.** Flexibility is the ability to adapt logistic structures and procedures to changing situations, missions, concepts of operations and requirements.
- **Foresight.** Foresight rests on the ability to anticipate future operations and to identify, accumulate and maintain the assets, capabilities and information needed to support them.
- **Sustainability.** Sustainability is a measure of the ability to maintain logistic support to all users for the duration of the operation.
- **Survivability.** Survivability is the capacity of the support system to prevail in the face of potential or actual destruction.
- **Balance.** The logistics system must balance the need for economy with the requirement for redundancy and reserve capacity. It must balance the need to anticipate with the requirement to adapt and respond. And it must balance the need for efficiency with the need for effective support in a battlespace characterised by friction, uncertainty, fluidity and disorder.

EMERGING INFLUENCES ON MILITARY LOGISTICS

Changes in the nature of warfare, technology, and the social and physical environments are having, and will continue to have, an influence on both the conduct of warfare as well as the manner in which warfighting is supported. The nature of armed conflict is likely to change significantly in the 21st century. The frequency of state against state or even large force against force conflict is already decreasing as non-state actors play a greater role in the increasingly globalised world. With this comes an increasing reliance on so-called asymmetric approaches to warfare. While already important, the need to control information and knowledge will become more critical.

Emerging warfighting concepts such as the expanding battlespace, network enabled warfare, increased tempo and continuous operations, reduced warning times, and the predominance of the littoral environment will all influence the way in which logistic support is conducted.

Other emerging influences such as globalisation, demographic changes, a greater significance of environmental concerns, and technological advances will also influence military operations and the support of those operations. Technological advances will provide the opportunity to improve combat availability. However, we must be discerning in which technologies we embrace. Technologies that improve situational awareness offer the greatest potential. Logistics must also benefit from improved reliability, maintainability and availability of modern systems.

EMERGING CHARACTERISTICS OF LOGISTICS

These emerging influences act together to raise the significance of a number of characteristics of logistics systems that may act in addition to the enduring principles. Improved situational awareness will provide greater asset visibility thus enabling a greater focus on flow rather than static inventory and thus the need to adopt a distribution focus. Information technologies used in a prognostic role to provide near real time information on complex battlespace systems will also enable logisticians to predict demand to a greater sense and thus to adopt an anticipatory logistics management philosophy.

As the future battlespace is becoming more vulnerable, survivability of logistic nodes and information will become increasingly important. Knowledge systems of the future will need to be sufficiently robust to withstand network attack and physical logistic nodes will either need to remain outside the battlespace or they will need to be dispersed and protected. To achieve this, logistic footprints inside the battlespace must be optimised by providing precise sustainment and by reaching back outside the battlespace for support.

To provide support in a more complex dispersed environment, agility rather than just flexibility will become more important. The diversity of operations and environments and likelihood of concurrency will also require tailorable, scalable, versatile and adaptable logistic capabilities that can be rapidly reorganised and customised for specific missions and environments.

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Responsive and precise logistic support will only be possible with appropriate physical, information and control systems. Hierarchical command and information pathways should be replaced by network-enabled control and information systems.

The physical system should also adopt a networked approach through a dynamic network of nodes interconnected by multi-modal support links.

The increasing integration of military logistics with the commercial world is likely to continue, and globalisation is likely to result in this support becoming increasingly international. This increasing reliance on commercial support presents new risks and challenges. In addition, Defence operations are becoming more diverse in terms of their multinational nature. This also presents new logistic challenges.

PHILOSOPHICAL CONSTRUCT

The gradual shift from hierarchical to network enabled command and control structures along with other emerging characteristics is likely to cause the logistics system to become increasingly complex. In order to understand and develop logistics thinking in line with this, there is a need to provide a philosophical construct that aids consideration of the enduring and emerging issues.

Logistic operations must contribute to the spectrum of force effects through the three key functions of force generation, force deployment and redeployment, and force sustainment. In achieving this, logistic support is effectively provided within two support dimensions. These dimensions differ in terms of their time frames, objectives, and measures of success. Dividing logistics into these two dimensions enables the appropriate mission focus at all levels of support.



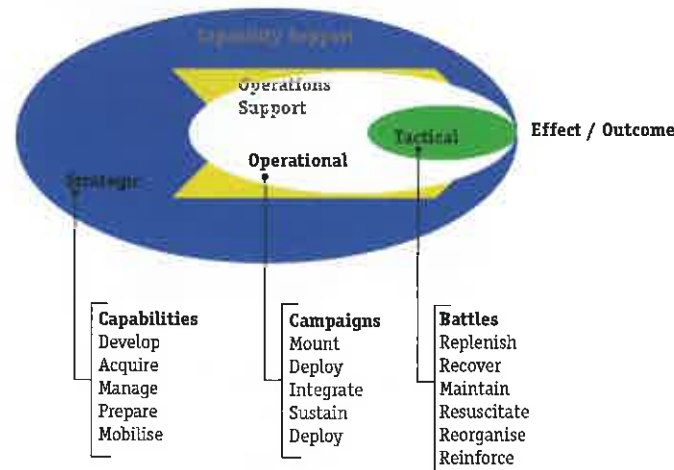
▲ Fig 1: Support Dimensions

The two dimensions (figure 1) are described as follows:

- **Capability Support.** This is the support needed to acquire, generate, manage and sustain capabilities through life, and to ensure that capabilities are prepared for deployment on operations. This dimension operates over longer timeframes, is focussed on achieving designated levels of capability, and its success is measured by the degree of preparedness that is achieved compared to the level of resources that are applied.
- **Operations Support.** This is the support needed to deploy and redeploy a tailored force, and sustain it for the duration of an operation. It sits within, and is enabled by the capability support dimension. Operations support requires the establishment of a tailored logistic network that draws resources from the National (and International) Support Base, and positions those resources at the appropriate time and place using support bases and nodes to meet the supported force's needs. This dimension usually operates within shorter timeframes, and is focussed on supporting forces that have been directed to achieve a specific outcome. Its measure of success is therefore its ability to support the achievement of specified missions.

Within these support dimensions, logistic requirements will vary between the different levels of command. At the strategic level the logistic focus will be on determining support required to generate and maintain capabilities at specified levels of preparedness, and ensuring their supportability during conceivable operations. The operational level will be focussed on achieving designated preparedness levels, and in ensuring that

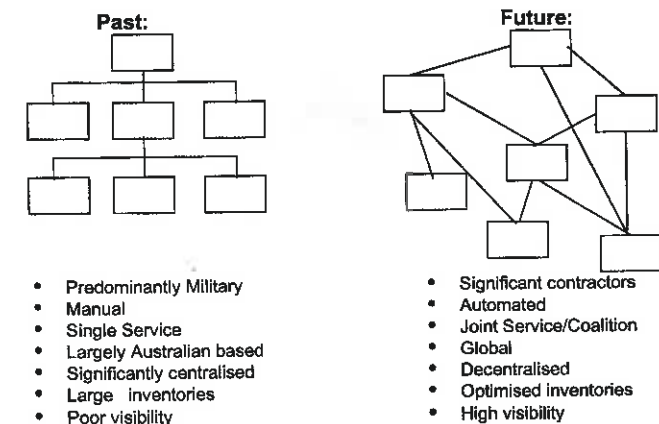
campaigns are mounted and supported. The tactical level will conduct support activities to meet preparedness directives and will be focussed on ensuring that battles are supported. The diagram at Figure 2 depicts the types of support that are generally the purview of the strategic, operational and tactical levels of command and lays these over the support dimensions.



▲ Fig 2: Support at the Levels of Command

THE FUTURE OF MILITARY LOGISTICS

Future managers of military logistic operations will need to take account of emerging logistic characteristics whilst continuing to embrace the enduring nature of such operations. This challenge will need to be addressed within the philosophical construct described above. These challenges will drive a number of changes in the character of logistic operations. Figure 3 provides a simplistic representation of how these changes may be manifested.



▲ Fig 3: Changes to Future Support Arrangements

The key to success in the future will continue to be the way in which the logistic system is managed. The shift from hierarchical command and control structures to a network enabled control system will impose a number of fundamental changes. The 'all-informed' network will provide an unprecedented level of logistic situational awareness, which will enable logistic managers to make informed decisions. Traditional approaches to risk management will need to be fundamentally reviewed as logistic visibility works to negate the requirement for a large degree of 'just in case' planning.

The logistic network will need a 'central authority who establishes the network structure in response to the developing situation, and monitors its performance without interfering in routine detailed operations (which will be the province of logistic managers at nodes across the network). The grand effect will be that the logistic system will be centrally managed with

decentralised control and execution of routine operations. A key feature is that logistic managers will not necessarily have to command assets, but they must have the authority to cue logistic effects. Control over both military and contracted support assets would be exercised through this networked system.

CAPABILITY SUPPORT

In the capability support dimension, a total systems approach must be adopted whereby the examination of support requirements includes acquisition, recruitment and the subsequent in service support and disposal of materiel, personnel and facilities. The capability support dimension must set the conditions for operations support through the comprehensive preparation for joint and combined operations.

Endurance to maintain steady state, to surge to meet potential operational requirements, and to rehabilitate in response to concurrent and subsequent operations and after operations, must be built into capability support systems.

Defence will need to adopt an anticipatory logistics management philosophy drawn from a total systems analysis of manning, equipment and personnel conditions and the availability of consumables to enable an integrated view of the status of complex battlespace systems. This will enable Defence to more accurately predict end ensure preparedness.

Increased contractor involvement in the support of capabilities will require innovative methods for developing and retaining skills and technical mastery within the uniformed workforce and will change the types of skill sets needed. In addition, as Defence will have less direct control of inputs, it must become a better-informed customer.

OPERATIONS SUPPORT

The ability to mobilise and then deploy and redeploy force elements rapidly in response to operational requirements and to sustain them in distant locations presents significant logistic challenges. It will require a dynamic integrated support network.

The future network will consist of agile support links and nodes. These will include support bases, distribution hubs and exchange points required to position resources and services to meet operational requirements. Support capabilities at these nodes are likely to become increasingly joint and multi-national. These nodes must be interconnected by multi-modal support links enabling the transfer of resources throughout the system in a timely manner. The ability to bypass or cross-level between nodes will be critical to enhancing flexibility and supporting tempo.

The links and nodes in and around the battlespace need only exist for the duration required to deliver the support or services required for that mission. This results in the system operating on a pulse tempo, which is responsive to the operational tempo and reduces logistics friction.

To enhance survivability, this approach reduces the theatre logistic footprint to the minimum required in order to sustain force viability for that mission. The flexibility and precision of the

system depends critically on the provision of consistent, accurate and near real-time situational awareness.²

To provide the required control and responsiveness, precision and agility will be facilitated through the tailoring of logistic support to ensure integral viability as determined by the operational commander. This level of viability will be based upon an irreducible level of viability at unit level and the allocation of additional viability in the appropriate command and control arrangements based upon the mission or task.

CONCLUSION

The changing nature of warfare combined with technological advances and other changes likely to occur in the medium term future will impact on the manner in which military logistic support is conducted. In order to guide the conduct of logistics in the future and the development of logistics capability, there is a need to provide a future logistics concept or vision.

The nature and conduct of logistics is complex. Logistics, like war itself, however, has a number of enduring features. These are likely to act in conjunction with future changes in the nature of warfare, technology, and the social and physical environment to raise the significance of several characteristics of logistic systems. The result should be the emergence of a precise, agile, modular, network-enabled logistic system, with new vulnerabilities. To aid understanding and develop logistics thinking in line with this, a philosophical construct focussed on outcomes is needed.

There are two major outcomes required by the logistic system. They are support for the generation and sustainment of prepared capabilities, and support for those capabilities when employed on operations. These can be described as capability and operations support. Within these support dimensions the focus at the different levels of command will be different and this must also be comprehended prior to designing or operating logistic systems.

The key to success in meeting the challenges of future logistic operations will continue to be the way in which the logistic system is managed. The network enabled logistic system will challenge traditional hierarchical structure and processes but will also provide new opportunities, especially through unprecedented levels of situational awareness.

To meet these challenges and make the most of opportunities as they present themselves, the two support dimensions will need to be closely aligned and a total systems approach adopted. Capabilities must be supported in a more pro-active manner where the totality of a capability and its support requirements are considered and the conditions for operations support must be set within the capability support dimension. The provision of support to operations will need to be effected through a dynamic integrated support network, which is responsive to operational tempo. ☺

1 Joint Warfighting Concept Strawman.
2 Woodward, 2000, An Essay on Supporting Manoeuvre Operations in a Littoral Environment: A Concept for Expeditionary Logistics, P11.

NEW LCM8 WHEELHOUSE ENHANCES AMPHIBIOUS CAPABILITY

PTE Khurram Mohammed, 70/71 Troop, 35 Water Transport Squadron

Picture yourself and a crew of two, bobbing around the ocean on a vessel configured like an open sardine can. Your vessel being entirely open to the ingress of the elements and you and your crew at the mercy of any sea state and extremes of weather conditions the gods may throw at you.

Your only protection against these elements is a rectangular, open top box and a tarpaulin. In addition to this, you are required to navigate your craft with pinpoint accuracy from one location to another over up to 100 nm, without the aid of today's electronic technology. Trying to cook meals or make a brew in rough seas on a foldaway camping stove fitted with a gas bottle. Not having any form of accommodation or ablutions aboard, except for a stretcher to sleep on (wet) and a bucket for a toilet.

"Who would put up with those kind of conditions?" I hear you ask. Well, the answer is those soldiers that were employed in the Water Transport element of the Army.

No, these weren't the days when men were made out of steel and ships were made out of wood. These are the conditions that these men endured to ply their trade – a trade of which they were, and still are, justifiably very proud.

The vessel described in the paragraph above is a Landing Craft Mechanised Mark 8 (LCM8). This vessel was, and still is, the primary vessel of the Army's Water Transport Squadron. This particular vessel has, over time, undergone significant changes and upgrades, more so than any other Army watercraft has.

The LCM8 currently employed by the Australian Army has been in service since 1965. It is an Army vessel that has proven its worth time and time again throughout numerous theatres of conflict and peacetime operations. The craft have seen service in Vietnam, Bougainville, Timor and the Persian Gulf to name but a few. This vessel's roles are many and range from the conduct of an amphibious assault, delivering troops and equipment to a beachhead or POD, to Logistics over the Shore (LOTS) and force sustainment operations.

From entry into service until the early 1970's, the configuration and design of the craft hardly changed. The most significant change being made prior to 1978 was the removal of the 'temperamental' pneumatic (air operated) bow door system. This was replaced by the current hydraulic system of operation. For a period of time, no more significant modifications were made. As such, conditions for those operating these vessels did not improve. That was until 1994.



At this time, the vessel was starting to become a liability with maintenance and repairs. The LCM8 employed four 6/71 GM engines as its power source, and these were becoming tired and logistically unsupportable after 29 years of operation. A decision was made to replace the engines. The original four 6/71 GM engines were replaced with two V8 92-TA diesel engines and the engine transmissions were changed and updated to a Twin Disc 4157 fitted to each engine, giving a 2:1 ratio. This had the effect of giving the craft an extra two knots speed, and the craft engineers a little bit more space in their engine rooms than they were used to.

Also incorporated in this mod was the installation of an additional bank of batteries, giving the vessel three battery banks. These changes led to further modifications to the craft, not only in the engine room but in just about every other part of the vessel as well. Over the next few years, RADAR, GPS and Depth Sounders were fitted to assist the Vessel Master in navigating with more accuracy and safety than had been possible previously. The installation of this new electronic equipment now upgraded the vessel master and his crew into the technology age. This was a steep learning curve for watercraft crews but they now felt part of the real world. Things were looking up. In 1993, a joint Army/Navy project was raised (JP2048): the LPA watercrafts project.

JP2048 was originally raised to modify and upgrade two American LSTs, which were purchased from the Americans in December 1993. The original names of these vessels were the USS Fairfax County (now HMAS MANOORA) and the USS Saginaw (now HMAS KANIMBLA). The project was to modify, reconfigure and upgrade these vessels for Australian amphibious operations. One of the capability packages associated with this was to incorporate the LCM8 into the LPA based amphibious role. However, the configuration of the craft at that time would have caused some difficulties when used in this role. One of the problems was that when the LCM8 was used with an LPA, it could be deployed

anywhere in the world with relatively short notice. This brought to light a number of improvements that would be required to ensure the craft would be equal to any possible future tasks.

So commenced the vessels next modifications. The existing wheelhouse was extended to within 500mm of the crafts stern and fully enclosed. Construction was with 18mm shell plate 1.8m high for ballistic protection. Additional interior fittings were installed, such as fridge and freezer facilities, sink, electric stove, microwave oven, and navigation table. An 8.5KVA generator now supplied the craft with a 240 volts power capability.

A desalinator, which turns seawater into fresh water is capable of providing 120 litres per day to replenish the 300 litre water tank which is installed in the lazarette. There was also a 10 man RFD life raft fitted as well as new civilian marine radios, in both VHF and HF. A new Coxswain's chair was fitted and the mast modified to be lowered when operating with the LPA.

This new enclosed design of the LCM8s wheelhouse provided the operators with maximum protection from the elements. It also protected the communications and electronic equipment as well. The newly constructed wheelhouse was designed to the specifications of the Uniform Shipping Laws Code, and the superstructure is rated for Sea State 6 (wheelhouse only).

The new structure had minimal effect on the stability of the vessel. The new design also provided the crew with approximately 270 degrees clear vision around the vessel. The introduction of air conditioning made it more comfortable for the crew when operating in tropical conditions. This element was also beneficial for the new communications and electronics equipment that had been fitted. Noise pollution was also reduced with the enclosed wheelhouse.



There were also other smaller projects (Army MINCS 65.9), which implemented the installations of the new hydraulic anchor winches, costing over \$44000. New tanks were fitted to the vessel for fresh water and waste. The reason for that was the LCM8s cannot dispose of their waste in to the ocean because of the environmental hazard whilst working inside the Great Barrier Reef. Additionally, new sleeping quarters or bunks were located port and starboard side of the wheelhouse. These are four collapsible bunks with swags. The only thing lacking was an on board toilet. So, the project also fitted a dual use stainless steel toilet and shower on the back of the new wheelhouse.

All of these improvements really have made life better for the Vessel Master and the crew allowing them to proceed on longer voyages independently, such as Bougainville to Australia. Although the cost of the upgrade was very expensive, the benefits to the Army, the crew and the environment far outweigh that cost. The new modifications have increased the comfort on board the LCM8s making working conditions safer and more comfortable for the operators. ☺

MAN Steeped in History

MAN is one of the oldest and leading industrial enterprises in the German engineering industry. Its origins date back to the beginning of the industrial revolution on the European continent, the time of the first railways, the time when the continent was opened up by new roads, more bridges, and canals.

In 1893, the pioneering engineer Rudolph Diesel began developing the principles of the compression ignition combustion engine that would later be named after him. Construction and testing of the first Diesel engine was carried out at the MAN Augsburg works. In 1898, four engines were built for exhibition and demonstration purposes, two of which were made in the MAN plants at Nuremberg and Augsburg. Over one hundred years later the diesel engine powers the majority of heavy vehicles globally. And MAN continues to produce vehicles that are amongst the most technologically advanced in the world.

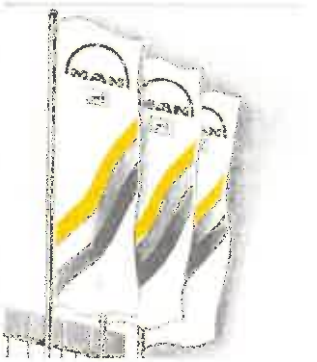
In 1971 MAN acquired the old and respected name of Bussing, and the Bussing trade-mark lion now forms part of the MAN truck and bus division trademark.

MAN Today

All MAN products are backed by the manufacturer, which is Europe's second largest heavy vehicle manufacturer, and with a history that spans 150 years, the company can proudly boast that it has a truck/bus product that meets the transportation requirements in all categories, anywhere in the world.

With a workforce of over 34,000 worldwide and total sales exceeding Euro 6.5 billion, the MAN Automotive division is just part of a group of German and overseas companies employing 75,000 staff. The turnover of the total group in the fiscal year 2002 was around Euro 16.0 billion.

Munich is the German production centre responsible for MAN truck production, and Salzgitter is the north German production centre responsible for all bus production activities. It is also the production centre for specialised vehicles based on the 2000 Series. Gas and diesel engines are manufactured at the company's Nuremberg plant.



"Stronger Than Ever"

Western Star trucks were first introduced into Australia two decades ago, subsequently becoming an Australian owned company, with its main assembly line located at Wacol, Brisbane. Today the brand is owned by Freightliner LLC and manufactured in North America, but Western Star Trucks Australia still remains Australian owned.

In 2000 Western Star Trucks Australia acquired distribution exclusivity for all MAN products within Australia/NZ and created MAN Automotive Imports. Western Star Trucks Australia and MAN Automotive Imports merged as a result of this acquisition, with sales and after sales support services conducted out of the WSTA/MAI Asia Pacific Headquarters located in Brisbane, Queensland. WSTA/MAI employs 200 people with a varied and diverse range of skills all gathered for one purpose, the sale and after sale support of MAN truck/bus and Western Star truck products. Sales and after sales service is provided throughout the country via 55 separate dealer outlets, each dedicated to the products longevity in the Australian marketplace. MAN Automotive Imports also has dealer representation Southeast Asia, NZ and Indonesia.

Forging ahead: MAN's SX 2000



MAN's SX 2000. A MAN of many parts, with virtually unrestricted applications. Mobile on any terrain, whether on desert sand or in ice and snow, on damaged roads or impassable river banks. This makes the SX 2000 a highly efficient transport system for troops. Ideal for assignments in crisis areas or for NATO and UN peacekeeping missions. The low life costs are a further unbeatable factor on long-term use. So if you want to forge ahead without losses, bank on MAN.

FORCE DEVELOPMENT GROUP – CSS BOS

Words: SO2 Tpt MAJ Andy Carroll-Keays

INTRODUCTION

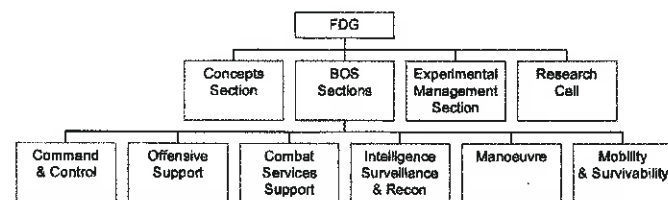
So, what's in a name? A fair bit if you are working at the Land Warfare Development Centre (LWDC), which is located at Tobruk Barracks, Puckapunyal. LWDC's role is to deliver capability options, doctrine, training and lessons learnt to enhance Army's land warfare capability. To achieve this, LWDC has three major components: Doctrine & Simulation Group (D&SG), the ABCA Standardisation Program and the Force Development Group (FDG). The aim of this article is to introduce the major components of LWDC and focus on FDG, particularly the Combat Services Support Battlespace Operating System (CSS BOS) and RACT-related issues.

DOCTRINE AND ABCA

D&SG contributes to constructive simulation, training techniques and technologies. D&SG supports this training through the production and evaluation of effective doctrine, and supports future training through the gathering and analysis of lessons learned. The ABCA Standardisation Program is used to inform the Army's modernisation plans. ABCA standardisation representatives from the US, UK, Canada and New Zealand are posted to LWDC and assist in developing the necessary levels of standardisation for two or more ABCA Armies to operate effectively together within a coalition and in a joint environment.

FORCE DEVELOPMENT GROUP

FDG contributes to the articulation and conversion of operational requirements into the capabilities required to win in the future battlespace. FDG provides the expertise required to ensure force development keeps pace with the continuous change that characterises the modern military environment by defining capability requirements, and guaranteeing intellectual and scientific rigour to support capability decisions making. The organisation of FDG is shown in the following figure.



▲ Force Development Group

OBJECTIVE FORCE 2020

Much of FDG's work is related to the Army Objective Force. This concept provides a unifying idea for Army Capability Development that will evolve as warfighting concepts, technologies and strategic circumstances evolve. The Objective Force will be a highly integrated combat force capable of strategic deployment optimised for joint warfighting in the littoral environment.

The Objective Force CSS BOS will be part of a unified logistic support framework, with the ability to integrate with other Services, coalition partners and industry. The CSS BOS will be optimised by: an improved ability to synchronise with the operational rhythm of the force, centralised control, decentralised execution, enhanced situational awareness, and increased distribution velocity, survivability, flexibility and responsiveness.

BATTLESPACE OPERATING SYSTEM SECTIONS

The six BOS sections are the basis of FDG's capability to meet its primary outputs. The collocation of BOS expertise makes FDG unique in that it is capable of providing cross-BOS consideration of all Army capability development issues.

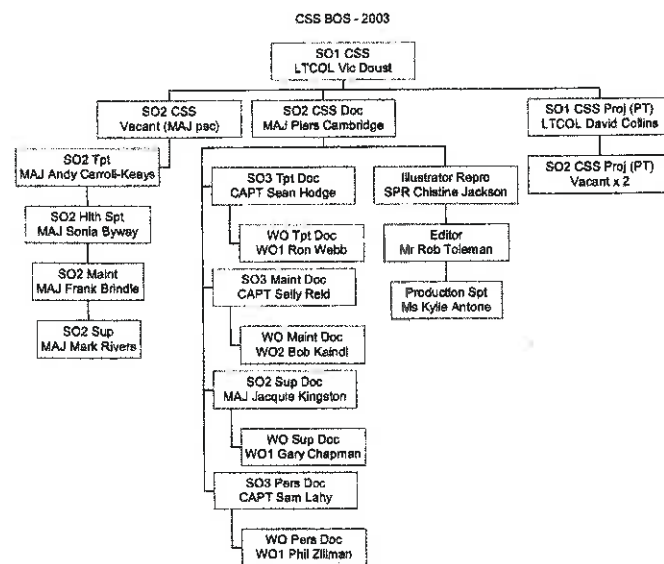
The BOS sections provide a wide range of specialist inputs that contribute directly to specified and implied tasks under the Army Continuous Modernisation Plan, the Army Experimental Framework, Interoperability Programs (including Joint programs), Science and Technology programs as well as BOS, Corps and project-based development plans. BOS sections are

characterised by experienced senior specialists providing an Army-wide advisory and coordination service, on multiple concurrent projects, affecting all aspects of Army capability development work.

CSS BOS

CSS BOS provides FDG's capability for Transport and Movements, Supply and Distribution, Air and Ground Materiel Maintenance, Health Services, Catering and Personnel Services expertise. The section provides CSS specialised inputs to Force design, Output Development Plans and tracks CSS development for experimentation.

CSS BOS supports the ABCA program and provides the CSS coordinator for the Army Science and Technology Master Plan. Also, under command in each BOS, are a number of out posted doctrine development staff responsible for supporting the production of application and/or procedural doctrine.



▲ The current BOS organisation

Much of the work undertaken at CSS BOS is at a strategic level and very challenging. Like most areas in the ADF, CSS BOS is busy and often entails travel to different areas throughout Australia and occasionally, overseas.

The CSS BOS also sponsors several study positions, both in Australia and overseas. A Masters of Integrated Logistic Management is available through the Royal Melbourne Institute of Technology, both on a full-time and part-time basis. Also available is the Logistic Executive Development Course at the US Army Logistics Management College at Fort Lee, Virginia. Completion of this course also entails post course placement with various US Army elements.

PROJECT SUPPORT

CSS BOS provides direct support to a number of current and future projects including: Joint Theatre Distribution (JP 126), Logistic Information Management System (JP 2077), Bulk Liquid Distribution (JP 2059), Deployable Medical Facility (JP 2060). Of particular interest to RACT members would be the work being undertaken on Project Overlander (Land 121).

This project seeks a total capability solution to the provision of Field Vehicles and Trailers (FV&T) by a phased replacement of some 10 700 in service GS and CL vehicles. Although it is anticipated that some elements of the Army and RAAF will be receiving FV&T variants within the next few years, the progressive replacement of GS vehicles extends to 2016. For additional information on the project, please refer to the article on Land 121 (which begins on p22).

RACT DOCTRINE

A number of RACT related publications are currently being developed through CSS BOS. LWD 4-3 Transport Support, which supercedes MLW 2-1-1 Employment of RACT, has been completed and released for comment. LWP CSS 4-3-2 Transport Operations Handbook, which supercedes MLW 2-1-2 Road Transport in the AO, MLW 2-2-1 Road Movement and the 1991 RACT Corps Training Notes 1-2, has also been completed and released for comment. LWP 4-3-5 Cargo Specialist Handbook and LWP 4-3-8 Operator Movements Handbook have been completed and it is anticipated that they will be released before the end of the year. LWP 4-3-9 Transport Commander's

Handbook, which is aimed at specifically at RACT Section Commanders, is new publication and currently being edited.

CONCLUSION

Although there is a great number of moving parts to what is being done within CSS BOS and FDG as a whole, working within CSS BOS provides a real opportunity to influence issues affecting Army and ADF capabilities. The move toward Army being 'concept led and effect based' has manifested itself in many ways and at many levels. CSS BOS is an active element in the development of tomorrow's Army – it is part of making the 'big picture' clearer. ☉

CAPABILITY UPDATE

Words: COL. D Webb, Land Development Branch, Capability Systems Division

Introducing a new capability into service is a challenge in many respects. The process involves many people and many organisations and therefore requires extensive coordination and consultation to reach fruition.

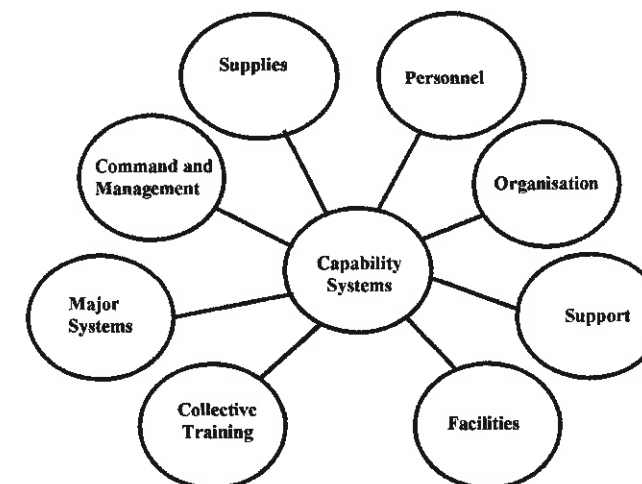
The aim of this article is to present the capability system, identify the RACT members working within the system, and to finally present an update of the "truckie" related projects.

THE CAPABILITY SYSTEM

Some people may remember the acronym "POSTED". This was presented in an early version of LWD1 and was an effective way of understanding Army capability. At the Defence and now Army level, POSTED has been replaced by the Fundamental Inputs to Capability (or FIC). The FIC elements, like POSTED, work together to achieve a desired operational effect (see Figure 1).

Regardless of FIC or POSTED, the key message is that a new capability is NOT just equipment. Having an effective capability obviously requires trained soldiers, the necessary facilities and the organisational structure to support them. The attributes of each input have an effect on the performance of a system as a whole.

Think of introducing a new truck. A consideration of the FIC elements would include ensuring that the Training Management Plans were developed and synchronised with the vehicle delivery. The through-life support aspects should be considered in detail to take into account its likely role and so on. For various reasons, the full implications of FIC are not always as fully considered and resolved as they should be.



▲ Fig 1: Fundamental Inputs to Capability (FIC)

At first glance of the FIC, some may notice that individual training is not specifically listed, whereas collective training is. In fact, the

individual training aspects are considered rolled up into "personnel" as part of having someone trained and experienced as part of the capability brick. Doctrine is included under the Command and Management category.

In simple terms, the capability process is designed to follow the Capability Systems Life Cycle Management Manual (accessed via defweb.cbr.defence.gov.au/home/documents/departmental/manuals/cslcm.htm). The capability systems life cycle, which is preceded by the identification of the need for a future capability, consists of the following four phases:

- **Requirements Phase.** In this phase, the future capability required to reduce a capability gap is defined in terms of the functions it is to perform, the standards to be achieved, the conditions under which they are to be realised, the estimated costs to be incurred and the schedule to be met.
- **Acquisition Phase.** In this phase, the solution to the required capability is procured and transitioned into service.
- **In Service Phase.** In this phase, the capability is operated, supported and modified as necessary.
- **Disposal Phase.** In this phase, the capability is progressively withdrawn from service and materiel items are disposed of.



▲ Fig 2: Capability Systems Life Cycle

RACT MEMBERS WITHIN THE PROCESS

Land Development Branch is primarily responsible for the Requirements Phase, although maintains an involvement throughout the process. The senior RACT member is Colonel Doug Webb as the Director of Land Support Development. In this position he has the overview of the logistic projects. LTCOL Damon Howes is the Deputy Director Mobility Support with responsibility across the areas of NBC, various RAE projects and the Amphibious and Air Drop projects. MAJ Jim Walker works on the programming and scheduling of the Branch's various projects.

The Desk Officers are:

MAJ Robin Petersen (RAE, not RACT)

Land 121 – Project Overlander, a project that will have a major impact on the RACT. He is well qualified for this position, having completed both a Master of Science (Military Vehicle Technology) and a Bachelor of Engineering (Mechanical). Additionally, he has previous experience within the DMO as the Assistant Project Director for Project Overlander. A more qualified person would be very difficult to find.

MAJ Ron Armstrong

JP 2048/2027, which are the projects for the replacement capability of the amphibious ships (TOBRUK, MANOORA and KANIMBLA).

▲ JP 2063 – ADF Air Drop Capability.

MAJ Dave Buller
Staff Officer Support Requirements, currently working on Minor Capability Submissions.
MAJ Steve Rowland
JP 2059 Bulk Liquid Distribution

The desk officers above have all provided an update on their projects, so read on.

A posting to Land Development Branch as a Major is normally preceded by attendance at the Army Technical Staff Officer's Course (ATSOC) or Staff College. This is a one-year course that provides a Masters of Management on completion and is conducted through the Australian Defence Force Academy. Talk to your careers advisor or one of the desk officers for more information.

LAND 121 – PROJECT OVERLANDER: BY MAJ ROBIN PETERSON

LAND 121 – Project Overlander is a multi-phased project that seeks to modernise the Field Vehicle and Trailer (FV&T) fleet across combat, combat support and combat service support units of the ADF. It will ensure that ADF has the mobility requirements envisaged for future land concepts. Vehicle characteristics will be designed to suit the units and equipment they will be supporting.

Phase 2A of the project is enhancing current capabilities for heavy recovery and bulk liquid transportation (already delivered), addressing cabin noise and roll over protection and personnel/cargo restraint and segregation systems. It is intended that the remaining elements of this phase will be delivered by 2006. Phase 2A is currently valued at \$81m.



▲ BLFT Road Train

Phase 2B has addressed specific capability issues identified as a result of East Timor, such as Mack TTWs and TTFs, ambulances and water trailers. Phase 2B was valued at \$20m.

LAND 121 Phase 2C seeks to modernise selected parts of the current fleet in order to extend their service life to at least 2015. It has been determined that the most effective way to do this is to commence the acquisition of the future FV&T fleet. As such, Phase 2C will see the early acquisition of the future FV&T fleet for the Townsville based elements of the 3rd Brigade and selected Air Force elements at RAAF Amberley.

The numbers and types of current FV&T that will be replaced by future FV&T will subsequently be disposed of to extend the service life of the current FV&T until replacement by Phase 3.

Phase 2C was endorsed by the Defence Capability Committee on 19 Nov 02 and was foreshadowed in this year's Budget. Project approval should occur later this year. It is intended that unit deliveries of future FV&T will commence mid-2006. Phase 2C is currently valued at \$200-250m.

Phase 2C will see the determination and selection of the majority of the future FV&T fleet types. While no materiel solution has yet been identified, the project is considering many issues that have previously been raised as deficiencies in the current capability.

These include:

- **Common family of vehicles.** The project is investigating the utility of introducing a common family of vehicles that satisfy the capability requirements currently provided from a diverse vehicle mix provided from several manufacturers. If successful, this approach offers many advantages from a through life support perspective.
- **Modularisation.** The project is investigating the modularisation of the capability requirements in order to reduce the number of variants within a vehicle class. This is illustrated below. A basic vehicle would provide the mobility platform to a number of interchangeable modules/shelters.
- **Field vehicle protection.** The project is investigating the provision of armour to provide both ballistic and mine protection to vehicle crews. One possible protection solution is the use of applique armour kits that are currently available for some field vehicle families that offer a range of protection.
- **Integral load handling system.** The adoption of this capability would support the modularisation concepts under development by JP 126. There are a number of potential materiel solutions currently available to satisfy a requirement for integral load handling. Demountable pickup and drop-off technologies and pallet load systems, as depicted, have been integrated into some defence forces for some time and similar concepts may have great utility for the ADF, particularly, as their cross-country mobility increases and our distribution system becomes modularised. Two familiar examples are the UK DROPS or the US PLS systems. Apart from the reduced resource and manpower bill, flexibility and response times, the greatest benefit of the pallet load systems is the multi-tasked nature of the equipment.

LAND 121 Phase 3 will deliver the FV&T required by the ADF of 2013 and is programmed for project approval in 2007. Phase 3 is currently the largest Army project and the capability development work for the replacement FV&T capability is well underway. Phase 3 will continue the acquisition of the future FV&T fleet types determined by Phase 2C for the remainder of the ADF.

Phase 3 is an exciting project that has an obvious and far-reaching impact on the ADF. Phase 3 is currently valued at \$1500-2000m and is scheduled to be complete by 2016.

JP 2048 AMPHIBIOUS DEPLOYMENT AND SUSTAINMENT SYSTEM AND JP 2027 LPA REPLACEMENT (BY MAJ RON ARMSTRONG)

New concepts and doctrine such as Manoeuvre Operations in the Littoral Environment (MOLE) and Entry from the Air and Sea (EAS) coupled with the findings from the Army Experimental Framework (AEF) HEADLINE 2002 have provided Director General Land Development (DGLD) and Director General Maritime Development (DGMD) with the guidance to establish project teams and commence capability development.

JP2048 Ph 1A seeks to provide enhanced watercraft for operations with the LPAs. The first watercraft should be provided for test and evaluation in early 2004. Subsequent project activities are aimed at replacing the capability provided by the Landing Ship Heavy (LSH) HMAS TOBRUK and associated watercraft (LCM8 and LCH) by 2010.

JP 2027 seeks to replace the capability provided by HMA Ships Manoora and Kanimbla and the associated watercraft by 2015. Research into future ship, watercraft and hovercraft designs are currently being undertaken by DGLD, DGMD, Defence Science Technology Organisation (DSTO) and Defence Industry.

The ADF is looking to improve on the current amphibious system in speed, survivability, ergonomics, carriage capacity, launch capability, efficiency, ability to operate in higher sea states, weapon systems, reliability and general suitability to support future concepts. Studies to date have already identified certain affordable designs and technology that will greatly enhance the ADF's amphibious capability.

Since the last Par Oneri, the AEF has informed and altered the direction of the project. The experimentation has involved many personnel from Navy, Army, Air Force and DSTO that have been

able to help define exactly what is required in the future to replace the existing Amphibious System.

It is anticipated that a lot of issues with current equipment that create heartache for the Ships Army Detachments and watercraft operators will be addressed. It is worth noting that DGLD is not just simply looking to describe the next generation ship or watercraft; rather, it is a systems approach that is adopted in capability development that considers all of the Fundamental Inputs to Capability (FIC) such as personnel, organisation, collective training, major systems, supplies, facilities, support and command/management requirements needed to support and operate the capability.

JP 2063 ADF AIRDROP CAPABILITY (BY MAJ RON ARMSTRONG)

JP2063 will study and procure improved aerial delivery equipment (ADE). The aerial delivery system should be in place in 2011 (although equipment and sub-systems are expected to be introduced into service prior to 2011). It is planned at this stage to acquire a system that will be interoperable in a coalition environment. JP 2063 is due to begin in the second half of 2003. It will commence with the forming of an Integrated Project Team (IPT) that will assist DGLD staff in determining the future system requirements.

The IPT will contain staff in the units who are operators and customers of an aerial delivery system. RACT members from LHQ, LSF, 9 FSB, 176 AD Sqn, AMTDU and 3 RAR are expected to be instrumental in this process.



JP 2059 PHASE 2A – BULK LIQUID DISTRIBUTION (BY MAJ STEVEN ROWLAND)

As the name suggests, Bulk Liquid Distribution (BLD) is a multi-phased project that seeks to address deficiencies in the ADF's ability to procure, win, store, transfer and distribute the bulk quantities of fuel and water required by deployed forces. So far there have been a number of phases, which includes East Timor Cabinet Submission, Phase 2A and Phase 3.

Unlike East Timor Cabinet Submission and Phase 3, Phase 2A seeks to procure a more expansive list of bulk liquid storage and distribution capabilities to address deficiencies outside of operations in East Timor and in the broader reaches of the ADF.

At the end of 2000, Phase 2A was brought forward as part of the Defence White Paper considerations from a Year of Decision of 04/05 to 01/02. As a result it received 1st and 2nd pass approval but at the same time its capital was reduced from \$144m to \$44.62m during the May 01 budget.

As a result of the Defence White Paper bringing JP 2059 forward, it now precedes some other logistic projects that was originally intended to follow. Two projects of direct relevance to JP 2059 are JP 126 Joint Theatre Distribution, of which it is essentially a subset, and Land 121 Project Overlander, which will acquire the

vehicles and trailers required by the BLD system. JP 2059 is continually in concert with both JP 126 and Land 121 to ensure system compatibility.

As a result of extensive modelling of the BLD system, the Requirements Analysis and the Operational Concept Document (OCD), 2059 Phase 2A developed a list of capability gaps that included: unit level aviation refuelling, concurrent stock-holding of fuel to the JTF and Bn Gp, concurrent discharge of fuel from shipping in two locations in a LOTS operation, additional mainland pumping system pipeline, improved manoeuvre (through fuel and water modules), and water distribution during lodgment.

UNIT LEVEL AVIATION REFUELLING

As you may be aware, the planned introduction of the first squadron of ARH into Army service is as early as 2006.

Unfortunately, AIR 87 failed to accommodate a purpose-built refueller as part of its system engineering approach. Ensuring the compatibility of the future fleet of vehicles, nine Truck Medium (type to be determined by Land 121) with the Integral Load Handling System from Land 121 will be acquired together with a 10T Fuel Pump/Filtration/ Storage Module with approx 8,000 L holdings capability of AVTUR.



JTF AND BN GP FUEL STOCK-HOLDING

Determined on a 4-day fuel supply strategic loop, 74 Tank Fabric Collapsible (TFC) and associated CES will be acquired. Each TFC will be almost identical to the in-service 45,000 L TFC's but at a capacity of 136,000 L. Thirteen of these tanks have already been acquired via the rapid acquisition. The bulk of these are held by 10 FSB.



DUAL DISCHARGE OF FUEL FROM SHIPPING

The options for discharging fuel considered in the context of the Capability Options Documents (COD) included floating pipeline, Dracones (flexible barge-like bladders) and the Tank Fabric Collapsible Marine (TFC-M).



The marine pipeline was discarded on the basis that a large additional number of personnel would be required for its operation, the system is inherently complex and weather sensitive and is costly compared to other options. Alternatively, the light capability option is provided by the TFC-M.



The system is designed for deployment in an LCM8 and consists of a 33,500 L bladder and associated CES items. Six complete systems have already been acquired through the rapid acquisition. An additional TFC-M will be acquired under Phase 2A.

The medium capability is provided by the Towed Flexible Barge or Dracone system, which is a large rubber bladder, which can transfer 85,000 L of fuel. Three Dracones have already been acquired with a further nine being procured under phase 2A. The system requires the support of watercraft to tow the Dracones

between the supply ship and the mooring. The system is very flexible and the Dracone can be used to effect fuel transfer in a number of ways including beaching the Dracone, using the mooring or securing the Dracone to an existing wharf facility. These are currently in service with 10 FSB.

ADDITIONAL MAINLAND PUMPING SYSTEM PIPELINE

A mainland pipeline system was acquired during the rapid acquisition. This capability consisted of a 150 mm Land Distribution Pipeline System that was delivered to 10 FSB and ALTC at the end of 2001. Phase 2A will procure a further 25.5 km of pipeline.

It can be used to pump fuel from beach installations established to support a LOTS operation to a BFI or for a variety of fuel distribution tasks.



IMPROVED MANOEUVRE OF FUEL AND WATER

Modelling derived that approximately 70 TTF, or equivalent, would be needed to support a concurrent JTF Bde and Bn Gp deployment. What was decided was to upgrade the in-service fleet of 141 TPA to address OH&S matters, Australian Fuel Regulations and to improve the overall functionality of the equipment. Additionally, a further 15 fuel storage modules and 15 water storage modules are to be procured with Land 121 trailers.

WATER DISTRIBUTION DURING LODGMENT

Modelling evaluated that the current ADF assets for the distribution of water during the lodgment phase of an operation are inadequate. It was also evaluated that water DFC's offers the most practical means of distributing and storing water as part of force level distribution. Apart from being green and having slightly different fittings, these DFC are almost identical to the black DFC's currently used for fuel.

2059 has already acquired forty DFC's. Phase 2A will procure a further 238.

In December 2002, phase 2A was endorsed by the Defence Capability Sub-Committee and is now with the Project Office in DMO to commence acquisitions. The Project Team Start Up is complete and the commencement of Request for Tender scheduled for Jun/Jul 03. At this stage it is anticipated that the in-service date for Phase 2A will be December 2005.

THE MINOR CAPITAL EQUIPMENT PROGRAM (BY MAJ DAVE BULLER)

It is widely understood that most of Army's major capital equipment (MCE) is acquired through the Defence Capability Plan (DCP) and managed by the Defence Capability and Investment Committee (DCIC). MCE projects are generally estimated to have investment costs greater than \$20m, individual item purchases are greater than \$1M per unit and the introduced capability usually has significant Defence policy or joint service implications. Army's investment in capability is not restricted to the MCE program however.

The Army Five Year Minor Capital Equipment Program (FYMCEP) is an important contributor to Army capability and is one of the

primary means of enhancing, replacing current or introducing new combat, combat support and combat service support capability within Army.

Capital equipment is generally classed as 'minor' when estimated project costs (including through life support) are less than \$20 million, individual item costs are less than \$1M and there are no significant joint service implications. The Army Minor Capital Program also funds such items as Equipment Entitlement Variations (EEV), Minor Low Value Items (MLVI), Block Scales and Tri-Service medical and dental equipment.

Minor Capital Submissions (MINCS) are subsequently developed and progressed under the minors program, when a proposal is estimated to have a project investment cost less than \$20m. A Minor Capital Submission for land projects is referred to as a MINCS(L).

WHAT DOES THIS MEAN TO RACT UNITS?

Any individual or unit can initiate a MINCS(L) to progress a capability solution that will compliment existing and/or future user requirements. For RACT, this can be a trade, corps or CSS derived submission that addresses shortfalls within current equipment fleets or the provisioning of future logistic systems.

In short, a MINCS(L) is normally drafted and subsequently endorsed by the originator's chain of command prior to DGLD taking carriage and progressing the submission (in conjunction with the originator and other stakeholders) to approval stage.

Guidance on the creation and initial drafting of MINCS(L)'s should be sought from DGLD staff. The minor capital process is also soon to be promulgated with the release of DI(A) LOG 25-1 (Army Minor Capital Program).

Minor projects of late that have been introduced into service include the Logistic System Rationalisation Project1, the 1250kg trailer light fleet (intended for use with the 16KVA generator), 60KVA generators and fleet enhancements converting Mack Dumps to TTW/TTF.

Some other projects in the pipeline are:

- MINCS(L) 60.27 Field Materiel Handling Capability (Medium). This minor project proposes the acquisition of forklifts with the capability to lift up to 8 tonne. This capability will replace Army's existing medium rough terrain forklift (Case W36). Expect to see these forklifts introduced into FSB's and possibly down to CSSB level in 2004/05.
- MINCS(L) 63.27 Trailer Lightweight 750kg MC2. This project aims to purchase approximately 290 military specification trailers intended for carriage of up to 750 kg general stores. The intended tow vehicles for these trailers are the light truck and lightweight truck. Evaluation trials finished early this year with production now underway with introduction into service planned for late 2003 until end of 2004.

For further information on drafting a MINCS(L) or the minor project process, contact MAJ Dave Buller (SO SptReq) on (02) 6265 1884.

CONCLUSION

This article was written to help educate RACT members on the capability process and to update them on some of the projects currently introducing new or enhanced capabilities into service. All members of the Corps are encouraged to contact any of the desk officers identified above for further information and for updates in the future.

As the Army continues to move forward and learn from recent operational experience, means that life within DGLD is a dynamic and challenging environment. The work being done now, will influence Army operations for the next 20 years. Par Oneri. ☺

Compiled by LTCOL Damon Howes



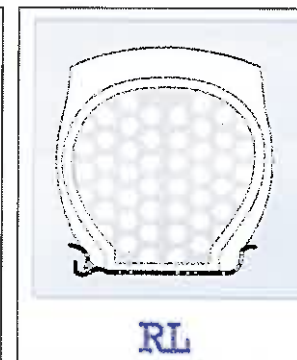
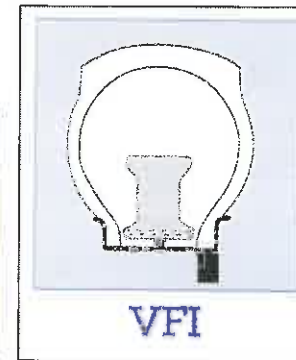
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A (VERY) BRIEF HISTORY OF THE RACT'S PREDECESSOR CORPS

The Royal Australian Corps of Transport (RACT) was formed on 1 June 1973. It combined the road and amphibian transport, the aerial delivery and the postal functions of the Royal Australian Service Corps (RAASC) with the Water Transport, Cargo Terminal and Movement Control functions of the Transportation Service (RAE Tn) of the Royal Australian Engineers.

This article provides a short history of the RAASC and RAE (Tn). The historical legacy inherited by the RACT from these corps is a proud and distinguished one and readers can learn more about it by referring to Neville Lindsay's book 'Equal To the Task' and 'The Royal Australian Corps of Transport' by Albert Palazzo. (See Par Oneri Edition 34)

ROYAL AUSTRALIAN ARMY SERVICE CORPS

BEGINNINGS

Prior to federation, each of the Australian Colonial Governments were responsible for raising and maintaining their own self defence forces. These usually comprised infantry, mounted infantry and some artillery units manned by militia forces. Victoria was the first of these governments to form a Commissariat and Transport Corps (in 1886). NSW formed its Army Service Corps in 1893.



▲ NSW Service Corps on parade

Following the proclamation of the Commonwealth of Australia on 1 January 1901, colonial forces were placed under the command of the central government, but it was not until 1902 that the first commander of Australia's new army was appointed..

Major General Sir Edward Hutton KCMG, CB recognised the need for logistic units in the army, and was responsible for establishing the Australian Army Service Corps (AASC) on 1 July 1903. His view was that 'A military force cannot be of any practical value for purposes of war without a carefully organised and prearranged system of Supply and Transport'

Lord Kitchener conducted a review of the the Australian Army at the request of the Australian Government in 1910. As a result of



▲ Major General Sir Edward Hutton, KCMG, CB

his recommendations, the AASC was expanded to 1300 personnel organised into 24 companies by 1914.

WORLD WAR ONE

Much of the logistic support for the First AIF was provided by the British on a repayment basis; ammunition and forage are two such examples. As a consequence, the Australian Army was able to invest most of its manpower resource in Infantry units, and at its peak strength, the AASC was limited to 9735 personnel formed into 93 units, a number of which were motorised and controlled at Corps level. By way of comparison, over 350 000 Australian soldiers served overseas in the First AIF.

AASC units and personnel served in all theatres of war in which Australian Army formations were employed, but it wasn't until the establishment of the Australian Corps in France in 1918 that Australian troops operated their own Lines of Communication.

341 members of AASC lost their lives during WW1, and many received awards for gallantry on the battlefield. Neville Lindsay's book provides considerable detail of the awards made.



▲ 300 Company mobilised for war in 1915

BETWEEN THE WARS

Following the demobilisation of the AIF, the AASC were afforded scant recognition in the post war army. The Corps' 500 motor vehicles were left in Europe and the surviving AASC units reverted to the use of horse drawn transport. These measures essentially reduced the AASC to its 1903 capability.

In the early '20s, one 20-cwt truck per Military District was provided. (Military Districts were organised approximately on state boundaries). In 1927, only three soldiers were trained to operate motor transport and although Horse Transport Companies were renamed as Motor Transport Companies in 1934, no vehicles were provided to them.



▲ General Service Wagon

Despite the motorisation of the civil economy and the consequent lack of available working horses, a succession of governments failed to see past the attractiveness of investing in 'big ticket' defence items, these being, in the main, warships. As a consequence, the Navy was the only service remotely ready for the next war.

By 1939, when the Army had a paper strength of 7 Militia Divisions, the permanent AASC had only 169 drivers and 100 vehicles.

AASC AND THE TANK

An interesting footnote to our history is that the first tank units in our Army were part of the AASC. During the late 1930s, Australia purchased some tanks for training and orientation purposes.

AAF Company Holiday Apartments

The AAF Company has updated and expanded its range of holiday accommodation available to Army and other Defence personnel and their families. The pending sale of the Mallaraba holiday units at Coolangatta has prompted new initiatives such as providing quality, affordable resort accommodation.

Eleven apartments at Miami and Surfers Paradise on the Gold Coast and Kawana on the Sunshine Coast have been leased. The resorts offer a combination of two and three bedroom, fully self contained apartments, equipped to make holidaying relaxed and hassle-free.

These newly leased apartments offer affordable resort style accommodation indicative of the standard the AAF Company is seeking to provide into the future. All are close to beaches and other attractions associated with the Gold and Sunshine Coasts (theme parks, Noosa, Australia Zoo)

The AAF Company also has properties at Kalbarri in WA, Goolwa in SA, Mt Buller in Victoria and Fort Direction in Tasmania.

Detailed information in relation to eligibility and facilities can be found on our website – www.defence.gov.au/army/aaf or accessed directly from the Army Public Home Page.

Additional information in relation to vacancies and tariffs is available from the management teams at the respective resorts and holiday facilities.

Please nominate Army apartments when enquiring at the Gold Coast and Sunshine Coast resorts.

Information on Navy, RAAF, NZ and other Army holiday accommodation can be found at www.defence.gov.au/dpe/dpsa

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◀ AASC provided the cadres for the Army's first tank units, which became part of 1 Motor Transport Company in Sydney and the Melbourne Motor Transport Depot in 1938.

WORLD WAR TWO

The raising of the second AIF posed major problems for the neglected and understrength Australian Army, and especially for the AASC.

In May 1940, a decision to motorise the Army was taken, and the AASC provided much of the manpower for training units created to undertake the task. Unlike WW1, Australia did not have the luxury of having logistic support provided by an ally, and so the Army was compelled to create an extensive logistic organisation of its own.

By 1943, Australia was part of the Lines of Communication for the South West Pacific Theatre, and extensive logistic facilities were constructed. A road convoy system operating into the Darwin area supplied forward depots and airbases established to support the war against Japan. Truckies interested in learning about the early days of the Sturt and Barkly Highways and the conditions endured by the Army convoy drivers at the time should refer to 'The Long Road North' by Alex Tanner (Hyde Park Press 1995).



▲ Road Convoy north of Alice Springs, 1943

By the end of WW2, AASC personnel numbered in excess of 50,000 and were organised into 612 units. AASC units served in all campaigns in which the AIF was involved in roles ranging from operating farms to fighting as infantry at Tobruk and again, many had distinguished themselves during the conflict.



▲ Australian Forces disembarking at Balikpapan

AASC pioneered a new capability during the New Guinea Campaign, that of Aerial Resupply. AASC Air Maintenance Companies rigged and dispatched stores from RAAF and USAAF Dakota aircraft, successfully supplying Australian troops fighting on the Kokoda Track and elsewhere. The British 14th Army (fighting in Burma) was later to draw on the Australian experience of air supply in New Guinea.

POST WAR TO 1966

Following the war, the Army of 382 000 personnel was reduced to a smaller force, but unlike the post war experience of the 1920s, the Defence Act allowed the formation of regular units. The force established as a consequence was 'balanced' in that it allowed the existence of all arms and services in order to provide an order of battle that had the potential to be viable. It comprised 20,000 regular personnel and (a target of) 70,000 reservists.

In the post war period, RAASC personnel and units served with the British Commonwealth Occupation Forces in Japan and in Malaya as part of Australia's contribution to the British Far East Strategic Reserve. Very few RAASC personnel were involved in the Korean conflict.

A further reorganisation of the Army in 1960 once again reduced the RAASC to a token organisation and it was not until the Vietnam War that the effect of this was felt.

VIETNAM

The RAASC was expanded to 4000 regular personnel and 2700 reservists during the Vietnam War period. During this conflict, a Company served as part of the Australian Task Force, while other elements formed part of the Logistic Support Group.



▲ US Army Vehicle destroyed by landmine 5 Company vehicles in background

ANZUK

RAASC personnel and units also served as part of the ANZUK force in Singapore during the early '70s and RAASC staff acted as the senior Logistic managers for ANZUK, supported by personnel from the UK and New Zealand.

ROYAL AUSTRALIAN ENGINEERS TRANSPORTATION SERVICE

WATERCRAFT

In the prewar Army, the Royal Australian Engineers (RAE) had responsibility for the operation of watercraft around the defended ports of mainland Australia and during the siege of Tobruk in WW2, formed a Port and Lighter Company to crew the tugs and small craft operating in Tobruk harbour.

The conflict in New Guinea saw the need to operate small ships in coastal passage and inter-island roles. The RAN had neither the capacity nor the interest to undertake this role, and so the responsibility was passed to the RAE.

In September 1942, Land Headquarters set up a Directorate of Watercraft (Small Craft) to oversee the creation and operation of the Army's watercraft service. By 1945, the RAE operated over 1900 watercraft, ranging from small launches to vessels displacing 300 tons. Included in this number was some hospital ships.

Amphibians (DUKW and 'Buffalo' tracked landing vehicles) remained under the control of the AASC. Some of the watercraft that operated in WW2 (40 ft workboats) were still in service into the late 1970s.

TERMINAL UNITS

The Terminal Operation units of the RAE TN were raised in response to the chaotic state of Australian ports in 1942. The Army saw a need to raise its own Port Operating Companies to



▲ RAE Landing Craft, New Guinea

clear military cargoes held up by an inefficient civilian workforce and three such companies were formed in March of that year.

Once the backlog in Australian ports had been cleared, the three companies were deployed to the New Guinea theatre.

MOVEMENT CONTROL

The RAE TN Service also provided the Army's Movement Control function. This function was largely performed by the British Army for Australian forces in WW1, and after the war a Directorate of Supplies, Transport, Movement and Quartering was formed to exercise the Movement Control responsibility.

In 1929, responsibility for the control of military railway operations was added and by 1945 the Directorate of Road and Rail Transportation oversaw the operation of Movement Control groups in all regions of Australia and in overseas theatres.

POST-WAR

After WW2, the RAE TN service continued to support the Army; one of its most significant contributions being the operations of 32 Small Ship Squadron in support of the Vietnam War effort.

CONCLUSION

This is, by necessity, a very condensed history of our predecessor's history. Their achievements, particularly during WW2, nonetheless make very interesting reading.

Those who wish to research our history a little further should take the trouble to consult Neville Lindsay's book 'Equal to The Task' (Historia Publications 1992).

There is also a considerable amount of material currently held in storage by the Army Museum, Bandiana. ☺

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Collections Manager: WO2 Neil Dailey (02) 6055 2234
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As many of you will be aware, the RACT Museum at Puckapunyal was relocated to Bandiana in 1998 and amalgamated with the historical collections of other Logistic Corps to become The Army Museum, Bandiana. Since that time, the museum has been developing steadily, and improvements have been significant. The Museum has some permanent Public Service staff and is managed by an Army Reserve officer. Volunteers (in the main, ex-service personnel) also assist.

2002 was an extremely busy year for both staff and volunteers; a year that has brought tremendous change to the entire floor space of the museum. Every vehicle, field gun, and display was moved so as the entire floor area could be painted. Much of the concrete had not seen paint since the building was built in 1942. Apart from sore backs and piles of empty paint tins, 5,000 square metres were covered with two coats of paint. Most fences around the displays have now been removed to give the visitor a better opportunity to view the collection closer and to gain a better experience from their visit. This has proved popular and drawn favourable comments from both visitors and staff.

WHAT HAS BEEN HAPPENING IN THE MUSEUM?

The final months of 2002 were extremely busy with the opening of the travelling exhibition from the Australian War Memorial, "Two Men – Two Wars" and the Battle for Australia Day celebrations. The celebrations included the opening of the new weapons gallery by Mr Keith Payne, VC. Keith and his wife Flo again visited the museum on Friday the 21st of March 2003.



▲ Opening of the weapons gallery

The New Year was a hive of activity as we prepared ten vehicles for the Australia Day activities in Albury. The celebrations were subsequently called off due to the bush fire situation, which effected the North Eastern regions of Victoria and the Alpine Shires of New South Wales. It did however give us a chance to run some of the vehicles and to carry out some further maintenance. These opportunities will be restricted in the future due to funding shortages.

On Wednesday the 15th of January 2003, Ben Dark and his film crew from the popular Channel Nine Travel Program "Getaway"

filmed a segment in the museum. The museum was chosen as the Wodonga tourist attraction to be featured in the program about both Albury and Wodonga. The program was aired nationally on February 6th. Here are some shots from the visit.



▲ Ben with Ray Zeinart and PTE Jo Read



▲ Ben with two 'sisters' from Holding Platoon ALTC



▲ Ben at the wheel of a Bren Gun Carrier

Warrant Officer Kym Lambert continues with the life long-term task of cataloguing all items in the museum collection onto the Army Heritage Management System. The task will take several years given the present climate of restrictions with regards to staffing levels, Reserve salaries and casual labour. Remember Kym: you can now serve until 65. Happy cataloguing.

Warrant Officer Class Two Neil Dailey commenced work as the new Collections Manager on the 3rd of February 2003. Neil was previously the Army History Unit's Museum's Technical Adviser. Neil is well qualified for the position and certainly will be kept busy in such a large and diverse museum. Within days of commencing work, Neil was heard to say, "I don't believe how fast the days go here," and, "I didn't realise just how busy this place really was." Welcome back to the real museum world, Neil. Watch for Neil's article in the next edition.

David McCabe, Mr 110%, completed the Specialised Packaging course at the Army Logistic Training Centre in March. David has been responsible for much of the behind the scenes display work like welding, spray painting, new fencing and the like. David is our resident Mr Fix-it. Well done David you are truly a professional and we are fortunate to have you as part of the team.

Ray (Zippy) Zeinert has been the victim of a Defence wide cut back in the employment of casual staff. Zippy has been directly responsible for much of the design of the display work in the museum over the past couple of years. Zippy has been part of the museum since it's formation in 1978. Catch you again Zippy when the wallet is next open. Thanks very much.

We have been very lucky to have Craftsman Ashley Holmes working with us for the past two years whilst he was completing his trade training at the Army Logistic Training Centre. Ashley has been prepared to undertake a wide range of tasks of a technical nature and completing these to a marked degree. Thanks Ashley, you are a very polite and industrious young man.

Warrant Officers Ian Pullen and Dave West have been very busy in managing the upgrade of the vehicle fleet including the installation of radios. Thanks Guys. Private Nicole Thornton is still managing the uniform collection in between her civilian job with the CSIRO. Thanks Nicole.



Darryl Tinker, the Army Museum Bandiana Foundation Liaison Officer, is doing a Sterling job in establishing the museum website. Please take a look at the site as it is very informative. Darryl continues to introduce new supporters to the museum. Their financial support has been invaluable in allowing the museum to put into action the Museums Development Plan. Well Done Darryl.

The museum is also fortunate enough to have its very own 'Bob the Builder' in Bob Bauerle and Ted 'Picasso' Mayer. Together, they have been turning the museum into a work of art with new display cabinets and paint work. Thanks fellas for some outstanding work.

Doug Fothergill, our volunteer photographer and graphic designer, Ann Robb, our volunteer library cataloguer, and Manfred Frank, our volunteer motor trade's consultant, continue to provide a very valuable contribution to the operation of the museum. We thank them all sincerely for their time and dedication. We also admire your sense of humour and friendship.

Teams of professional volunteers under the direction of Colonel John Neale, Chairman of the Army Museum Bandiana Foundation, have been doing a fantastic job in sorting out the extensive uniform collection, medals, AWAS's and Australian Service Nurse's displays. Their knowledge, enthusiasm and interest in the development of the museum is very much appreciated.

By the time you read this article, a number of projects that are presently underway will have been completed. These being, the establishment of a new Australian Service Nurse's display complete with ten uniform mannequins. The refurbishment of the Australian Women's Army Service display, also with ten uniform mannequins. The refurbishment of the 2/23rd Battalion display complete with a photograph of all of the Battalion's gallantry award recipients.

Presently under refurbishment is the Australian Army Catering Corps display area, which is really looking great, and the Royal Australian Corps of Transport area including the development of a maritime section. The Army Apprentices area is also undergoing refurbishment as I write.

FUTURE DEVELOPMENT PLANS

The second half of the year will see the establishment of an educational facility in the area that had previously housed the small weapons display. This facility will be used to provide presentations to schoolchildren, special interest groups and soldiers in conjunction with their visit to the museum. The facility will provide seating for sixty with an overhead projection system, VCR, DVD, OHP and sound system.

After the completion of the educational facility, the Chaplain's display is next on the list and will be relocated. The area presently housing the Chaplain's display, ammunition, parachute rigger and aerial dispatch displays will be relocated and new displays will be constructed. These new displays will feature, World War Two, POW's, BCOF, Korea, Malaya, Borneo and Vietnam.

As these changes are underway, a new outdoor shelter will be constructed to house the recovery vehicles display. This shelter will complete the outdoor display area apart from a covered walkway to link the displays. We plan to open the outdoor display area during the second half of 2004.

As you can see much is happening and much is planned. Regards and see you at the museum. ●



▲ (From top) Part of the new weapons display gallery; Lighter Amphibious Resupply Cargo; Tracked Amphibious Missile Launcher (ex-Gulf War 1990-91); Fire Support Vehicle with 76mm Gun

44 TRANSPORT SQUADRON, 1952 – 2002

“PAR ONERI 44”

50th Anniversary

The 50th anniversary of 44 Tpt Sqn was celebrated at Devonport, Tasmania on 9/10 Nov 2002. Formalities began with a Squadron parade at Roundhouse Park on Victoria Parade. The parade was reviewed by the Mayor of Devonport, Alderman Peter Hollister, Colonel Commandant RACT (Tas Region), HONCOL Doug Wyatt and the Deputy Head of Corps, LTCOL Adrian Overell.

The Squadron OC, Major Annette Wyatt, invited the Mayor of Devonport, Alderman Peter Hollister to inspect the parade and the Australian Army Band (Tasmania) prior to an address given by the Mayor and HONCOL Doug Wyatt, Colonel Commandant RACT (Tas Region).

Anniversary of National Service 1951-1972 Medals were also presented to 18 ex-National Servicemen by the Mayor and Colonel Commandant.

Members and ex-members of 44 Squadron then marched through the streets of Devonport and were followed by a range of vehicles representing the past 50 years of service. Vintage vehicles were provided by the Military Vehicle Group (Tasmania)

An open day at Kokoda Barracks followed the march with local employers of Squadron members invited to a VIP lunch by the Defence Reserve Support Committee. A presentation was made to the Advocate newspaper for their PR support to the Squadron over the past 50 years.

On Saturday evening a dinner was held at the Devonport RSLA Club. The dinner was attended by 240 Squadron members, ex-members and partners. The OC, MAJ Annette Wyatt presented PTE Jim Gore a certificate of appreciation in recognition of 28 years service to 44 Transport Squadron upon his retirement from the GRES. The 50th anniversary cake was cut by the Colonel Commandant and the youngest member of 44 Transport Squadron, PTE Simon Sobolewski.

On Sunday morning, 10 Nov 02, 140 people attended a memorial service at Kokoda Barracks conducted by Chaplain Henry Ivey. Wreathes were laid in memory of seven members of the Squadron who had lost their lives in training.

A Bar-B-Q lunch witnessed the conclusion of the 50th Anniversary and a successful celebration that will be remembered for many years to come.



▲ (l-r) MAJ Annette Wyatt, OC 44 Tpt Sqn, Mr Sean Ford, Advocate Newspaper, and CMDR Norm McMillan, State Chairman DRSC

A medallion was struck in recognition of the 50th anniversary as well as a unit history titled "Par Oneri 44", detailing the development of 44 over the past 50 years. ☺

44 TRANSPORT SQUADRON 50th ANNIVERSARY MEDALLION



FRONT

NOTE: Cast in Pewter with Logo and text plates raised. Rim also raised. Size – 6- 7 cm diameter.

44 TRANSPORT SQUADRON 50th ANNIVERSARY MEDALLION



REVERSE

KEY DATES 1952 - 2002

- Nov 1952 - 44 Company RAASC (Motor Ambulance)
- Sep 1957 - 44 Company RAASC (General Transport)
- Jan 1973 - 44 Company RACT (Formation of RACT)
- May 1980 - 44 Transport Squadron (RACT)
- Mar 1984 - 44 Transport Squadron Granted the Freedom of the City of Devonport
- Oct 1987 - 44 Transport Squadron under command 9 Brigade
- Jul 1996 - 44 Transport Squadron under command 9 Transport Regiment (3rd Line Transport)
- Aug 1998 - 44 Transport Squadron placed under command of 2nd Force Support Battalion

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THE STORY OF THE FIRST HMA SHIPS **KANIMBLA** AND **MANOORA**

INTRODUCTION

Our Corps has a long association with maritime operations that was inherited from the RAE Tn Service. Part of this inheritance includes the provision of Ships' Army Detachments on RAN amphibious warfare vessels, and RACT personnel currently serve aboard HMA Ships **Tobruk**, **Manoora** and **Kanimbla**. But many readers may not be aware that the present **Kanimbla** and **Manoora** are not the first RAN amphibious warfare vessels to bear those names, or to carry army detachments as part of their crews.

In 1997, the RACT Museum was closed and its display material relocated to Bandiana. Not all of the RACT material is on display at Bandiana, and much of it remains boxed in a warehouse in Gaza Ridge Barracks. During a recent review of this boxed material, an old photo album came to light. The album depicts equipment and operations of some RAE Watercraft and Port Operating units, but it was the photographs of two Landing Ships Infantry (LSI) that caught the attention of the author.

Depicted were the first HMA Ships to bear the names **Manoora** and **Kanimbla**. The ships were obviously of WW2 vintage and, as the captions identified, part of their crews included No 1 and No 3 Landing Ship Detachments, RAE. At the time the photos were taken, the ships were configured as Landing Ships Infantry and their army detachments were responsible for the operation of the Ships' derricks. An anecdotal account published in one history of HMAS **Manoora** suggests that the Army Landing Ship Detachments were created after the RAN requested Army assistance in the provision of skilled crew.

Further investigation revealed the story of the first **Kanimbla** and **Manoora** was well worth telling.



▲ HMAS **Kanimbla** as she is today and how she looked in 1945

THE OUTBREAK OF WAR

The **Kanimbla** and **Manoora** depicted in the photograph album both began life as passenger ferries owned by the Adelaide Steamship Company. Both ships were constructed in the 1930s (**Kanimbla** by a Belfast-based Company and **Manoora** by a Glasgow-based Company). They weighed about 10 000 tons and were capable of 18 knots.

The ships were used to ferry passengers around the Australian coastline. During winter, they plied the East Coast between Melbourne and Cairns while in summer, they operated between Melbourne and Fremantle. **Kanimbla** was the last passenger ship ever built for an Australian company.

Kanimbla and **Manoora** provided luxury accommodation for their first class passengers and contemporary photographs suggest that life aboard either of these ships on a cruise from Melbourne to Cairns would have been very pleasant for holders of First Class tickets. Passengers boarding both ships a few years later were not able to enjoy similar amenities.



▲ HMAS **Manoora** as she is today and how she looked in 1945

The construction of these ships had been subject to an agreement between the British Admiralty and UK shipbuilding firms. Both ships were built with decking capable of mounting naval armament in order that, in the event of war, they could be resumed by the Government, armed and pressed into service as auxiliary warships.

Accordingly, the Australian Government requisitioned both ships in 1939 for conversion to Armed Merchant Cruisers (AMC). As such, they were used to 'fill gaps' and perform those jobs that (supposedly) did not require the full capability of a warship. By so doing, they released purpose-designed warships for other tasks. German equivalents were used in the commerce-raiding role, and many readers will recall that it was one such ship (the **Kormoran**) that was responsible for the sinking of **HMAS Sydney**.

In their AMC role, **Kanimbla** and **Manoora** were equipped with 7 x 6" guns and 2 x 3" anti aircraft guns of WW1 vintage, 6 x 20mm cannon and 4 X MG as well as depth charges. Additionally, **Manoora** carried a 'Walrus' seaplane which, in the absence of a catapult, was lowered over the side by ship's derricks.



▲ HMAS **Manoora** as an AMC

OPERATIONS AS AMCS

Kanimbla was immediately loaned (with its Australian crew) to the Royal Navy, and served as **HMS Kanimbla** until her return to Australia on Christmas Day 1941. During her time in British

hands, she was attached to the Far Eastern Fleet and was engaged in intercepting Axis shipping fleeing to neutral ports following the outbreak of war, patrolling against German Commerce Raiders and on convoy escort duties.

Like her modern day namesake, **Kanimbla** also saw service in the Persian Gulf. In 1941, she took part in operations to neutralise German military influence in Iran and was involved in the capture of the port of Korranshahr. During this operation, **Kanimbla's** boarding parties captured five German and three Italian merchant vessels, and two Persian gunboats.

Kanimbla was eventually to capture 22 enemy ships during her career as an AMC.

When Japan entered the war, **Kanimbla** was returned to her Far Eastern station and was soon returned to the RAN. In 1942, along with **Manoora** she performed a number of patrolling and escort tasks in the SW Pacific area.

Meanwhile, HMAS **Manoora** had remained in RAN hands and was employed in SE Asian waters in similar roles to her sister ship. During the early days of the war, she captured three merchant ships and sank a fleeing Italian passenger vessel whose crew had first attempted to scuttle. (This was the first ship-to-ship gunfire engagement conducted by the RAN in WW2). In 1941, she escorted the 8 Div troop convoy to Singapore and was involved in the search for the German raider **Kormoran** (see above).

Manoora was in Singapore harbour (as was **Kanimbla**) when the first Japanese air raids struck the city. She left the harbour just in front of the British battleship **Prince of Wales** and the battlecruiser **Repulse**. In the absence of air cover, both of these warships were later destroyed by Japanese land-based bombers during their attempt to intercept the Japanese force landing troops on the North coast of Malaya.

Manoora was then employed escorting troop convoys between Calcutta and Rangoon before proceeding to Ceylon (modern day Sri Lanka) where she formed part of the escort for the return of 7 Div from the Middle East. More convoy escort duties in the Pacific followed before **Manoora** returned to Sydney and was decommissioned as an AMC in October 1942.

CONVERSION TO LSI

At this stage in the war, AMCs had outlived their usefulness; the Japanese advances had been blunted and the military turned its attention to how it was to regain territory lost in the preceding months. The RAN had almost no amphibious warfare capability at the time, and so set about remedying this shortcoming by establishing a school of Amphibious Warfare at Port Stephens. The establishment was named 'HMAS Assault' and accommodation was initially provided aboard the anchored **Westralia**, (another former AMC). Doctrine of the time divided control of the beaches between Army and Navy, and the so-called 'RAN Beach Commandos' were trained at HMAS Assault, as were operators of landing craft. (Unlike today, RAN personnel operated all landing craft that equipped Naval Landing Ships.)

In the meantime, work to convert **Kanimbla** and **Manoora** to LSI was commenced. **Manoora** was the first to be completed (Feb 1943), with **Kanimbla** following in April of that year. **Westralia** was also converted later in 1943. The conversion involved the installation of bunks and feeding facilities for embarked forces, the replacement of the AMC armament with improved AA armament and the introduction of a capability to embark 20 to 23 Landing Craft Vehicle and Personnel (LCVP) and two to three Landing Craft Motorised (LCM). Landing craft were carried in davits and on the top decks of the ships.

Troop carrying capacities were determined by the feeding systems installed during conversion. **Manoora** retained the British messing system and so limited troop capacity to 850, while **Kanimbla** used an American Cafeteria system and was able to embark up to 1250 troops. Notwithstanding these 'official' figures, it would appear that **Manoora** was to carry up to 1300 embarked troops during landing operations.



▲ LCVP (left) and LCM carried by Australian LSI

AIF LANDING SHIP DETACHMENTS

As described above, the Ships' crews included Army Landing Ship Detachments. These detachments were considerably larger than their modern counterparts and are described in some detail in one account of **Kanimbla's** history:

"HMAS **Kanimbla** had a unit of the AIF assigned to the ship known as the 3rd Australian Landing Ship Detachment, which comprised three Army Captains, two Lieutenants, two Warrant Officers, six Sergeants, five Corporals and eighty five Privates, a total of 103 men.

"The 3rd Landing Ship Detachment was recruited mainly from the Australian Armoured Division as with the change in the style and type of conflict from desert fighting to jungle warfare, the need for armoured units was gradually reducing, freeing men for employment elsewhere.... The Detachment gained its first work experience in a crash course around the wharves in Sydney, and the men were taught how to drive winches, how to act as hatch men, to stow cargo, to handle running gear, to tie various knots, and in short to do everything a stevedore could do except go slow."

While the Landing Ship Detachments didn't get much of the glory, their work was central to the mission of the LSIs. The Official History of the RAN's involvement in WW2 repeats a commendation made by the Commander of the Australian LSI flotilla following the excellent discharge rates achieved by **Manoora** during the Leyte landings:

"The whole operation of landing troops and cargo was performed to schedule. The cargo was discharged at a high rate, averaging 90 tons per hour, working three hatches into nothing larger than LCMs and LCVPs. This is considered the maximum possible, and great credit is due to the Landing Ship Detachment of the Australian Imperial Force...."

Other anecdotal accounts suggest that **Manoora** was the fastest ship to discharge her cargo in the entire US 7th Fleet. Landing Ship Detachments were part of 3 Australian Water Transport Gp, RAE.

OPERATIONS AS LSI

Allied forces were to be involved in a number of amphibious operations during 1944 and 1945. Early operations conducted around the Northern coast of New Guinea were supported chiefly by US Landing and Logistics assets, however **Manoora**, **Kanimbla** and **Westralia** were to operate in tandem supporting landings at Morotai, Hollandia, Borneo and in the Philippines (Leyte and Lingayen Gulf).

During these operations, the Australian LSIs were placed under the command of the US 7th Fleet and **Manoora** was the first LSI (or 'Attack Transport' as the American Navy designated such ships) to join that fleet.

◀ During the amphibious operations conducted by the 7th fleet, the Australian LSIs operated under the protection of a vast array of warships, but their crews were still exposed to risk. Landing craft personnel sometimes came under fire from Japanese who had survived the pre-landing bombardment, and the three ships were attacked by Japanese aircraft in Lingayen Gulf. On this occasion, most of the aircraft were shot down by US carrier-based fighters in a low-level dog fight, but one kamikaze pilot got through and his aircraft was only destroyed at the last minute by **Westralia's** gun crews.

Manoora also shot down an attacking Japanese aircraft while unloading in support of the Leyte Gulf landings. The attack caught the ship's crew by surprise, and the RAE Landing Det personnel were caught on deck, with landing craft suspended from derricks when the Kamikaze aircraft narrowly missed the ship after being hit by **Manoora's** anti-aircraft battery.

AFTER THE WAR

All of the Australian LSI were to survive the war. **Kanimbla** and **Manoora** were used to carry Australian elements of the BCOF to Japan and to repatriate Australian POWs formerly held by the Japanese. They were decommissioned by the Navy in 1949, and were refitted for their passenger ferry roles by the Australian Government in 1949 (**Manoora**) and 1950 (**Kanimbla**).

In 1959, **Kanimbla** was sold to a Japanese Company, renamed **Orient Queen** and continued in her passenger role. In 1973, she was resold for scrap and was broken up at Yokohama in 1974.

Adelaide Steamship Company disposed of **Manoora** in 1961. An Indonesian company used her as a passenger ferry until 1972, when she was sold for scrap to a Taiwanese company. She sank under tow 300 nautical miles west of Manila, not far from the site of some of her wartime exploits, while on her way to a breaker's yard.

POSTSCRIPT

There is an interesting postscript to the **Kanimbla's** story told by a former member of her crew, who happened to take passage aboard the ship during a voyage from New Zealand to Australia.⁵ At the time, **Kanimbla** had been sold and renamed **Orient Queen** and the ex-sailor – now passenger – had at one stage been one of **Kanimbla's** Coxswains.

Undeterred by a sign directing passengers of the **Orient Queen** away from the bridge area, the ex-RAN sailor thought he might revisit his old workplace. "I wandered up and stuck my head in the wheelhouse and was confronted by an Honourable Japanese gentleman with four rings on his sleeve. I said 'G'day' to which he replied in perfect English... I mentioned casually that I had done a turn or two at the wheel, to which he replied, 'You were in the Australian Navy perhaps?' I said, 'Yes, this was my home for a year or two'. He then said, 'Well, I never thought that I would become the skipper of a ship that I was trying to sink in wartime'. It transpired that the Japanese Captain of the **Orient Queen** had been the commander of a Japanese Navy submarine that had attempted to attack **Kanimbla** as she left the Leyte Gulf area in 1944.

Fortunately for **Kanimbla** and her crew (and the future employment prospects of the Japanese Captain), the Japanese Submariners were distracted from their task by two American destroyers that had detected their presence and launched a depth charge attack at the critical moment. ☺

- 1 Taken By Storm Eather & Galmes, HMAS Manoora Assoc, p.17.
- 2 Cry Havoc – HMS-HMAS Kanimbla Goes to War P. Sherman Self published Glen Waverley 1993 p95.
- 3 Australia in the War of 1939 – 1945. Royal Australian Navy 1942 -1945 Australian War Memorial p508
- 4 Eather and Galmes – op cit p17.
- 5 P. Sherman. Op Cit p.169.



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COLONEL R.K. MAIR
A BRIEF ACCOUNT OF A MILITARY CAREER

Most of our Corp's younger soldiers and NCOs have probably never heard of Colonel R.K. Mair, let alone met him. Those who belong to a slightly older generation will have memories of Colonel Mair as a Colonel Commandant and later as a frequent guest at significant Corps events.



A few will remember that it was Colonel Mair who donated the RACT Memorial Wall to the Corps, and others might recall his sharpness of intellect and incredible memory for names and people. For several years now, newly graduated RACT Officers receive their welcome to our Corps at the 'Mair Dinner' and the Colonel attended each of these dinners until the combined toll of age and injury made the journey from Melbourne impossible.

Colonel Mair has, over the years, made a significant contribution to the RACT and he is an important part of our Corps' story. For the benefit of those who have not had the good fortune to meet Colonel Mair, this article provides a brief description of a distinguished military career.

Robert Keane Mair joined the 1st Mobile Veterinary Section on 7th March 1939 and attained the rank of acting SGT in this unit. On 24th June 1940, he transferred to the Permanent Military Forces for continuous service with Australian Army Service Corps.

In Dec 1941 SGT R.K. Mair was commissioned and appointed ADJT HQ AASC, 1 Cav Div, and then ADJT HQ COMD AASC, 1 Aust Motor Div from where he transferred to the Australian Imperial Force on 11th August 1942. LT Mair was promoted to CAPT (temporary) whilst ADJT HQ Comd AASC 3 Aust Armd Div on 11th June 1943.

In 1944, he served with HQ Merauke Force and HQ 11 Aust Indep Inf Bde in New Guinea.

During the month of June 1945, in the northern sector of Bougainville, the Japanese were holding Bouli plantation in strength. In an attempt to outflank them by movement from the sea, a company from the 31/51st BN landed at Porton plantation. At 4.00am on 8 June, the second wave of landing craft stuck on the reef about seventy-five metres offshore. The landing party penetrated into the plantation but met withering fire, which prevented the unloading of stores. CAPT Mair was one of the forward observation officers who brought down supporting fire from naval guns.

During the night, attempts were made to rescue the men from the stranded barges. The next day and night were spent in counter-attacks and with ammunition low, the 42nd landing Craft Company were sent in daylight to withdraw the remaining men. They succeeded rescuing sixty men. On 10 June, under cover of heavy bombing, craft made the beach and during the night the withdrawal was completed.

CAPT Mair, while commanding a landing barge, prevented a disaster by actioning a swift withdrawal. He realised the supposed covering fire was, in fact, Japanese, as each 5th round was a tracer. In an attempt to rescue the stranded landing party, CAPT Mair took a FBE (Folding Boat Equipment) and managed to rescue twelve wounded men. He also duckdived and collected the dogtags from those already lost. CAPT Mair was also wounded. He sustained three pieces of shrapnel in his spine and medical staff decided that it was too risky to remove them.

CAPT Mair returned to Australia as ADJT of HQ 1 Res Sup Dep then Deputy Asst Director of Tpt with HQ Estn Comd. He also attended a six-month course at the Aust Army Staff College and was awarded the post nominal "psc".

On 14 February 1946, his service was recognised and CAPT Mair was awarded the MBE.

On 1 July 1947 CAPT Mair transferred to the Interim Army. He was then posted to the RAASC School an instructor and was promoted to Major on 15 December 1947. From January 1953 until January 1958, MAJ Mair was posted to Army HQ Melb where, on 1 May 1954, he was appointed LTCOL.

On 4 July 1958, LTCOL Mair entered the United States Army Command and General Staff College at Fort Leavenworth and upon return to Australia in 1960, he was appointed as Commanding Officer and Chief Instructor at the RAASC Centre, Puckapunyal. In January 1961 LTCOL Mair was posted to Army HQ Canberra as Assistant Director of Supply and Transport.

During 1963, the ossification in his spine broke and closed on the nerves. He was termed medically unfit and was discharged on 19 March 1963. (The shrapnel that caused this injury was removed a year later).

COL Mair retained his link with the Army through the RAASC Officers' Association. He assisted Sir John Allison on the Allison report to bring military pay up to the level of civilian pay. On 18 March 1979 he was appointed Representative Colonel Commandment of the RACT for two years, and as Colonel Commandant 3rd & 6th Military Districts for four years.

Following these appointments, Colonel Mair retained his links with our Corps and it was these links that were to reunite the Colonel with a long lost item of personal property. Upon return to duty after convalescence, Colonel Mair was temporarily posted to a personnel depot. While there, his belongings were rifled and his dog tags stolen. In 1992, LT Gary Waddell (an RACT Officer) was perusing a catalogue of items being offered for sale by a collector. Among those items were a set of dog tags – the same set that had been stolen 47 years earlier. These tags and their story are now on display at the Army Museum, Bandiana.

► COL Mair (right) at the rededication of the RACT Memorial wall at Bandiana in 1998 following its relocation from Puckapunyal



Colonel Mair now resides at an aged care home in Melbourne. While not quite as active as he'd like to be, he still keeps an eye on 'his' Corps. He receives copies of this magazine and the Army Newspaper and is often visited by those who know him well and share an admiration for his achievements. ●

VALE BRIG BARR



Ian Barr enlisted in the CMF in 1939. In 1942, he was commissioned Lieutenant in the AIF and served with the Australian Army Service Corps as a transport platoon commander. In 1948, when the CMF was re-raised, he joined 6 Tpt Coy as a Lieutenant and was promoted Major in 1952.

He continued to progress through the ranks in a variety of staff appointments until promoted Colonel, at which point he commanded staff training units in Perth and Adelaide. In 1972 he was promoted Brigadier and commanded 9 Task Force until his retirement in 1975. Brig Barr was Col Comdt, RACT, Central Region from 1976 to 1983

and commanded 9 Task Force until his retirement in 1975. Brig Barr was Col Comdt, RACT, Central Region from 1976 to 1983

AN EDITED EULOGY
Delivered by Brigadier E B J Wayland AM RFD ED on 7 February 2003.

The word 'mate' is much used in the Australian idiom but it is one that has a very special meaning for those who have served in the Armed Forces. A mate in the Army is much more than a friend. For us, it is a word redolent with shared hardships, shared tragedies, shared laughter and shared experiences.

At this service today are many, many, mates of Brigadier Ian Barr – and this afternoon I have the privilege of presenting this short memorial of Ian Barr – the soldier – on their behalf.

Ian had a remarkable military career. He joined the CMF in 1939 and was then enlisted into the AIF in July 1942. Having served in the ranks as a Corporal and Sergeant, he was commissioned as a Lieutenant on Australia Day 1942 and served with the AIF through the war years until August 1946.

He then transferred back to the CMF and, in his subsequent 30 years of continuous service, he was promoted to Captain, Major, Lt Col, Colonel and finally to Brigadier, in which rank he retired in August 1975. He was then the Commander of 9 Brigade or 9 Task Force, as it was then known.

My first impression of Ian when I met him in the Karrakatta Barracks Officers Mess was that, for a red tabbed Colonel, he was

a thoroughly nice bloke. That impression changed just a wee bit six months later when he failed me on my first logistics test. Although he didn't actually say it, I got the distinct impression that he thought I was a precocious young cavalry officer who warranted a bit of fatherly advice.

Perhaps this was because I tried to explain my lack of knowledge of logistics by telling him that to my mind the Armoured Corps was all about consuming logistics – not managing them!

Over the last several days we have been doing a lot of reminiscing about our service with Ian, and it's amazing how the same words and phrases kept being repeated as we sought to remember him in the way that the Army does these things.

- Phrases like
- "A good mate" – which is perhaps the most eloquent Army accolade of all
 - "Always smiling" and, as an afterthought, "yes, and still smiling even when he was kicking your backside"
 - A true lover of life and a beer
 - A lover of military traditions
 - A Mess raconteur extraordinaire
 - And as an officer – a careful thinker and a diligent analyst, one who never made a decision until he had thought through every consideration
 - A commander who commanded – and would not brook any breach once his orders had been given.
 - A commander of steely resolve – a determination to achieve his objectives
 - A fair man and a man of integrity

And perhaps the key word that kept popping up in conversation

- A gentleman – and, if he is listening, I think that he would appreciate that tribute more than any other.

Ian, of course, simply loved the Army. He thrived on it. It was a vital part of his life. He enjoyed the camaraderie, he loved the challenge and he loved his Corps – the Royal Australian Corps of Transport.

One of his greatest joys followed shortly after his retirement – his appointment in 1976 as the Colonel Commandant for South Australia of the Royal Australian Corps of Transport in which honorary capacity he served until 1983.

And then, not content with all of this, he decided to devote his considerable energies to the Naval Military & Air Force Club where his services on the Committee were rewarded in 1991 when he was elected as the Club President.

So, we his Army mates take our leave of Ian today – with sadness, but also with a sense of joy – recognising as we do that, at the age of 82, he is leaving behind a lifetime of wonderful memories in the service. ●

VALE WO2 RALPH SMITHSON

Ralph recently passed away in Kempsey hospital after a long battle with illness. He was well known in the Newcastle area, having served in that region during a career in the Reserve that began with his enlistment into 3 Company RAASC on 29th August 1964.

Following discharge in 1969 and re-enlistment in the CMF in 1970, Ralph became a member of the Medical Corps, but transferred to the RACT in September 1991 and, since 1993, was posted as a Transport Supervisor to 101 Const Sqn and later to 8 CER in the same role.

Ralph ran a number of driver courses for other units in the Adamstown area, and became recognised for his willingness to assist others with this type of training and for his professional and competent approach to the conduct of driver courses. He was a popular member of 8 CER, well known for his approachability, his sense of humour and his ability to spin a yarn; qualities that he put to good use during his stewardship of the 8 CER unit newsletter.

A funeral service for WO2 Ralph Smithson was conducted at Port Macquarie on Tuesday 19 Aug. His wife, Suzanne, survives him. ●

RACT 30TH BIRTHDAY CELEBRATIONS IN SOUTH AUSTRALIA

Words: LT Tara Tadiar

The 30th Birthday of Royal Australian Corps of Transport was celebrated by a commemorative parade at Keswick Barracks on 31 May 2003. South Australian ARA and GRES personnel from 9 CSSB (Warradale and Pt. Lincoln), JMCO Adelaide, RTC-SA, 10/27 RSAR, 16 AD Regt, AUR, 48 Fd Bty and 9 CSR (formerly 144 Sigs Sqn) took part, and were joined on the parade ground by ex-RACT members. With the feared rain not materialising, it was under broad sunshine that a sizable contingent of family and friends of the RACT watched on.

South Australia was privileged to bear the Corps Banner during the parade that was held a day before the Corps' actual birthday. Leading the parade was Parade Commander MAJ Brad Flaherty (OC 8 Tpt Sqn, 9 CSSB), with other appointments: Parade 2IC, CAPT Joanna Pope (2IC JMCO Adelaide); Parade Sergeant Major, WO2 Paul Golding (RTC-SA); Banner Ensign, LT Tara Tadiar (Tp COMD 89 Tp, 9 CSSB). The Adelaide Universities Regiment Pipes and Drums provided their usual high quality support.

A United Drumhead Service was included in the parade, whereby the Padre, Chaplain Inches-Ogden, blessed the Corps Banner as it was laid across the drumhead. During these services, ex-RACT members participated in the parade, forming adjacent to the 70 personnel guard. After a March-past and an Advance in Review Order, the parade culminated in a Feu-de-Joie, to the covered ears of spectators.

The reviewing officer was COL Tim Hanna (Director of APA Adelaide former CO 9 CSSB and RACT), who, after addressing the parade, presented a Certificate of Appreciation to PTE Steve Bott (retired) for 22 years of service to the RACT. During his address, COL Hanna commended those participating in the parade for its excellent execution, especially given the short



amount of time available for rehearsal. Thanks go to the dedicated efforts of WO2 Golding (8 Tpt Sqn) and WO2 Bob Hart (9 CSSB) for playing a large part in this success.

After the parade, participants and spectators gathered for a well-earned barbecue. Following the sausages, there was a cake-cutting ceremony and a toast to the Corps. During this time, members of different units were able to share stories (most of them true), mingle with family and friends, and relive the experience of 30 years of RACT tradition.

Later that evening, officers and senior NCOs attended a mixed dinner at the Keswick Barracks Sergeants' Mess. The dinner was organised successfully by JMCO Adelaide, particularly SGT David Irving. WO1 C. J. Holmes, OAM RSM RTC-SA was Dining President, and gave an 'off the cuff' speech instilling in junior officers and sergeants the traditions and history embodied by the Corps.

Whilst sipping on agreeably smooth port, diners listened to LTCOL Andrew Gillespie (CO 9 CSSB) speaking on his experiences as the Deputy Commander and Chief of Staff of OP BEL ISI II in Bougainville. LTCOL Gillespie made particular note of several other RACT members who were appointed to senior positions in Bougainville. His anecdotes were both enlightening and entertaining and confirmed that being equal to the task personifies the RACT ethos.

In all, the anniversary of the RACT was celebrated in style. Considering the high operational tasking of RACT members, it was a good opportunity to reflect for one day on the achievements of individuals and of the Corps over the past 30 years. The day served as a focus for junior, and not so junior, members of the RACT to take pride in their Corps, and look forward to the future. ☼

LAST VIETNAM VETERAN AIR DISPATCHER RETIRES



Warrant Officer Class Two John Whittaker enlisted into the Army on the 27th January 1967. On completion of recruit training and Corps training at the RAASC Detachment at Bonegilla was posted to 40 Air Dispatch Platoon, 1st Army Air Supply Organisation located at Wallgrove.

In 1968, he toured South Vietnam with Detachment 176 Air Dispatch Coy. On his return in 1969, he was posted to 186 Air Dispatch Coy. In 1979, WO2 Whittaker elected discharge. He re-enlisted in 1983 and went to Albury where he joined Albury Transport Unit.

Since re-enlisting he has been posted to: Air Movements Training and Development Unit, 88 Transport Platoon, 18 Transport Squadron, 1st Recruit Training Battalion, 176 Air

Dispatch Squadron, Headquarters 10th Terminal Regiment, 10th Terminal Regiment Workshops, Reinforcement Holding Company, Headquarters Logistic Support Force, Headquarters 1st Movement Control Group (JMCC). He is currently posted as the SSM to 110th Signal Squadron.

WO2 Whittaker has seen active service in South Vietnam from 14th November 1969 – 15th November 1969 and East Timor from 10th October 1999 – 13th January 2000.

He has been awarded:

- Vietnam Campaign Medal – 1969
- South Vietnam Star – 1969
- Defence Force Service Medal – 1986
- Australian Active Service Medal 1945/1975 – 1989
- First Clasp, Defence Force Service Medal – 1991
- Second Clasp, Defence Force Service Medal – 1996
- INTERFET Medal – 2000
- Australian Active Service Medal, Clasp, Timor – 2000
- Third Clasp, Defence Force Service Medal – 2001

WO2 Whittaker has elected discharge in September 2004 and he and his wife Junita will retire in Bundaberg QLD.

WO2 Whittaker would like to thank some RACT members – both past and present – who have had an influence on his long career of 34 odd years:

"WO1 John Liston (retired), WO1 Curly Nelson (retired), WO1 Bob Hutton (retired) WO1 Graham Hay (retired) WO1 Clem Russell RAINF (retired), SGT Harry King (retired), WO1 Peter Kelly, WO1 Ken Golden and most of all WO1 Greg Oakley. Thanks to you all for the boots-in-the-bum 'guidance' and your support over my long military journey. To those I have met along the path, thanks for the memories and the headaches and good soldering to you all."

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Words: Lt Paul Kretschman, TOCO

Tpt Pl 3 RAR (Para)

It's been another busy year for Tpt Pl 3 RAR. Following the successful tour of EM as AUSBATT 6, this year's focus has been on re-building the Parachute Battalion Group capability.

First order of business for the year was to qualify the platoon members as the custodians of the famed "DZ Bikes." The DTOs ran an effective and thorough course but were at a loss to explain how competency IT5 – "Operate an ATV in an environment of frivolity" – was added to the TMP.



Following this, members from the Rifle Coys and Spt Coy were put through the course to train on what is traditionally an unpopular and difficult course (see above). Another Sydney-based Bn (which

shall remain nameless) joined us for the courses, bringing their brand new Polaris ATVs, so named because, like their namesake, they are a weapon of mass destruction. They proved a true ATV, negotiating all sorts of terrain such as into trees, over cliffs and into several subsequent AC626s. Rover, 6x6 and Unimog courses followed, rounding out the Bn's pool of drivers in what were (thankfully) uneventful courses.

From here, it was straight into support for various Rifle Coy exercises, with platoon members deploying to such well know AJ tourist destinations as Singleton, Goulburn, Majura and reliable old Holsworthy Range. Exercise Arnhem was the first opportunity for the Platoon practice its Air Dispatch role. The Platoon deployed to RAAF Richmond to conduct all the rigging required for the PCG with the A Fd Bty guns courtesy of 176. As well as getting the Pl away from its usual haunt for a week, it provided some much needed AD currency for all ranks. Members of the platoon also jumped in with the B Coy CSS Det for DZ clearance and support.

The other significant event early in the year was the Pl coming to grips with the beast that is the 3 BDE UAAC check. "It's like walking into a transport yard 15 years ago," was the starting point from our assessors, but the Pl was quick to make itself compliant.

The focus of the Pl for the rest of the year will be around Bn support for Croc 03 with the annual road pilgrimage up north, and an intimate view of Shoalwater Bay from 1000ft for a lucky few. Support continues for lead-up training for Croc 03 as does the endless demands for, "I need a fast car tomorrow". Other activities include members deploying to Tully later in the year, adventure training in the Blue Mountains, parachuting and Air Dispatch currency training and the end of year suite of drivers' courses. ●

9TH FORCE SUPPORT BATTALION (9 FSB)

It has been another busy year for the transport elements of 9 FSB. Without stealing the thunder of our Sub-Units, I will briefly outline what they have been involved in this year.

26 Tpt Sqn have provided support to the AACAP 03 task and are planning to deploy on Predators Gallop and Croc 03. They have conducted IMT's in North Queensland and have re-raised 87 Tp.

176 AD have had members deployed to the Middle East, while at home planning is still underway for Pelican's Roost, Predators Gallop and Croc 03.

Down at 15 Tpt Sqn, a complete change of depo has seen the Truckies inherit a state of the art transport yard on the outskirts of Bendigo. The Sqn's main focus this year has been putting their trucks under the trees in the fantastic training area out the back of the new compound and familiarising new members with truckie procedures.

Here at the HQ, the transport section continues to have the cleanest and most highly polished vehicles ever seen in the Army. Although tasking hasn't been hectic, the new tpt supervisor SGT Foster manages to keep himself and the soldiers quite busy through the year with training on the new Scania and continued assistance to the sub-units for instructor support.

Leading into the second half of 2003 will see the truckies focusing on the 9 FSB CPX, support to Exercises Croc and Predators Gallop 03 and the continued requirement to provide the land Army with distribution support to meet individual unit training requirements.

FROM THE TRUCKIE 2IC – MAJ BOB DAVIS

I must say it was a bit of a culture shock arriving back the Randwick headquarters.

My first experience was in 1981 as OPSO when it was a CAPT's job. 9 Tpt Regt commanded three Tpt Sqn's. 18 Tpt Sqn had the Reo's and 26 Tpt Sqn had just got the Macks and were doing trials up the Stuart Highway with a Mack pulling one to three 40ft trailers. CAPT Gerry Smith advised that the third trailer was a bit "hairy" but the concept worked. (Can't do it now, of course.) We also had 3 Tpt Sqn GRES out at Padstow.

My second posting to Randwick was again as OPSO (now MAJ) and commenced in 1992. 9 Tpt Regt commanded 8 Tpt Sqn (Adelaide and Port Lincoln), 15 Tpt Sqn and 26 Tpt Sqn. During 1994, 176 AD Sqn was also placed under command.

We had some fantastic tasks during that time including running a staging area at Tennant Creek for 3 months for K92, moving 2 Cav to Darwin and a Regt task of moving 2,000 tonne of ammo from Wallangarra to Denman to road and air drop. The tipper drivers also got involved in supporting the construction of RAAF Sherger on Cape York.

2002 and I'm back as 2IC 9FSB. My first shock was the experience of "multiculturalism" in having a RAEME CO. "9" was no longer just transport.

For the uninitiated, 9FSB is comprised of Deployed Forces Cash Office (Enoggera), Ships Army Departments on Tobruk, Manoora and Kanimbla, 1 Petroleum Coy (Oakleigh, Vic), 3 Recovery Coy (Dandenong, Vic), 15 Tpt Sqn (Bendigo, Horsham), 26 Tpt Sqn (Puckapunyal, Moorebank), 176 AD Sqn (Richmond) and Log Spt Sqn incorporated within HQ.

Personnel within 9FSB come from 10 x Corps, 112 x ECN's and are found in 10 locations across three States and a even a couple of oceans. True to our motto – Ubiquitous – we are indeed "everywhere." ●



Words: LT C L Brooker

5th Aviation Regiment Transport Troop



in a diverse number of situations due to the high operational tempo of the unit. Also attached to the troop, for three months, is CPL Perry Winn from the RAAF.

Despite the small number of personnel in the troop, a great deal of training has been completed in the last six months. This includes TPU, Unimog, 6x6 and Crane driver courses, four Mack Fleetliner courses and two 8T Trailer courses. These courses have had to be massaged in around regiment exercises, and deployments to East Timor and Iraq. The new training cell hopes to double this number of courses in the next six months. The troop is now focussed on gearing up for the regiment shake-out in July for 3 BDE CATA.

LIFE AT 5 AVN TRANSPORT (BY PTE ASH LUCAS)

The drivers in our troop consist of Senior Digger Aaron (Muzza) Murray, Paul (VB) Vorbach, Cory (Baz) Bastian, Brad (Mully) Mull, Kane (Jonesy) Jones, Kris (Lippy) Phillips and myself. The troop has had several personnel doing courses this year already, building up codes and experience in the many variants contained in the yard.

The troop is very young and is taking full advantage of the wisdom being passed down from the CPL's and senior diggers around the troop. Sgt Dave (Barney) Miller has worked wonders getting us squared away with our vehicle operation and honing our bush skills. Our troop is progressing nicely and with always high moral around the place should continue to do a great job in supporting the regiment. ●

The 5th Aviation Regiment transport yard currently contains 302 vehicles of all variants and is one of the largest transport yards in the Australian Army. The newly named Logistic Support Squadron (LSS) controls the movement of all these vehicles. Thankfully, the LSS transport troop does not have to non-tech them all as that is an individual squadron responsibility.

Due to the large number of vehicles 5th AVN REGT has available, LSS often finds that transport support is requested not just for Regiment activities, but in fact across the entire spectrum of 3 Brigade, as well as some liaison with the RAAF.

The LSS Transport Troop consists of 15 personnel, including LT Cassie Brooker as Transport Officer and acting OPSO for LSS. SGT Dave Miller, the transport supervisor, controls the day-to-day running of the troop and has implemented many changes since his arrival to create a more efficient working area. There is also CPL Pete Kane, pushing paper as the 381. These three personnel also make up the newly instated training cell, which will run all driver training for the regiment.

The troop also has four CPL's or senior soldiers acting as squadron representatives to assist the flying squadrons with their transport requirements and vehicle paperwork. The rest of the troop consists of a further eight drivers, who find themselves

15 Transport Squadron

Since our last contribution to Par Oneri, a great many things have happened! After years of travelling to Horsham and Bendigo from Mt Gambier, Officer Commanding, Major Mark Bartetzko elected to retire to the Inactive Reserve List. Moving on up from 3 Recovery Company, Major Rick Rickard has assumed command of the Squadron, bringing with him a lifetime of both RAEME and general logistics experience. Needless to say, his first priority was to flesh out the squadron's RAEME elms; arguably part of the CO 9 FSB's RAEME corporate takeover...? Arte et Marte indeed!

CAPT Kris Basile assumed command of 14 Troop in Bendigo, while CAPT Graeme Cox has taken over the reigns of 128 Troop in Horsham. SGT Greg Dalmayer left the Squadron after many years in Horsham, onto the brighter [sic] pastures of 8/7 RVR Ballarat. WO2 Bill Wilton has elected discharge (gulp!) and is transferring to the GRes in July 03 as the SSM. Surprising the lengths one will go to, to get one's own office!

Squadron Training has been centred on AIRN, Military Skills, Trucks under Trees and Licence Codes. The Squadron has been fortunate enough to be actively involved in a wide range of activities, often tying in with 26 Tpt Sqn tasking, which has provided countless opportunities for our GRes members to work in the full-time environment. Activities have included AACAP 2002 and 2003, Exercises, DACC tasks, Bushfire fighting, Engineering Works and a host of drivers' courses.

With HQ LSF's focus on recruiting, our favourite Tankie Sergeant, Paul Howarth has risen to the challenge, and has done an absolutely sterling job in what can only be previously described as a "dormant" area, his dedication resulting in 23 new enlistees in the past 12 months.

One of the late 2002 highlights was the Squadron's Annual Regimental Dinner at Horsham. As part of the festivities, the

outgoing Officer Commanding was formally farewelled, and presented the unit with a stunning pair of Mack Bulldogs – one for each depot. The dinner was catered for by our very own CPL Cook, Mick Mallows, and the table service was provided by a bunch a highly enthusiastic Bendigo-based Navy and Army Cadets, under the very watchful eye of SGT Heather Petering.

At the dinner, a number of presentations were made. PTE Adam Howman was presented with an Officer Commanding's Commendation and then promoted to LCPL. LCPL Anthony Murphy was awarded the inaugural C.J. ANSTEY, CSC Award for Outstanding Leadership and PTE Tim Hughan was announced as the Squadron's Driver of the Year. PTE Michelle Wilton received the Soldier of the Year for her outstanding efforts as the Unit Pay Representative and newcomer PTE Shay Curtis' stand-out performances at an array of sporting and physical ventures was recognised with her being named as the unit's Sportsperson of the Year. One of her most notable achievements was her being voted as the most valuable player at the ADF Netball National Carnival in Sydney, and selection in the ADF All-Star's Team. Well done!

With the ever-increasing tempo and way of things to come, the OC believes that not only will attendances continue to increase, but we will return to our former glory and length in terms of articles for this fine publication.

And in closing, on a more personal note, heartiest congratulations are in order for CPL Paul Farrington for finally succumbing to Nicole's charms and tying the knot, and also to our Chief Clerk, SGT Bernie Parker, for his engagement to Katrina and PTE Shay Curtis for her engagement to Adam. We wish all couples the best of everything that married life can bring.

PAR ONERI ●



Words: Lt Meagan Whalen

26 Transport Squadron

26 Tpt Sqn has had yet another busy year. On average the Sqn spends approx four months per year on the road transporting ADF units across the nation. So far this year the Sqn has provided support to all three services and all Army Commands. This article outlines the recent and future deployments the Sqn has and will participate in this year.

26 Tpt Sqn's first deployment was the provision of heavy lift to 17 Const Regt from Sydney to Townsville in support AACAP 03, before the Navy shipped them across to Palm Island. This activity was two fold for us, as it was also the major Sqn deployment for the year, testing our SOPs and affording the new members of the Sqn an opportunity to confirm their current level of training.

Whilst waiting to redeploy from Townsville back to Sydney and Puckapunyal, 26 Tpt Sqn conducted Exercise Triumphant Digger at Cowley Beach Training Area. This exercise had the soldiers leaving their trucks, spanners, ladles and pens behind and once again donning on their war gear to pit their Corps Infantry skills against a determined enemy.

The Sqn is now conducting deployment training in preparation for support to 3 Brigade's Combined Arms Training Activity (CATA03), Exercise Predators Gallop 03, Exercise Crocodile 03 and the redeployment of 17 Const Regt for AACAP 03. This will see the Sqn on the road for approximately three months.

At the completion of these exercises the Sqn will conduct Adventure Training and then commence the stand down period ready for another busy year in 2004, providing third line road transport to the ADF.

RE-RAISING OF 87 TPT TP BY WO2 JIM LAKEY

On 30 November 1989, 87 Tpt Tp was officially struck from the Order of Battle, a parade marked this occasion putting a close to

the rich history of the Troop which included a tour to Vietnam. 13 years on the Troop was resurrected and once again will provide third line road transport to the ADF. 30 November 2002 was the date chosen to officially re-raise 87 Tpt Tp, with a parade held to mark the significant event as they did in 1989.

The parade was conducted on the Tobruk Barracks Parade Ground in Puckapunyal. It attracted many distinguished guests including the Reviewing Officer MAJGEN David Ferguson, a former OC 26 Tpt Sqn, BRIG Doug Tyers, Commander Logistic Support Force and LTCOL Andy Condon, CO 9 Force Support Battalion.

Special guests on the day were many members of the 87 Troop Association, including 'olds and bolds' who had served with the troop in Vietnam. These supporters travelled from all corners of the country to celebrate this event and show their support to the new troop members.

The first Troop Commander for the new 87 Tpt Tp was LT Meagan Whalen and the Troop Sergeant was SGT Kim Harris. During the parade OC 26 Tpt Tp Major Damon Howes was promoted to LTCOL and SSM 26 Tpt Tp WO2 John Frazer was promoted to WO1.

87 Tpt Tp significantly increases 26 Tpt Sqn's capability. The Troop was re-raised with four cargo sections and one bulk liquid section. 87 Tpt Tp mirrors 86 Tpt Tp with the only difference being the variant of truck. 86 Tpt Tp operates the Mack Fleetliner and 87 Tpt Tp will eventually have all Mack R Series, providing 26 Tpt Sqn with both a line-haul style troop and an off road "GS" troop.

The celebrations after the parade continued at the Camel Club where old acquaintances were renewed and the new members of 87 Tpt Tp were welcomed into the 87 Troop Association. ●

Words: LCPL Bradshaw

2ND CAVALRY REGIMENT TRANSPORT TROOP

In the past 18 months here at 2 CAV REGT, we've seen many great soldiers come and go; however, the present team is "equal to the task" to say the least.

At the beginning of 2002, we greeted two new section commanders: CPL Fidler from 1CSSB and CPL Clark from JALO, who had no problems with the change. WO2 Cook took over the role of TPT SPV. No more than a few hours later, WO2 Cook and three of his soldiers were informed of the requirement for their presence on OP RELEX (four months). Several rotations of our soldiers occurred throughout the beginning of the year; however, manning in the regiment remained strong.

While some of the boys were out on the ocean, the rest of the

guys back at the regiment had to deal with the ongoing daily tasking as well as supporting the smaller Sqn exercises. Before we knew it, it was the middle of the year and the major exercises (Predators Gallop, Keldie Cup and Flashing Sabre) were upon us.

As we arrived in Rockhampton, we were greeted by two brand new soldiers - PTE's Avery & McTighe - straight off the plane from the school of transport. WELCOME.

All three of the regiment exercises were conducted in Shoal Water Bay Training Area over an eight-week period, which gave all newcomers to the regiment a chance to experience how the truckies in 2 CAV REGT operate.

On return to the barracks, the boys enjoyed a well earned week standdown, after which they returned to work refreshed and ready for life back in the barracks. Before we knew it, the end of the year was upon us and posting time had arrived. So, once again, we had to say goodbye to some great friends and soldiers. We wish them well on whatever path they choose for their future career.

POSTED OUT
SGT GOWELL
CPL INGATE
CPL VALLADERES
LCPL SMITH
PTE AIPLE
PTE SCHNIDER
PTE USHER
PTE WALMSLEY

POSTED IN
SGT BULLPITT
PTE DICKENS
PTE MANNING
PTE GARDNER
PTE PAGE

DISCHARGED
PTE HARTWELL
PTE OSWALD

2003 is here and this year we have hit the ground running with back to back C2, MR2, 4, HR2, 4 courses, SQN/ REGT Ex's. Things could not be better. There is the prospect of Operational Deployments in future and spirits are high with anticipation. ●

Words: Major Mark Thorpe, OC, 10 TPT COY, 13 CSSB

10 Transport Company

Hello from the members of 10 Transport Company, 13 CSSB, in Perth. We are located in Helena Valley which is about 25 kms east of Perth (and Irwin Barracks) which is the home of 13 BDE and 13 CSSB.

The COY is the only Army unit to the east of Perth and we are out here on our lonesome - which has both advantages and disadvantages.

Helena Valley (also known as Bushmead) has a total area of approximately 285Ha, of which we are able to use most of it for our training. We are fortunate to have purpose built facilities, built in the mid 1980s and they've been improved on over the years. This includes secure parking for our vehicles, wash point, RAEME workshop, Q-store and office space.

We have a variety of vehicles in use at the moment, including the Hino and the Scania.

2002/2003 has been a very busy year for the COY. Like most GRes units our numbers are down, but the workload is still there. The soldiers work very hard, and a significant number of them complete over 100 ARTD per year.

We started the year with some recovery training, one of those skills that are important but we never seem to get time to practice, until too late. We have a dam and some very accommodating loose sand in the area and these were put to good effect during the training. A number of vehicles, and personnel, got wet while practicing obstacle crossings and team activities.

This was followed in August with our annual courses camp. During the 16 day period we were able to qualify all course members on all 6 x 6 variants, 20t and 8t trailers, and the cranes in use in our current fleet.

The following month we went to the south west of W.A. to a water catchment area that provided perfect training for both water crossings and recovery training. Unfortunately, most of the time was spent in recovering the vehicles. The water level was higher than that encountered on the recon and presented some unique challenges. A couple of our SGTs thought they were submariners at one stage. RAEME were present with their MRV and had to pull out more than one vehicle that was unable to self recover.

Our next undertaking was to support 13 FD SQN in the deployment of their MGB, which we lifted and tested for them, while some of the COY members were on CSSTs in support of XLH and 11/28 RWAR field training activities.

We finished 2002 with a driver training weekend to Geraldton and back, about 500 kms each way. A good way to finish the year

by giving both vehicles and drivers a good run before the Christmas stand down period.

The New Year was started with a maintenance weekend, to get the cobwebs out of the system, and a cross country driver training weekend, including blackout driving, with some NINOX familiarization. This was followed by a BN range practice.

In March we deployed to Muchea to practice vehicle nav through unfamiliar terrain, and brush up on our DP skills and our MT ambush drills. Both have been let slide over the years. The MT ambush drills were an interesting exercise in command and control for the section commanders.

To brush up on convoy skills another driving weekend was planned for April. The drivers covered about 1200kms during the weekend, and some spent a wet and cold night recovering one of their mates who'd taken a wrong turn and bogged his Mack off the track in a ditch. It cost him a couple of beers at the end of the activity.

In May we practiced night driving skills (under blackouts) along an interesting and winding route through the hills and then went to John Forrest National Park and confirmed the skills with a drive through a disused railway tunnel and over a couple of wooden bridges that were marginally wider than the vehicles. Good for increasing the blood pressure.

Our main effort in June has been celebrating the Corps 30th Birthday. At the beginning of the month, we had a presentation on the History of the RACT, which was followed by our COL COMDT, Frank McGrath, talking to the COY before the birthday cake was cut and washed down with some refreshing ales.

We conducted a very successful parade on 22 June to celebrate the birthday. The parade was reviewed by COL Frank McGrath with CO 13 CSSB, LTCOL Phillip Draber, as the host officer. 10 TPT COY sponsor two cadet units and a good contingent of cadets from both units joined us on the parade. They are very keen and frequently take the opportunity to work with us during training and activities. We were looked on favourably from above as it poured most of the day before the parade, stopped during the parade, then came down again after we had retired to the Canteen. We had a very good turn out of friends, family and past unit members watch the parade. I would like to commend all who were on the parade for a job very well done.

The circle has turned and we are now preparing to conduct our courses camp for 2003 - Mack, trailers and motorcycle courses.

I would like to wish everyone the very best and good soldiering for the years ahead. This is my third and final year with the COY and I will be sad to move on. They are a very energetic team who face whatever is thrown at them with enthusiasm and skill. ●

16th Air Defence Regiment Transport

16th Air Defence Regiment provides Ground Based Air Defence to manoeuvre and static assets in order to defeat the use of hostile air operations against Australia and its interests.

Transport support within the Regiment is broken into three working groups: RHQ/Spt Bty, 110 Bty (Rapier) and 111 Bty (RBS-70). The transport manning consists of one warrant officer, one sergeant, five corporals, one lance corporal and four diggers.

The last year has been quite hectic with driver training, deployments, exercises and a fleet of 200 vehicles and trailers to manage. With the new SED recently implemented, there are still more vehicles to be issued - yes, we really are busy.

Driver training constitutes the largest part of what we do because the overwhelming part of the fleet is self-drive. We conduct a couple of Land Rover and Unimog driver courses each

year, while Mack driver training for RACT and RAA members is done with 9 CSSB.

The main exercise areas are Woomera and Cultana (South Australia), although we also often exercise throughout the North and in NSW. Wherever we go, it's always a long drive from Adelaide. Live firings are conducted at Woomera. It's not safe to fly around us if you are the enemy. (One flash they're ash)

Our battle brothers have been busy keeping watch in the Gulf with our Navy brethren, bolstering the SAD. We thank the SAD for the support they gave our guys in far away places. This stretched our line of resupply for the tired Mog fleet with a few trips to Sydney Town and Bandiana for stores.

We would like to say a fond farewell to Sgt David Bleakley and Cpl Douglas Pullen who have both retired after twenty years service. ●





Words: by 2LT Shannon Farrington 2 Pl

2nd/5th Transport Company



The new year has brought many challenges and rewards to Transport Company, 7th Combat Service Support Battalion. Being the champion company in the Battalion Swimming Carnival saw us begin 2003 in fine form. Battalion IMTs were next in the year's activities. Transport Company never misses a chance to get out there and practise the 'art' of being a grunt for a week or two.

The IMT period culminated in a MOUT phase, which gave us an opportunity to either, be mischievous civilians in a troubled nation, or heroic Australian soldiers. Mass protests and riots meant we all got rough and ready with fire hoses and riot reaction forces. Give us our trucks any day though.

On Friday 10 May, the Company went abseiling in the Glasshouse Mountains near the Sunshine Coast. We started off on a 20m descent. Most were full of bravado at the start and went through with no problems. The next drop was 40m, still no problems. The last was from the top of one of the highest mountains in the area and after a few worried looks everyone braved their way to the bottom, some faster than others.

It was a great view from the top and everyone had a fantastic time. This provided an excellent opportunity for team building and a bit of fun away from the busy transport yard.

The Corps birthday was celebrated by a Mounted Parade on 03 Jun and Dining-In night on 06 Jun. This was a great opportunity to

catch up with the Corps past and present. All the hard work of the CSM, WO2 Ian Stahlhut, came together for the spectacular Mounted Parade, which Reviewing Officer, Representative Colonel Commandant Northern Region, Colonel Fowles said demonstrated "the innovation and forward thinking of members of the Corps of Transport."

The Blitz was one of the highlights of the evening, with many thanks going to PTE Duncan for putting so much effort into making it look so good for the parade. The Dining-In night shortly after provided a good opportunity for us all to celebrate the Corps birthday with a great dinner and a few commemorative drinks.

Aside from fun and games, it's all hard work from here on to prepare members for the East Timor deployment with 6 RAR in September. Members are readying themselves for EX TIMOR DAWN, and drivers are focusing their skills on relevant preparatory training. Also, for those not deploying to East Timor, the focus has been on preparation and training for Exercise Croc 03 in September.

With the first half of the year such a success so far, we are sure to have a similarly productive and enjoyable remainder of 2003.

PAR ONERI

Words: LT M L McFarlane, TPT COY OPS

1ST COMBAT SERVICE SUPPORT BATTALION

The beginning of 2003 has been an extremely busy period for Transport Company (Tpt Coy). New personnel have marched into the Company, advanced driver training for the Brigade and Battalion has been conducted, and the coordination of numerous courses to enhance the capabilities of the Company having been completed. This, along with fulfilling the Company's role within the Brigade, has required effective time management, substantial prior planning and significant commitment from all members of the Company.

In March, the Battalion got back to the basics of soldering during Infantry Minor Tactics (IMTs) which enabled the Company to focus on the important skills and training required of all soldiers. The Company as a whole performed well, with some members fulfilling positions above their current rank. Overall, it provided a solid foundation to build upon during the upcoming Battalion and Brigade exercises namely EXERCISE EAGLES LAUNCH 03 (Ex EL 03) and EXERCISE PREDATORS GALLOP (Ex Pred Gallop).

Closely following IMT was a surprise training activity organised by the Commanding Officer (CO) for Officers and Senior NCOs. Formally known as the CO's seminar, a survival training activity was hoisted upon the unit hierarchy, many in the battalion believing they were in fact going to be participating in lectures and team building activities over a five day period. However, the seminar proved to be far from what all those attending expected. Personnel were given an insight into dealing with the elements of nature and a challenging environment, with the only equipment in your possession being a leatherman and water bottles. This exercise confirmed why mosquito repellent is an essential item for all personnel in the field. Obviously the training had an impact on those who participated, with stories still being shared over a coffee in the mess from time to time.

With the Easter reduced activity period drawing near it was great to welcome home the 27 members from Tpt Coy who were part of 5/7 Combat Service Support Team (CSST) returning from active service in East Timor. Apart from the normal experiences gained from operational service the opportunity rose to improve members of the platoon trade skills.

Prior to deploying on Ex EL 03, the Company completed numerous tasks for other units within 1st Brigade. Whilst the Company as a whole provides this capability to the Brigade, the majority was taken on by Heavy Platoon whose primary assets are the Prime Movers. Leopard Tanks of 1st Armoured Regiment had to be moved to Mount Bundy Training Area for a live firing exercise. Assistance to move elements of both 1st Command Support Regiment and 1st Combat Engineer Regiment was also sought to enable them to conduct their live firing practice. To achieve an effective end state with all tasks, a strong liaison with Tpt Coy Ops and Battalion Operations has been reached.

The battalion then deployed in early June on Ex EL 03, which was conducted in two main areas, Mary River East, and also on the Western Australia/Northern Territory Border. This exercise provided the opportunity to work closely with elements from 2nd Cavalry Regiment and 2nd Health Support Battalion. Exposure to these units provided us all with a greater understanding and exposure to the roles and capabilities of these units.

During the exercise, Tpt Coy operated as part of a CSST that utilises elements of all companies within the battalion.

At present Tpt Coy are preparing for Buffalo Week, a ceremonial and training week. This is to include the naming of the Battalion Lines (SENUSSI LINES) on 23 Jul 03, a Ceremonial Parade which shall be the first official occasion with the new Battalion mascots, our two buffalos "Fortis" and his mate "Unitas". Then its straight into Ex Pred Gallop, closely followed by Ex Croc '03. The emphasis on these exercises will be similar to what was practised on the Battalion exercise. Early August shall see the Company deploy by road to Shoalwater Bay training area in Queensland. Overall, it shall take five days to move the Battalion to the exercise location with a deployment period of seven weeks.

To summarise, Tpt Coy have had a successful year having improved in all areas from tasking to exercise readiness and hope to continue improving throughout the remainder of the year in supporting the Battalion and the 1st Brigade. ☺

Words: Captain Andy Scanlan - Troop Commander

42 AMPHIBIOUS TROOP, 35 WATER TRANSPORT SQUADRON

HOME OF THE AMPHIBIOUS BEACH TEAM



2003 saw a new completely new command team enter the Troop. From the humble beginning in the Battalion induction week the Troop was preparing for the rapidly advancing activities that we soon to commit the new team. With the support of the new SQN HQ the Troop Junta of CAPT Andy Scanlan, and "Team Giampino", Sergeants John and Michael Giampino began expanding the beach team side of the troop with the arrival of some new Termites from 30 TML SQN and Engineers from 3 CER.

For the first time in some years, the troop could boast that it had it achieved MLOC in personnel, even if some SNCO positions remained vacant.

In February, the Troop soldiered through the annual unit induction week and prepared for the impending exercises of SQUADDEX and SEA EAGLE 03 due in March. Exercises SQUADDEX and SEA EAGLE aimed and achieved the procedural practice of Entry by Air and Sea (EAS), in which Amphibious Beach Team One set up beach landing sites at Cowley Beach Training Area and Sabina Point at Shoalwater Bay.

Nothing can compare to a job where, after night under a star-filled sky you awake to postcard-quality sunrises in the fabulous Whitsunday region. A big 'well done' was forwarded from Commander Amphibious Task Group (COMATG) for the efforts of the Troop in assisting in the success of the exercise. Boys, well done!

Upon return from paradise, reality struck when we returned to Ross Island. The Troop received some much-needed reinforcements in the arrival of SGTs Kev Hayes and Scott Robey who filled some critical SNCO vacancies. Planning was due for EXERCISE SURFING PENGUIN/AARDVARK EVASION which saw the whole Troop deploy, with help from our S-Line driving friends at 26 TPT SQN and 30 TML SQN, down to Wide Bay Training Area. One of the aims of this exercise was to conduct surf work training for the LARC V operators, an activity that has not been conducted since the LARCs were withdrawn from service 10 years ago.

AARDVARK EVASION concentrated on the Beach Team elements of the Troop and aimed to qualify all LX 120 coded members on the array of Troop specific attachments used in the operation of a beach. Immediately upon the completion of the Troop training, members were quickly redeployed back to Cowley Beach to assist the 10 FSB Pet Ops in EXERCISE DUGONG WAKE, where the LARCies again tested their skills in assisting in the deployment of the Dracone Fuel System.

The rest of the year seems set to be as busy as the start. June concentrates on our AIRN requirements, July has a number of the Troop involved with courses and August will see the lead up and deployment to CROC 03, which looks to have the Troop gainfully employed. October and November will see a LARC V course and involvement in a small boat handler's course, which will see out a very busy year with 2004 looking busier still... ☺

Words: Major Michelle Miller, OC 35 Water Transport Squadron

35 WATER TRANSPORT SQUADRON

THE BUSIEST WATER TRANSPORT SQUADRON IN THE ARMY

Before the new hierarchy even marched in, we were farewelling personnel deploying on OP SLIPPER, which is now OP FALCONER. 11 soldiers deployed on HMAS Kanimbla for approximately seven months and should return home in mid-June. From all accounts, they have performed to their usual professional standard, working mainly with the British 17 Port and Maritime Regiment.

There were a few moves in and around the Sqn for 2003. MAJ Michelle Miller returned from the southern states to take command, WO2 Wayne (Frenchy) Le Lievre arrived as the SSM and was immediately thrown into the world of boats. We are endeavouring to get him his 'I Know Boats' (IKB) competencies so that, as one of two token roadies, he can try and match it with the boaties. CAPT Richie Hacker moved from 42 Amphibious Troop to take over the mantle of Sqn 21C with CAPT Craig Rossiter moving from 21C to Opso. CAPT Andy Scanlan saw the light, left the Termites and was posted as the Tp Comd of the Amphibious Tp, LT Ty Domin moved up to Ops LT and LT Phil Cox finally got away from being the A/ADJT and the Unit Bat Officer to take over the Tp Comd job at 70/71 Tp (LCM8s). We musn't forget 36 Tp up in Darwin. LT Dan Turner is in his second year as the Pirate King

with WO2 Ian Cragan as his trusty 21C. Mention must be made of the more than capable Boaty WOs that we have - WO2 Greg Stuart, the Ops WO, WO2 Rick Tassel (minus moustache) and the Wharfmaster (almost hall monitor after an office reshuffle), SGT (I am fully qualified for WO2), John Giampino as Tp WO of 42 Tp and WO2 Ian Cragan, as mentioned above.

35 Water Transport Squadron continues to be heavily tasked. We have not had all our soldiers in the one location at any one time throughout the year. The first major activity was support to EX SQUADDEX and SEA EAGLE with four boats and an ABT deployed. Next major activity for the Sqn was EX SURFING PENGUIN / AARDVARK INVASION which saw the entire 42 Tp (plus attachments) deploy to Wide Bay Training Area to surf the LARCs and improve Beach Team skills. The exercise was an excellent activity, which was a success due to the soldier's abilities and enthusiasm - however, the activity brought to light the danger of surfing LARCs when one was flipped in the surf line by a freak wave.

Unfortunately, the recovery plan that was actioned didn't work too well and after 3 and a half weeks the LARC was finally removed from the water looking very worse for wear and full of sand. Note: make sure the National Recovery Plan includes boats. In amongst the major activities the Sqn continues to provide constant tasking support to NORFORCE, 51 FNQR and MW ALTC.

The second half of the year isn't going to slow down with more support to our dependencies and EX CROC in Sep. From there we have a LARC course, small boat handlers course (read: SSM's IKB competencies), and corps week here in Oct. In addition to this, the good ol' reliable Townsville Bulletin informed us that we may soon be required to provide support in the Solomon Islands - another notch on the operational belt of the Sqn.

On behalf of the Sqn, Happy 30th to all our fellow truckies and, in saying that, may your handbags remain shiny, may your wheels continue to turn, may your cranes remain erect, may your rocks drop where you would like them to and may your stamps stay licked and, whilst this is going on, the boaties will remain the busiest water transport squadron in the Army. ☺

PAR ONERI



Exercise Surfing Penguin / Aardvark Evasion

42 Amphibious Troop

May 2003 saw the return of what was thought to be a bygone era. 42 Amphibious Troop deployed to Wide Bay Training Area (WBTA) for the conduct of Exercise SURFING PENGUIN / AARDVARK EVASION. The concept was for the Troop to conduct LARC V surf-work and Beach Team conversion training.

Since the retirement of the LARC V in 1993 and its reintroduction in 1998, surf work training has not been conducted. With only a handful of surf-qualified LARC V operators remaining in the Army, the main aim of EX SURFING PENGUIN was to train and qualify the next generation of LARC V operators in surf operations. Another aim was to see what limitations resulted from the configuration changes with the new engine and crane.

Nature was to play a big part in the conduct of the exercise. Firstly, surf work requires surf. Due to the presence of the Great Barrier Reef, the Troop was required to deploy to WBTA.



The window of opportunity to conduct this training was limited and relied heavily on there being suitable surf on arrival. To the Troop's good fortune, there was found upon arrival to be an abundance of good size breakers to test the operators in gaining their qualification.

Due to events beyond our control, only 5 LARCs made it out to Rainbow Beach on the first day. This day also turned out to be a bit of an old boys reunion with WO2 Richard Tassell, SGT John Giampino, SGT Kev Hayes and PTE Rainer Papp – all veteran "Larkies" with more than 15 years experience each – along for the ride.

After the seniors had given us a display of what a LARC can do in the surf, it was time for a few lessons. Then, under the watchful

eye of the instructors, it was time to let the junior "Larkies" loose in the surf.

A very successful afternoon and following week lay ahead with a few late nights fixing minor repairs that occurred to the LARCs whilst battling the wrath of the sea.

This period also allowed the Termites and Gingerbeer element of the Troop (Beach Teams) to get in some good training. With a number of new members of the beach teams being posted to the Troop in this year, EX AARDVARK EVASION was conducted to convert members in the plethora of LX 120 attachments held in the Troop. Members were trained on the Launch Recovery System (Beach matting roller) and the pintle hook attachment and from there were able to be put through their paces in beach establishment drills.



The Beach Team were also introduced to the Beach and Port reconnaissance and were able to support the Queensland Natural Parks and Wildlife Department with some beach maintenance tasks, which was able to ensure permission for a return visit next year.

EX SURFING PENGUIN and AARDVARK EVASION were successfully completed. Surf work can be a very dangerous activity and, although there were some close shaves, all the boys came home in one piece.

SURFING PENGUIN allowed the qualification of LARC V operators in surf-work, the first in over 10 years, whilst AARDVARK EVASION allows the Beach Teams to gain new skills and prepare themselves for the challenges awaiting them on CROC 03. ☺

CPL Craig Mann, Tpt Tp 381, 1JSU

RACT 1 JSU

Since the last edition of PAR ONERI, Transport Troop 1 Joint Support Unit has been quite busy and we are continuing our efforts to show the Sigs how it is done.

We have undergone a wide change of staff within the unit and welcomed a number of new-to-Brisbane RACT members, holding positions in the UHQ Ops Cell and Spt Sqn HQ. This increased presence of RACT personnel has brought new ideas and broadened our scope in a whole range of areas.

The inclusion of a lot of old truckies in Transport Troop has slo helped, although, as they all show that same geriatric smile, it seems that some of them should have already retired (Harves, Macca!). Age has not wearied them, however, and they continue to show the new guys how our job is supposed to be done – as long as they can keep their false teeth in their mouths!

Dedicated as we are to supporting 1 JSU, DJFHQ and the many units that have become our dependencies, our task load is markedly different to that of conventional RACT units. As our role is to provide both CIS and CSS to DJFHQ, the workload is both consistent and varied, and not for the faint hearted. As always, however, we are "Equal to the Task."

So far this year, we have conducted a C2, LR3, HR2, MR2 and a MR4 course, all consecutively. All courses were run at the highest possible truckie standard, with the only real casualty being one

of our hiacs being nearly being written off by one of our own when skippy decided to cross the road. We have also recently completed Scania and 1250kg trailer training.

We have also been heavily involved in the unit activities and deployments. On Exercise Basic Instinct 03 (ACST and unit deployment), transport shone in more ways than one. We looked after the transport prior to and during the move to WBTA, and provided transport support once on the ground, as well as participating in the IMTs activity.

Also on the agenda this year was an exercise called Exercise Vital Prospect 03. Our role in this exercise was to support DJFHQ and 1 JSU both at Enoggera and Wacol Barracks with SDS, fuel and water runs, and all the other little run-around jobs everybody loves to hate. We have been doing this for so long now that for a lot of people it is second nature. We are always fine-tuning our methods, however, to make things run much more smoothly and more efficiently. Hopefully, the lessons learned will prove valuable when we deploy en masse on Croc later this year.

In the last 12 months, the troop has seen a lot of people go on courses. We have had people go on Subject One and Subject Four for CPL and SGT as well as various trade courses around Australia. This is a credit to 1 JSU and the truckie soldiers as it demonstrates how competitive against their peers they are. We also recently had an enjoyable visit to the Brisbane Mack Factory,

which was interesting for all. It was a pity none of us were wearing our traditional blue singlets!

Congratulations must also go to PTE Florance, who received a Commanding Officers Commendation for first aid assistance and support provided following an accident at Enoggera Barracks in 1999. PTE Florance's quick thinking and courage under the circumstances are attributes to be proud of.

Also on the planner this year were three births within the troop. CPL Robyn Orth and PTE Laurice Rodrigues' wife Rose have both given birth recently to very healthy children. PTE Bob Pelletier and his wife Paula are expecting later this year and we wish them all the best.

With the Corps birthday coming soon, we are on the warpath to find ways to celebrate. Last year it was put on hold due to reasons out of our hands but, with any luck, this year we will make up for last year's loss – and double it. The troop has a very proud standing when it comes to the Corps, as we are our own separate identity, which easily separates the men from the boys (non-gender specific, of course). We have also voted ourselves as the best looking Transport Troop in South Queensland.

Finally, this story must come to an end and with the current status of our fine, magnificent troop at the top of the food chain as, per usual, we must sign off for another year. The pride of the Corps is more evident every year with the experience of the members that get posted into the troop. We manage, despite all odds, to keep smiling and keep battling on, showing the rest of the unit that we are capable of handling anything that is thrown at us.

TRANSPORT TROOP MEMBERS

LT Emma Broder
SGT John Mackenzie
CPL Craig Mann
CPL Robyn Orth
LCPL Amanda Day (currently completing courses to transfer to AUSTINT)
LCPL Peter Harvey
LCPL Jane Swenson
PTE Annette Barnes
PTE David Bates
PTE Kris Bellette
PTE Scott Cramp
PTE Ashley Florance
PTE Martyn Koch
PTE Ian Mackie
PTE Dennis Matthews
PTE Dani Minutoli
PTE Scott Moerland
PTE Bob Pelletier
PTE Nat Rickuss
PTE Laurice Rodrigues
PTE Simon Troyahn
PTE Chris Woznyi

OTHER RACT MEMBERS WITHIN 1 JSU

MAJ Allan Schimdt OPSO
CAPT Anita Smith 2IC Spt Sqn
WO2 Janet Weinman OPSWO

PAR ONERI ☺

Words: WO2 D Smit

Truckies in the Regional Training Centre (South Queensland)

As we all know RACT personnel are found in nearly every unit around the country. The range of units they are posted to is matched only by the variation in the jobs these people do. An illustration of this is my current unit, RTC (SQ).

To understand the variety of jobs RACT people carry out within RTC (SQ), it is important to have a basic concept of what the unit does. RTC (SQ) located in Gallipoli Barracks Enoggera, is one of eight regional training centres in key locations around Australia.

Each RTC is a training establishment designed to deliver local all corps promotion training and some limited trade training. The courses conducted by RTC (SQ) include Subject One (SGT and CPL) Reserve and ARA, Clerk Basic, driver training, Army Assessor and Workplace Trainer, various professional development topics and for the Reserve Officers, Modules 6 A and B, Intermediate Staff Course and parts of the Intermediate Operations Course. Computer mediated training and advanced training technologies are employed in all courses.

Well, now that the advertisements are over and done with, what do the truckies at RTC (SQ) actually do? There are currently 18 RACT personnel posted to the unit. This includes officers posted here for 12 months to complete their longer courses.

Rank	No. of Pers	Rank	No. of Pers
MAJ	1	SGT	5
CAPT	2	CPL	2
LT	1	LCPL	1
WO2	5	PTE	1

The jobs held down by these people range from a Senior Instructor, Wing Sergeant Major, instructors on Subject One courses, Driver Testing Officers and instructors for driver training, transport management and supervision of unit vehicles and driver support to the various courses conducted here. There are also truckies and ex-truckies (WO2 Tony Hooper 20 yrs RACT) in training development roles within the RTCs. I must point out (in case you are scouting for a job) that not all of these positions are allocated specifically to RACT.

Driver training has been left on the shelf for a bit in SE Queensland, but due to popular demand is making a comeback. The current thinking is that RTC (SQ) provides the admin and management functions for the course and Land Command units

provide the equipment, resources and instructional staff. The panelling of trainees is coordinated by 7 Bde Training Cell in consultation with RTC (SQ) and local units. The first trial of this system was conducted in May/June of this year and despite some teething problems, things look promising for the future.

As you can see RACT provides substantial numbers to RTC (SQ) and this is representative of our presence within the other RTCs. The jobs they perform are crucial to the training and development of soldiers and officers in their respective local areas. Through their continued efforts, they ensure that the RTCs are equal to the task of delivery and support of quality training.

From the COMDT and members of RTC (SQ), all the best to WO2 Ken 'Snow' Janson on his retirement from the ARA after 20 years of dedicated service. We hope to see him in Townsville for the 30th Birthday Bash. ☺



▲ (Clockwise from top-left) Inside a computer classroom in the Blamey Education Centre, commonly referred to as the Flexible Learning Centre; March out parade for Subj 1 (CPL); WO2 Carey Cooper, SGT Jo Williamson, and CPL Graham Brook-Spong during the latest HR2 cse run by RTC (SQ) in May/June 03; Weapons lesson conducted on F89 Minimi LSW



Words: LT Dan Turner & SGT Mick Waters

36 Water Transport Troop

10 Force Support Battalion



2003 has proven to be eventful with crews deploying to Gove and the Tiwi islands in support of NORFORCE.

The Tp also has had the opportunity to conduct Transfer at Sea training with 5/7 RAR, 2 Cav Regt and 1 Armd Regt with HMAS Tobruk. In March, the Tp participated in LOTS Operations and Boarding

Party training in support of 70/71 Tp embarked on HMAS Kanimbla for OP BASTILLE.

Currently, the Tp has both boats deployed to Karumba, QLD gulf country, in support of 51 FNQR. This has been the first time that both boat crews of the Tp have deployed over that distance together since East Timor.

The rest of the year sees more deployments in support of NORFORCE and will see boat crews deploy to Gove and Broome.

At the end of 2002, the Tp farewelled WO2 Greg Ball from the ARA after 25 years of service in Water Transport; he was replaced by WO2 Ian Cragan from Maritime Wing, ALTC. The Tp welcomed CPL Adam (Keeno) Keenahan, PTE Anthony (Red) Anderson and Dave (Old Man) Anderson from 70/71 Tp in Townsville. Also welcomed aboard was CFN Craig Stirling and PTE Anita Kain from 1 CSR at Robertson Bks and ex-reservist LCPL Robert Fock-Tave from 11 CSR, Townsville.

This year, we also bid farewell to PTE Gus Elgersma, who is transferring to the Royal Australian Navy as a Stoker, and PTE Andrew Keefe on discharge. We wish both of these guys all the best for the future.

Last but not least, we must give thanks to our RAEME and RAAOC brethren who are key members of the Water Tpt team, without whom the LCM 8s would not operate. ☺



UNIT HISTORY
Unit records go back as far as 1962, when the current transport elements were called 107 Company Royal Australian Army Service Corps. The unit was located at Jezzine Barracks, North Ward, Townsville.

In 1964, they were renamed 4 Company RAASC. Around 1970 the unit moved to another depot in Mitchell St at North Ward. 1974 saw a name change to 4 Transport Company after the formation of Royal Australian Corps of Transport in 1973. In 1979, the name changed to 10 Independent Transport Troop and they moved back to Jezzine Barracks. In 1980/81, the numbers had increased and allowed the Troop to expand to a Squadron. This resulted in the renaming of the unit to 10 Transport Squadron.

This only lasted for a few months, as they then discovered there was already a 10 Transport Squadron in Western Australia so the name changed again to 4 Transport Squadron. The unit moved to a Garbutt Depot on Dalrymple Rd in 1992.



▲ 4 COY RAASC Mitchell St

In February 1994, the 11th Brigade Administrative Support Battalion was raised, amalgamating several smaller units from the North Queensland Region. These units included 9 Field Ambulance, 4 Transport Squadron, 108 Field Workshop Company and the 15th Dental Unit who then became Transport Company 11 BASB. On 1 February 2001, the unit was renamed 11th Combat Service Support Battalion. This name change reflected our role in support to the 11th Brigade.

Transport and the Supply elements were amalgamated and became Distribution Company. In late 2001, the unit relocated to Laverack Barracks and established position in the former 9 Transport Squadron lines. The current Commanding Officer of the unit, Lieutenant Colonel Lyndon Anderson, noted that there had been no real changes to the facilities since his time with 9 Transport Squadron in 1985, with the exception of a few coats of paint and his office now an ATCO hut!

11 CSSB remained structured along the lines of a traditional CSSB until 1 March 2003. The unit is now structured to better provide the Combat Service Support required of 11 Bde. The restructure required the reconfiguration of unit organisations, locations, personnel and resources. It is now called Transport Platoon Combat Service Support Company.

RESTRUCTURE

On 1 March 2003, 11 CSSB restructured to organisationally reflect the Battalion as shown on the right.

EXERCISES

Ex Northern Defender 2002 was held over the period 30 November – 16 December 2002. 11 CSSB deployed a Combat Service Support Team, including a sizeable transport element. Elements of the unit deployed by Chinook and road to High

Words: SGT Chris Gowell

Transport Platoon 11 CSSB



HEADQUARTERS 11 CSB

CSS COY	SPT COY	TRG COY
Role	Role	Role
To provide Combat Service Support to the Deployable 11 Bde protection elements	To administer support to the personnel and Q functions of 11 CSSB effectively	To provide the skills training needed to provide CSS to 11 Bde and to provide an in-barracks workshop

Range Training Area to the Military Operations in Urban Terrain Facility for the first week to conduct Infantry Minor Tactics, which included patrolling in an urban environment, Observation Points and Vehicle Check Point. The truckies brushed up on some of their skills at the Star River before deploying to Cowley Beach by Landing Craft Medium and road to support the deployable 11 Brigade elements.

2003 has been a busy year for the unit with the restructure moving stores, personnel and equipment to their new areas. The first training weekend in April 03, Exercise Hill Start took us up in the hills behind Mackay to Kinchant Dam for the first deployment as the CSSC. It was a shake out to see how we deployed on the ground, refine our procedures and Standard Operating Procedures. The deployment confirmed the new structure and provided an excellent opportunity for the soldiers to learn and refine their skills.

The training weekend in May 03, Exercise Waterfall, was slightly different since it included an Urban deployment. The CSSC deployed into buildings at Macrossan Training Area near Charters Towers. The Company was involved in various lessons, including Wagtail, Ratel, lightweight antenna and defence. Each Platoon then moved to their respective areas for specific trade-related training.

The truckies were let loose on the difficult driving circuit to brush up on the capabilities of the Unimog and Landrover. Into the evening was defence and Vehicle Check Points training. Sunday morning was up early for a 10km route march in training for the Combat Fitness Assessment later in the year.



▲ (Clockwise from top-left) Ex Northern Defender 02 fording and Wading at the Star River HRTA; CSSC debrief on deployment Kinchant Dam; PTE Tanner, PTE Eaglan and PTE Sumner prepare to erect antenna lightweight EX Waterfall; OPSO conducting some PR with the owners of the resort at Kinchant Dam

2 HSB

PTE Tina Lippmann, an RACT Driver, was one of 10 from the 2nd Health Support Battalion that participated in the recent LSF Military Skills Competition held at Holsworthy Barracks 14-17 Mar 03. During the lead up training, PTE Lippmann presented as a keen young soldier who was extremely fit, determined and displayed excellent soldierly qualities.

These qualities came to the forefront during the competition, not only did she handle the physical tasks with sheer guts and determination she also did exceptionally well on the theory aspects of the competition. PTE Lippmann was always able to remain focused and composed during times of pressure and always had that bit extra to encourage and fire up her team mates. PTE Lippmann set an excellent example to her peers and was rewarded for her hard efforts by being awarded the best female soldier for the competition. For a soldier that joined the Army in Jan 2000 PTE Lippmann's performance was exceptional considering her limited experience.

PTE TINA LIPPMMANN'S THOUGHTS ON THE LSF MILITARY SKILLS COMPETITION 2003

30 hours of gruelling adrenaline fuelled competition. Not what I had been led to believe before the start of the LSF Mill Skills. To say that it was a walk in the park would be a gross understatement. If a test

to my soldierly skills was needed then this was it. With stands ranging from questions regarding the size of the ANF to running 3.2km in Patrol Order, the Mil Skills Comp is designed to test the ability of a section to work together and as individuals.

I was selected to compete in the 2003 LSF Mil Skills. Three weeks before the competition we began to prepare ourselves mentally and physically. During our preparation we fired, marched, ran and refreshed ourselves on general soldier skills.

The competition was held at Holsworthy Barracks and started at 0500hrs on Saturday morning. Morale was high as we stepped off in marching order on what was to be a 36km march with stands every couple of kms. We continued through the night and finished with a stretcher carry, obstacle course and water crossing activity on Sunday morning.

Our section worked well together, achieving a total score of 6770 points with the winning score of 6773 points from 10 FSB. Two soldiers of our section were awarded with being the best male and female soldier.

I would recommend for anyone to participate in Mil Skills, as it is a challenging event both mentally and physically. ☺





At the end of May 03, Ex Down Town took the CSSC to High Range Training Area where we deployed into the new training facility, commonly known as Shanty Town. Laws Of Armed Conflict training was given by our local Legal personnel on the Friday night before deploying on the Saturday. Training Company and Support Company provided the play actors for the various scenarios. The training proved to be different, relevant and worthwhile.

Refresher lessons on navigation were given in the evening. The next morning, Transport Platoon provided the Troop Carrying Vehicles lift for the Battalion to the start point of the Navigation Exercise.

In June, the CSSC worked with 176 Air Dispatch between Townsville and Macrossan for Landing Zone/Drop Zone and Extraction Zone exercise. It provided excellent training as, apart from the old and bolds, most soldiers who attended had not participated in this kind of activity before and valuable experience was gained.

For the remainder of the year is AIRN, in September CSSC will deploy to the vicinity of Rockhampton on Croc 03 and adventure training activities in October.

PAR ONERI ☺



▲ (Clockwise from top-left) CSSC move into Shanty Town EX Down Town; Ready Reaction Force carry out crowd control EX Down Town; Support to 176 AD 14-15 Jun 03 – First drop, right on target; The Wind was a bit stronger on this drop...

7 Transport Company

The Year in Review

Now that 2002/03 has drawn to a close, it's time to draw breath and look at what we've achieved in the last 12 months.

By way of explanation, 7 Transport Company is the transport element of 4th Combat Services Support Battalion (4CSSB). 7 Transport Company (along with 4CSSB) is headquartered at Broadmeadows, in Melbourne's northern suburbs. In addition, we have detachments in Oakleigh, Wangaratta and Shepparton. Along with 4 Field Supply Company, 7 Transport Company forms 4CSSB's Distribution Group.

The training year started with a motorcycle course run by 7 Transport Company's SGT Musgrove. This course was based around Broadmeadows, with the traditional long "country ride" during the second week. The end result was eight new bike licences for Distribution Group PTEs/JNCOs. An enjoyable course that adds to the capability of the unit. The bikes add a measure of flexibility in the command and control in convoys etc.

July saw 4CSSB deploy a CSST in support of 4th Combat Engineer Regiment for EX AQUADUCT. This was well resourced by 7 Transport Company personnel and assets and provided valuable practice in deployment drills and also gave us a chance to "build bridges" (both literally and figuratively) with one of our key 4 Brigade customers. Also in July was the Victorian Regional Cadet Camp, used by 7 Transport Company personnel to develop their troop-lifting skills.

During September, 4CSSB held a CSST-sized urban deployment as part of EX URBAN ASSAULT 02. This gave 7 Transport Company personnel a useful insight in deployment skills in a "different" environment and ensured that we would be prepared for the next stage of URBAN ASSAULT in early 2003.

From September to November, 7 Transport Company utilised the scheduled company training dates (as well as the fortnight set aside for 4 Brigade's EX HAMEL) to up-skill drivers on white-fleet licences and trailer codes. As a result, 7 Transport Company were able to finish the year with a total of 28 more white-fleet codes than it had at the start of the year. Given that much of our "real-time" tasking centres around white-fleet vehicles, the importance of this is hard to overstate.

The new calendar year brought several new faces to 7 Transport Company. The newly commissioned Second Lieutenant Charles De-Zilva arrived to take over the Oakleigh-based 48 Transport Platoon (with the outgoing Lieutenant Chris Coleman shipped off to complete his Mod6 Captain's course). Officer Commanding Distribution Group, Major Michelle Ager, handed over the reins to Captain Terry Flynn before departing for 1 Petroleum Company and WO2 Gary Gross arrived to fill a long-standing vacancy as 7

Transport Company's Training Warrant Officer. On the Battalion front, 4CSSB welcomed two truckies to key positions – Major Lauren Grimes as XO and WO1 "Kiwi" McGrath as RSM.

4 Brigade's annual ECN109 MR2 course was held by 7 Transport Company in February 2003. The evergreen CSM, WO2 Jenny Brown, commented that it was one of her most enjoyable courses in many years at 7 Transport Company. Quickly following on from this was a HR2 course, again being run by 7 Transport Company's WO2 Brown and SGT Musgrove. These courses combined netted 4 Brigade 27 new Unimog and 12 new Mack licences.

February also saw EX TRAINED SOLDIER, 4CSSB's annual IMT and Military Skills event. This was fully supported by 7 Transport Company personnel and adequately demonstrated that a truckie is still a valuable asset whether he is sitting behind the wheel or dangling from a rope over the Pucka pool. It was noted that the majority of those who completed the short and long rope course were truckies.

Following on its heels was EX URBAN ASSAULT 03. This was essentially an IMT in urban environment and provided a fantastic opportunity for all hat-badges to step out-of-role to improve their section-level skills in a challenging environment. The Corporals took full control of this section activity. Running concurrently with this was EX URBAN LOG, a CPX for officers and SNCOs – a nice refresher on the duties and requirements of a CPX.

April saw 7 Transport Company assets deploy in support of 8/7 RVR. This was again a great opportunity to work directly in support of a 4 Brigade customer and it highlighted the necessity for adequate and thorough liaison between customer and service provider to optimise the use of logistic assets. It is great to actually perform the role that you train for and that is exactly the opportunity this activity provided.

The training year ended with the posting of the CSM WO2 Jenny Brown to a Soldier Career Manager's position at Army Personnel Agency. Jenny spent six years at 7 Transport Company (in this most recent posting) and will be sorely missed by us all. A small compensation for this loss is the posting-in of the livewire WO2 Kent "Davo" Davies after a spell in East Timor – only time will tell whether it was East Timor or 7 Transport Company who is the winner out of this arrangement!

So, despite there being no continuous Brigade exercise in 2002/03, it has still been – by any standard – a busy year. The salient features of the year have been the variety of training that has been undertaken by 7 Transport Company personnel and the close links we have established with our 4 Brigade customers. This can be of benefit to us in the year ahead... ☺



9 Tpt Sqn, 3 CSSB, kicked off the new year with a high turn over of staff. This included a new OC and SSM (MAJ P. Rosenberger and WO2 P. Dawe) and new Tp HQ staff for the two existing troops. As well as the new staff, a new SED was also in effect as a result of the reviews conducted in 2002.

February saw the Sqn start to re-invent itself to meet these new SED requirements. The biggest change to the Sqn involved Charlie Troop being re-established as a troop in its own right, rather than a part of Sqn HQ. C Tp is to be the specialist troop, assuming responsibility for the majority of the Sqn's fuel, water, and heavy lift assets.

Since Feb, C Tp's numbers have swelled as pers and equipment were transferred over from both Alpha and Bravo Tp. The Tp will eventually become the largest Tp in the Sqn, and the most senior. The Sqn also farewellled a large proportion of B Tp when they departed for East Timor as part of the 1 RAR Battalion Group. On 07 May 03, the Sqn conducted its shakeout within the High Range Training Area and Macrossan Training Area. The shakeout focused on the two cargo troops, with C Tp being absorbed into B Tp for the duration of the EX.

The two troops conducted independent Tp deployments within the HRTA before regrouping for a Sqn deployment to Macrossan. The shakeout allowed the newer members of the Sqn to observe the Sqn on the ground. It also allowed the Tps to conduct a wide range of training activities which included marking LZ's/DZ's, cross country driving, black-out driving and Ninox drives. While the shakeout did focus on two Tp operations, the re-writing of SOP's to reflect the re-raising of C Tp is well underway.

Words: LCPL Vincin, LCPL Ryan, PTE Weinheimer and PTE Smith

A Mammoth Task

9 TPT SQN

On May 7th 2003, members of 9 Transport Squadron based at Lavarack Bks, Townsville commenced their annual Squadron Shakeout, dubbed Exercise Mammoth Link.

The aim of the Exercise was to test the capabilities of the soldiers in a variety of tasks – ranging from normal convoy moves to vehicle ambushing – and began with the obligatory QLD Road Law Test. This caused a little concern to some of the members, obviously remembering their own bad habits.

Having successfully passed that little speed bump, the men and women of the Troops moved separately into the High Range Training Area west of Townsville. The first 48 hours was busy with troop tasking and creating defensive locations. At night the Sections conducted night drives using Night Vision Equipment remembering that there is no longer any difference between night and day operations in modern warfare.

On May 11th, the Squadron moved to the Macrossan Training Area. Here the Squadron conducted section training. This included possibly the most popular activity: cross-country driving. For the new blokes in the Squadron, this was a big learning curve – and a muddy one. Burying a Unimog to the doors caused much mirth with some inter troop rivalry surfacing when the Troop Commander



Words: LT John Vetuna

9 TPT SQN

A few weeks and a trailer course later, the Sqn kicked off June with 3 CSSB's Battle Week. As usual Tpt out numbered the other sub-units, with 7 out of the 18 sections. The Sqn did very well, although at the time of writing the official results of the CO's Battle Run had not been released.

Overall, 9 Tpt Sqn has been quite busy; however, the second half of 2003 promises to be just as busy. July will see 3 CSSB deploy into the field to conduct its shake-out, and this will lead directly into the 3 Bde combined arms training exercise. Ex CROC is just around the corner and finally there is continued support to 3 Bde units, including the online battalion. ☺



▲ CPL Pope working hard during the 30th Birthday celebrations

of Bravo Troop, LT Lisa Piper, unwisely decided to investigate the vehicle alone. She was ambushed and, with all due ceremony, dumped into the mud by unknown elements of Alpha Troop. However, Alpha Troop suffered a casualty of their own when their Troop Sergeant, SGT Jerry Jericevich, was also dumped into the mud (more than a few times according to rumour).

The last days of Mammoth Link were taken up with a series of vehicle ambushes with many lessons learned and with some impressive driving skills shown by the members (go PTE Siviour).

This proved to be an entertaining activity for the enemy party as well, taking great delight in being devious and ruthless but who eventually succumbed to the fury of the ticked off truckies (PTE Fields).

The return to Lavarack Bks was highly anticipated especially after a cold night of rain on the last night and the muddy conditions that resulted. This didn't help with the post-exercise activities of vehicle cleaning, as the vehicles were pretty dirty.

Exercise Mammoth Link proved to be a successful training exercise for the new members gaining valuable experience and the older refreshing their own skills. ☺





176 AD SQN

2003 has presented itself as a year full of opportunities for 176 Air Dispatch Squadron to prove its capabilities to the greater Defence Force.

The unit has recently welcomed the return of the OC, Major Craig Donohue, and his contingent of fellow 176 AD Sqn members back from the Middle East, where they deployed as part of OP Bastille and OP Falconer. The heavy reliance during these operations on Air resupply will aid in the better utilisation of 176 AD Sqn as a whole in the future.

On the home front, the first major event for the year arrived in February when the Squadron sent an Air Dispatch crew down to Melbourne to provide support to the Avalon air show. The Squadrons primary task was to provide assistance with the rigging and dropping of two Low Altitude Parachute Extraction Systems, LAPES.

The air show provided a fantastic opportunity for Sqn members to work with the RAAF in a civilian aerospace environment, and introduced members to other major players in the aviation industry.

The month of March proved itself to be a very busy one with 2 AD Tp and members of 39 ADE spending two weeks in Perth in support of the SASR on Exercise Emu Moon. This exercise provided members of the Sqn the opportunity to rig and dispatch zodiacs, an opportunity that only arises once or twice a year. It also provided the parachute riggers the chance to pack different types of personnel and cargo parachutes including free fall parachutes.

The highlight of the month of April saw members of the Sqn travel to Norfolk Island to conduct cadet training with the 230th Regional Cadet Unit and participate in the Island's Anzac Day ceremonies. The Sqn representatives participated in the Norfolk Island Anzac Day march on the foreshore area and concluded their ANZAC day celebrations with a reception at the Governor's house.

Whilst on Norfolk Island, the Sqn training team instructed the cadets in basic cadet soldier skills. These skills included first aid, weapons lessons, field craft, camouflage and concealment.

The remainder of the Sqn celebrated ANZAC day with a march at Penrith and Riverstone, NSW, retiring to the Penrith RSL afterwards. Our General Reserve Troop, 8 AD Tp, paraded in Sydney with the Biscuit Bombers Association.

Towards the end of 2002, 3 RAR returned from their tour in East Timor. 3 RAR's primary aim for 2003 has been to requalify as the Parachute Battalion Group, PBG, requiring the support of 176 AD Sqn to do so. This has resulted in increased opportunities for Sqn members to participate in parachuting, rigging and dispatching.

The month of May saw the Sqn participate in a Parachute Company Group, PCG, lead-up exercise (Ex Arnhem 03), at Singleton for the PBG.

This exercise was planned and activated on a "real-time" situation utilising realistic planning and coordination timings. 176 AD Sqn's contribution included rigging, loading, parachuting, packing rigs, DZ clearance, ADE retrieval and mounting support out of RAAF Richmond.

The Exercise proved to be a success and hopefully provided realistic lead-up training for Ex Crocodile later in the year.

The month of May saw 1 AD Tp battle the warm sunshine in support of EX Chua Pha at High range training area. 1 AD Tp performed airdrops in support of 3 Bde elements, their tasking included dropping heliboxes to the 4 Fd Regt gun line and LAPES

before returning to the cold of RAAF Richmond with happily tanned faces.

In contrast, 2 AD Tp, battled the torrential downpours during the same month and conducted Troop IMT's at Holsworthy Range. For three whole days, it rained and rained and continued to rain; however, morale was high, training objectives were met and all "enemy" either captured or killed in action.

A "gun" section was established, led by CPL Anthony Millar and his trusty 2IC LCPL Jeremy Zemcevicus. A wet but educational time was had by all involved and 2 AD Tp look forward to utilising their polished skills with the rest of the Sqn in the upcoming Sqn IMT's.

3 Tp, the Sqn's support Tp, have continued to meet the demands placed on them from all the other Tp's with great success. Vehicles, stores and big ticket items are forever on the move ensuring 3 Tp have had no chance to sit back and relax.

Members from 3 Tp have also been given the opportunity to deploy with other Tps in order to provide them first line support away from the Squadron location.

The Squadron riggers, 39 ADE, have had an extremely busy first half to the year. They have been kept busy packing and maintaining the rigs required for keeping the Army parachute capability alive. This has resulted in a dramatic increase in productivity statistics from last year.

Milestones achieved for one of the busiest Pl's in the Sqn included PTE Nathan Archer, PTE Matthew Walker and PTE Garth Harvey packing their first 1,000 parachutes. A great achievement for the individuals and the unit.

Throughout the year the Sqn has been involved in a number of sporting and military skills competitions, including the following:

On the 22nd February, members from 9 FSB including nine members from 176 AD Sqn participated in the Kapooka ten's rugby union competition. Without any training sessions the team narrowly missed out on first place against the Riverina Army Rugby Club.

The following weekend (01/02 March) saw the 176 Air Dispatch Squadron military skills team head to Puckapunyal to participate in the 9 FSB military skills competition. The team achieved an overall placing of second, with five members from the Squadron selected to represent 9 FSB in the LSF military skills competition which was held in mid March.

The first of the yearly exchange programs have occurred with our New Zealand exchange member arriving on Monday 03 March. Lance Corporal Van Der Hulst, from 5 Movement Coy, 2 Logistic Battalion, Linton Military Camp New Zealand, worked with the Squadron for a three-month tour with 2 Tp.

The Squadron has also provided support to the Republic of Singapore's Armed Forces (RSAF) over two training activities conducted at RAAF Richmond. The RSAF usually deploy to Richmond between two to four times a year to practice their air drop procedures.

The Squadron hosted 15 air dispatchers and riggers on each activity who predominantly worked with platforms and A22's airdrop systems at the Londonderry drop zone.

The Squadron continues to remain busy with many up and coming exercises such as Pelican's Roost 03, Crocodile 03 and Myola Dawn 03. These exercises will provide the Sqn with the opportunity to prove its worth in meeting its role to the ADF of general air logistic and terminal operations. ●



Words: CPL S W Calthorpe

7th Signal Regiment

Transport Section

7th Signals Regiment is located just outside Toowoomba at Cabarlah, approximately 90 minutes west of Brisbane. The Transport Section is part of 7th Signals Regiment Support Squadron and provides the logistic Support to the Unit.

Transport Section's main tasks include: providing driver/vehicle support to deployed unit elements, conducting driver training on the different variants of vehicles held by the unit for unit members, and providing the day-to-day transport support and advice to the Unit.

Rolling along from the last entry in PAR ONERI 2002 issue 34: the Unit conducted a C2/LR3 Course in October and Caduceus Cup in November 2002. Cad Cup, as it's known around the traps, is a SIGlets competition based on a 100 km team relay, split up into 3.2 km legs between 10 participants. Tpt had the old warrior WO2 Steve Kersnovske running in the Open team with all the young pups. With the help from the Logistical Support runners from throughout the Regiment, 7th Signals Regiment won all three categories (Open, Females [Athena Trophy] and Gretians).

Coinciding with the relay competition, the Regiment runs an annual Billy Cart Race, where the Transport Section were victorious. Most of the credit goes to the driver PTE "Big Rocks" Preston, who handled the finely tuned and streamlined Roadster with great expertise and cunning. Bad luck to the workshop boys, who thought they had the title all sewn up.

The Transport Section has had a hectic and sometimes mind-boggling start to 2003. It started off with the Regiment conducting IMT's at Wide Bay Training Area, followed by numerous WTSS training and Range shoots. Transport has also

conducted a C2/LR3 Course which was held in barracks for the first half and at Wide Bay for the 2nd phase and a Hiace/Coaster course just completed recently.

The Transportarians currently posted to 7th Signals Regiment are: WO2 Steve Kersnovske, SGT Steven Lamont, CPL Ian Rowbotham, CPL Scott Calthorpe, LCPL Denise Brooke, PTE Callan Ford, PTE Stevan Bateup, PTE Michael Preston and PTE Andrew Limerick.

To wrap things up, I would like to just thank those transportarians who will be leaving the Regiment on posting at the end of the year. Above all, thank you for the effort and professionalism that has been shown throughout the year, and for making my life that little bit easier. All the best for the future.

PAR ONERI ●



Words: LT Toohey

30 TERMINAL SQUADRON

10 Force Support Battalion – Logistic Support Force

Once again, 2003 has proven to be a very busy year for the Termites. Under the command of MAJ Rodley, the Christmas/New Year saw the addition of some new faces, including CAPT Nathan to Ops, LT McAdie, LT Toohey and numerous others in the non-commissioned ranks, who had either returned to the squadron or had just completed their baby termite course at ALTC-MW.

We were even afforded 4 S-Line drivers to assist with the ever increasing tasks that the squadron would fulfil and LT Whyte was welcomed in April after graduation from RMC.

The year started out with the usual orientation week followed by six-week courses camps that saw over 50 licences endorsed for different machines and vehicles within the squadron. Camps were run at Lavarack Barracks, Macrossan Training Area, Ross Island Barracks and the trek phases for the Mack courses were held in Cairns.

The month of March saw the beginning of OP FALCONER and, although the squadron had deployed CPL Reidy, PTE Reason and CFN Scully in late December 2002, the remainder of the squadron had little association with the War On Iraq. This was soon to change with JLU-W based at Guildford in Perth requesting Termite assistance from the forward operating base in Perth.

A contingent lead by LT McAdie headed west with the job of loading aircraft pallets with supplies for the Operation and the subsequent loading of various RAAF and civilian contracted aircraft heading for the gulf. This proved to be a very valuable trip not only for learning purposes for the Termites but also because it provided the forward operating base assistance that proved to be of great importance as it sped up the delivery and supply process twofold.

LT McAdie's group returned after a three week deployment which saw a rotation system put in place with two more deployments taking place headed by LT Toohey and SGT Wiegold respectively.

During the Perth trips, those that were left in Townsville bid farewell to MAJ Rodley and his wife Kerrie as they headed to Virginia in the USA for a two-year posting at the US Army's equivalent of ALTC. It was sad to see such an excellent boss depart and, understandably, he left behind a huge job – and only one man could fill the role. None other than CAPT Sneddon – 2IC come OC. CAPT Sneddon took the bull by the horns and has since run a tight ship.

In mid-July (after this article was written), 30 Terminal Squadron will welcome to the helm MAJ Kenton Madsen. All of us here in the Termite squadron welcome MAJ Madsen and his family and look forward to working with him.

The month of May then saw squadron IMT's and a Battalion deployment both to High Range Training Area. IMT's began with two platoons but soon became one and headed up by LT Whyte. Petrol Platoon provided the enemy party and although they couldn't navigate themselves to the enemy locations, IMT's panned out as a success. The bad weather only arrived at the end of the exercise, right when the CO and RSM decided to come and spend a night in the trees with the troops, but the hot bacon and egg rolls the next day soon had everyone happy and looking forward to getting home.

The battalion deployment went well for the squadron, and we all found it funny when the other sub-units came running to the Termites Q SGT, SGT Harris. Harry's ability to obtain things that other units only dream of is amazing and it certainly is appreciated by the entire squadron.

June saw the return home of CPL Reidy and PTE Reason from the Gulf, and no doubt a leave application will follow their return to the squadron. July sees the squadron on some well deserved stand down, and on return preparing ourselves for a two month stint in Shoal Water Bay Training Area for Predator's Gallop and EX CROCODILE 03. ●



Once again its been a busy start to 2003, with the deployment of two LCM8s and crew from 70/71 TP to the Persian Gulf aboard HMAS KANIMBLA.

From all reports it has been a successful operation, with the 8s playing a key role in many integral tasks with the coalition. The boys are due back in July and, with no boats deploying on HMAS MANOORA, the troop will be at full strength for the busy exercise period ahead.

The first activities for the remaining 70/71 TP members began in March with EXERCISE SQUADDEX, a five day amphibious deployment training activity with HMAS MANOORA and TOBRUK at Cowley Beach Training Area. The job went well with movement of troops and vehicles from 2 RAR off the ships to beach landing sites prepared by the amphibious beach team from 42 TP.

The time was used to iron out the creases in activities such as stern door marriages, and the use of lights and signals from the navy to tell us which station to take up around the ship.

With most problems sorted, it was time to head for Shoalwater Bay Training Area with the four 8s aboard the ships once again. Upon arriving in location, it was a frustrating wait to find the right beach and weather conditions to fully deploy the force of men and equipment.

With a break in the weather in the last few days we were able to complete the task, much to the great relief of all involved. The Ships Army Departments got plenty of practice in lifting the boats on and off again and again and a great deal of knowledge and experience was taken away from the exercise.

In April, three boats set out from Ross Island to do a boat rotation in Gove with our brother troop from Darwin, 36 TP. The trip up was perfect: the sea was like glass from Townsville to Gove and not a drop of spray went over the boat in five days.

Two days were then spent in Gove handing over craft and CES and, once complete, the two boats heading back to Townsville set out back across the Gulf of Carpentaria. We received a pounding that extended a 30-hour trip into a 48-hour trip and also broke one of the turnbuckles used to hold the bow door in rough weather. Needless to say, the crews were very worn out when we pulled in at Thursday Island.

The plan was to refuel and resupply and then head out for the Flinders Group of Islands, a 30-hour trip south from Cape York. There was a high-pressure system building up in the Great Australian Bight so we knew we were in for a smashing once outside the safety of the Thursday Island group. We got more than expected and were forced back after only two hours.

The next week was spent waiting for a break in the winds that were gusting up to 45-50 knots, with seas up to five metres. An attempt was made a couple of more times but to no avail, so it was decided to wait for a significant break in the weather to attempt the trip.

We were lucky enough to still be there on Anzac Day and took part in the march and other activities throughout the day. It began with a dawn service on top of Fort Hill. Later on in the morning ten of us marched through the main streets behind 51 FNQR to an unveiling ceremony for a plaque commemorating the Torres Strait peoples involvement in WW2. Our appearance was most appreciated by 51 FNQR and the locals, many of who celebrated the big day well into the night.

Some of the time was also spent fishing, with catches of 2-3 kg Trevally and Queen Fish common off the main wharf. Other species caught included Mangrove Jack, Barramundi, Parrot Fish, Barracuda and Mackerel.

The local fishermen were also extremely good to us whilst we were tied up alongside. A few of us helped them out with the unloading. It was hard work, but worth it when they handed over nearly 30 kg of fresh seafood.

Finally, after four weeks, the weather dropped to 20-knot winds and 1.7 metre seas. The trip was still very rough and little sleep was had. A lengthy period under tow was required for one of the boats as it broke down with a bad batch of fuel.

We made it back to Townsville in five days of straight cogging, all very weary but glad to be home after a 14-day trip had turned into a seven-week stretch.

Meanwhile, back at Ross Island, the 2003 Marine Specialist Two (MS2) had been run with PTE Floyd taking out the coveted Student of Merit award. It was said to be the best course in recent times and there should be a good injection of much-needed Coxswains from it.

This month has also seen the start of a Marine Specialist One course and there is another MS2 planned for later in the year. We should have another 12 deckhands and three or four new Coxswains in the Squadron by years end.

The rest of the year isn't slowing down either. With a heavy commitment to AACAP at Palm Island until the end of October, EXERCISE CROCDILE 03 in September and more support for NORFORCE planned there is plenty of time for all members of the troop to get some time up on the water.

"Unleash Beast The" ☺

HMAS Kanimbla for six months. After about a week of questions, answers and thinking, I decided to go.

I left home on Sunday 5th May, not knowing when I would return. I felt that things were quite uncertain on the world stage and told my family that I may not see them again until November.

Immediately, I began a week-long NBCD course at HMAS Creswell where I was taught about damage control, fire-fighting and gas masks etc. Following the course, I went back to the ship at Garden Island.

After another two weeks, I flew home for a weekend as I was then MWDS and entitled to a trip home every two months. I was able to bring this trip forward.

The following Friday, we headed out of Sydney to the tropical waters of North Australia. We were not to return for some 13 weeks as we were sent up there on OP RELEX II.

It was an interesting time for me, joining an established team and trying to find my own place within the organisation. It was also somewhat difficult, as I really had no idea of my role on board as the Supervisor of the Embarked Forces. Needless to say, it was a steep learning curve.

Fortunately I had great assistance from members of the Ships Army Department (SAD) and with input from a few members of the Ships Company, things began to fall into place for me. We called into Weipa, Darwin and had a few shore visits to Christmas Island.

I gradually learnt that my job was primarily to act as a hotel check-in clerk. I had to know at all times who was in what bunk in the Embarked Forces Messes and just how many were spare. In addition you had to perform a liaison role whenever a force was embarked, sometimes just simply interpreting what had been piped over the PA system.

Over the 13-week deployment on OP RELEX II, we embarked three different Transitional Security Elements.

When possible, I helped out the cargo specialists (Termites) during craning operations. I hadn't done any craning work for several years since leaving water transport but, with some help, I soon became reasonably proficient at hooking up loads to be craned on or off the ship.

Any time an LCM8 was lifted on or off was a big operation. It always involved 20-30 personnel and requiring good leadership, coordination and teamwork but a good hand working the crane was vital. Importantly, the SAD had some very good 70-tonne crane operators.



▲ CPL Georgia Katahiotis and CPL Dave Daniell, both of JMCO Melb

Following a two-week stay in Sydney, we again headed off North to Townsville and the SWBTA region for Exercises SQUADDEX, SWIFT EAGLE and TASMAN LINK. This was the busiest time of all and up to 18-20 hour days were common. However, this was also the most rewarding time: when you could look back at the day's achievements in the realisation that you had a hand in it.



Following another few weeks in Sydney, we headed south to Melbourne. As this was my homeport and I had a few days leave owed to me, I took the opportunity to leave the ship there and return home.

Looking back on my six or seven months on board HMAS Kanimbla, it was a trying and yet rewarding experience. I couldn't see myself doing it again and probably would never have another opportunity, but I have no regrets about spending the time with a highly skilled and well led ship's company on a beautiful ship.

Driving a computer just isn't the same any more. ☺

Words: CPL Dave Daniell, JMCO Melbourne

JOINT MOVEMENT CONTROL OFFICE MELBOURNE

BIRTHDAY CELEBRATIONS!

It was the weekend of the 31st May 2003 and Corps Birthday celebrations were in our sights. JMCO Melbourne had been given their orders: to complete all AIRN compliancy components prior to cutting the Royal Australian Corps of Transport (RACT) Birthday Cake.

It was a tough mission, but we knew it had to be done, the thought of laughter and clinking glasses that evening egging us on.

The morning was not kind: there were shivering bodies everywhere, yet we managed to push through the BFA. Then it was on to hot showers to rejuvenate and ready ourselves for the next stage.

TOETs proved to be no challenge as each member clearly showed

their excellent weapon-handling skills. Then it was on to the WTSS. Another opportunity for members to shine and try to out-do each other with shooting prowess.

Finally the time had come, to refresh and prepare for the evening's celebrations. It was over to the boozier we went, where unit members and family gathered for a relaxing evening. We sung and toasted to the Corps Birthday and continued our merriment into the evening sharing laughter and stories. It was a perfect end to an intense day.

Happy Birthday RACT!!!

EX KING PIN III

On 22nd Apr 2002, I was at work with Telstra when the phone rang. It was my OC asking me if I was interested in going on the

JMCO

There is a tri-service unit in Melbourne they say
That is involved in exercises and operations every day
They have many friendly members that always parade
Their laughter and smiles are no charade
They always work hard to get the job done
And whilst training hard they manage to have fun
"Which unit?" you ask could be so diverse
So now I here endeth this verse
To tell you what it is you want to know
They are all from the one and only JMCO!

JMCO MEL's Poet in Residence
PTE Susan Varga, JMCO Melbourne



Words: WO2 Mark Williamson, Advance Transport Wing ALTC - P

Army on the move

TRANSPORT WING SUPPORT TO GOULBOURN VALLEY ROAD TRANSPORT REFORM GROUP INC. (GVRTG)

The Transport Wing Army Logistic Training Centre and 26th Transport Squadron Puckapunyal joined forces to assist with the GVRTG at the 2002 Road Transport Awareness Week held at Shepparton over the weekend of 11-13 Oct 2002.

The group was commanded by CPL Matt Oxford from Transport Wing and was comprised of CPL's Les King, Mark Reynolds and



Sean Hetherington of Transport Wing and PTE's Matt Aarons and Shane Nammour of 26th Transport Squadron.

The Army detachment was involved in several tasks, which included the marshalling of the street display, drive past of all the semi trailer prime movers involved in the week end and also manned a display at the Shepparton Show. The soldiers answered a myriad of questions from show visitors ranging from general Army knowledge to driver training in the Army to the work of the mighty 26 Squadron.

Once again, this detachment has displayed the versatility of our soldiers to be able to mix in any environment and adapt to any conditions that they may be called upon.

The detachment lead by CPL Oxford was very well received by the crowds that visited the transport display stands. It has continued the valued and mutual friendship shared by the civilian transport industry and the Army.

To ensure that their presence was remembered after the weekend concluded, the Army detachment entered in the Isuzu Truck Pull competition and were lucky enough to get second place and a lovely trophy.

The Army at its best. The guys have been invited back again next year to assist and compete against their civilian counterparts. Well done on another great public relations job. ●

EXERCISE ANZAC MERIT 2003

Words: SGT W Field

During the period of 01 March - 19 May 2003, I was fortunate enough to be selected for Exercise Anzac Merit, which is an annual exchange exercise conducted between the Australian and New Zealand Defence forces.

The unit to which I was detached was The Army Trade Training School, which is located on the North Island, approximately 30km north of the city of Wellington in a suburb called Trentham.

The general organisation in regards to the move was fairly standard, with one day spent in RAAF Richmond for briefings prior to the contingent of approximately 30 to move to New Zealand. However, there was still a fair amount of disorganisation in this regard.

On our arrival to NZ, we were greeted with a traditional Maori welcome and a brief on timings for our travel to our new homes for the next several months.

The NZ Army no longer has a Corp of Transport - in fact, there are no logistics Corps within the Army. All the logistics are now under the one banner of The Royal New Zealand Army Logistics Regiment with each of the support elements now being identified only by its trade stream (ie. Transport Trade).

The Trade Training centre is responsible for the training of all of these trades. For the transport tradem this includes their equivalent to a basic driver course and all promotion courses through to the rank of Staff Sergeant.

Majorities of other driver courses are conducted by Regional Training Centres, which are in various locations throughout the country. Unit conducted courses are common practise, in particular for familiarisation training.

The training conducted in NZ is very similar to that conducted in Australia, both doctrinally and practically; however, the NZDF is bound much more in regards to the country licensing laws. Quite a bit of focus is also placed on urban deployment procedures.

During my exchange period, I was given ample opportunity to visit units throughout the country and spend time with all of them, both in a barrack environment and field environment and exchange ideas in regard to both.

Although the NZ Army is much smaller than our Army, it was noted that they operate at a very professional standard and have learned to improvise very well with the limited resources and equipment they are operating. Currently, trials are being conducted to find replacement vehicles for the rapidly ageing Land Rover V8 and various other pieces of equipment.

The exchange program was one of great experience and benefit. The hospitality of the people was fantastic.

I'm sure that any member who is fortunate enough to experience the exchange will benefit from it in all aspects. Hopefully this exchange exercise will continue long into the future for many more people to experience. ●

A POM in PUCKA

Words: SGT Gary Edwards

The two most common questions I am asked when people meet me are, "What team do I follow in the AFL?" and "What made me transfer to the Australian Army from UK?" Being a Rugby Union player, the answer to the first question is easy. The second takes a bit of explaining.

An Australian officer who was attached to 66 Fuel Squadron in Colchester on Exercise Long look first put the idea into my head in 1996. During his stay with our unit, he often spoke about postings in various tropical paradises around Australia (he didn't mention Puckapunyal...), the lifestyle and opportunities that Australia could offer a young family like mine. The fact that we were on a winter tour of Bosnia at the time only added to the attraction.

Only having seven years left to serve, however, and things getting interesting for the British Army overseas, I decided not to follow his advice. I had the chance to visit Australia on 'Long Look' but I ended up going on operations with my troop instead and all thought of transferring was shelved.

Three years later, I was posted to The School of Tank Transporting and Regimental Training Wing of 7 Transport Regiment RLC in Bielefeld Germany. It was during this time that I met another Australian who rekindled my interest in transferring to the ARA and I was put in contact with a recruiter using the ADF website. I filled out all the required forms listing qualifications, experience and service details; this was posted on 01 Oct 2000.

The process was going along nicely when the changes in the new Labour Agreement meant that my application was cancelled and that I had to reapply next year if I was still interested.

Once again I sent all my details to SCMA and the process started again and I was given a point of contact for my application in the form of SGT Narelle Damen. It was this unfortunate lady who had to answer all my stupid questions and reassure us that everything was OK and I am very grateful for her help in what was a very stressful time for my family.

Eventually, I was given a job offer and we could apply for our visas etc. This was done relatively easily and I finally swore an oath of allegiance to the Australian Army on 10 Mar 2003. After the ceremony my wife and daughters dragged me the whole length of London's Oxford Street shopping the pain of which was eased by copious amounts of ice cold Guinness.

Our flight over was uneventful apart from my youngest daughter's ability to vomit non-stop for 15 hours and an overnight stop off in Singapore where the visa card took another hammering. We finally arrived in Melbourne on the morning of the 13th March, where we met our host WO2 Gary Mcleish, who introduced us to our temporary accommodation in a deserted Puckapunyal.

To be honest, our initial impressions were not favourable and added to the very emotional state that we were in. The first couple of weeks were not easy, especially for my eldest daughter who, at 17, thought that her world had ended.

It was a lot easier for me as I was in an environment that I was familiar with and working with a good team. Once I had been issued my uniform, I was indistinguishable from those around me until I opened my mouth. Although we all speak English, there are a lot of differences that have provided some interesting exchanges, unfortunately most of them are unsuitable for this publication.

My first reaction to Vegimite is also unprintable, although I have subsequently eaten a whole tub of the stuff for a bet.

At the time of writing these notes, I am at the three-month point. Our furniture has arrived and we are in our own home. Thanks to a widening circle of good friends and a busy social life, things are a lot better on the home front. Amy has settled in and loves it here - she even talks with mixed cockney-Australian accent. Louise has entered college and hopes to go to university in Melbourne next year.

I have been given tickets to the Australia vs England match in Melbourne on the proviso that I wear my England rugby top. I expect that, if England win I am, in for a good hiding and, if Australia win, the barracking of a lifetime. Either way, I can't wait.

On the professional front, I am getting my driving qualifications transferred to Australian codes, my instructional qualifications have been recognised and I have been granted the workplace assessment certificate.

Recognition of my other qualifications are in various stages of arbitration and I am still waiting for the 'DS solution' as what happens to me will be the method on which future transferees will be processed. They are all going to Pucka too!

I would like to take this opportunity to publicly say thanks to a few people:

The DHA & DCO's office, plus the overseas admin cell who were a great help during the move over and the first couple of weeks until we got settled. Without their assistance, the move over would have been even more traumatic.

To everyone in Pucka for the welcome and hospitality shown to my family and for making these last couple of months such a good laugh. Last but not least to my family for having the faith to follow me to the other end of the planet: your courage amazes me.

Finally, my family and I are looking forward to our first summer here, hitting the beaches and seeing some more of our adopted country. Hopefully it will stop raining soon so we can try out the 'barbie' and I can introduce a few mates to ice cold Guinness - because not all Poms drink warm beer! ●

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TRUCK STOP NEWS

TRUCK STOP NEWS



Words: CAPT Daniel Kreutzer

Headquarters Northern Command

SECURING THE NORTH

Headquarters Northern Command forms the every day working home for three members of the RACT. Major Brad Hopkins (acting J1/4 and J45), Major Paul Simon (J53) and Captain Daniel Kreutzer (J431) often face the question "So, what is it that you actually do at HQNORCOM?"

Well, the HQ officially performs a number of significant functions across Australia's North, and this article will attempt to dispel some of the rumours and enlighten you as to what functions Headquarters Northern Command (HQNORCOM) actually performs.

ROLE

Commander Northern Command (COMNORCOM)'s mission is to plan for, develop and conduct the defence of Northern Australia as part of the Australian Theatre campaign, and to conduct other Defence operations and tasks in the Northern Command (NORCOM) Area of Responsibility (AR) and Areas of Operation (AO).

The NORCOM AR covers the entire Northern Territory as well as the northern half of Western Australia. In addition, each operation has its own AO that may differ to the AR; however, these cannot be published due to security restrictions.

HQNORCOM's role during conflict is predominantly based on the first part of COMNORCOM's mission, that being the planning for, development and conduct of the defence of Northern Australia as part of the Australian Theatre campaign.

The peacetime role is based more on the second part of the mission statement, namely the conduct of other Defence operations and tasks in the NORCOM AR and AOs.

What does all of this mean? To assist in interpreting the above with practical examples, COMNORCOM currently controls OP RELEX II, OP CRANBERRY and OP GABERDINE. In addition, HQNORCOM fosters a number of standing plans that control the ADF response to Defence Aid to the Civil Community (DACC) and Defence Force Aid to the Civil Authority (DFACA) tasks.

Another key aspect is that COMNORCOM has important regional representation roles, and is the senior ADF representative in the region.

STRUCTURE

Due to the structure, nature and role of the HQ, it is also responsible for maintaining good Defence relations with the NT and WA Governments, Industry and the wider community to ensure the positive acceptance of the ADF within the NORCOM AR. This is achieved through membership of a number of high level consultative groups.

HQNORCOM is a joint environment, with roughly equal representation from all three services. The position of COMNORCOM is currently held by Air Commodore S. Walker, and is a rotational position between the Army, Navy and Air Force.

The HQ is split along functional lines, with an Operations Division and Operations Support Division. Functional Branches (structured in accordance with the NATO standard) fall within these Divisions.

PERSONNEL/LOGISTICS (J1/4) BRANCH

The J1/4 Branch is a relatively small branch within HQNORCOM. The Branch currently comprises five logistics officers (2 x Army, 2 x Air Force and 1 x Navy), with administrative control over the United States Marine Corps Liaison Officer (USMC-LO).

The Branch is led by Wing Commander John McEachern (J1/4), with two further functional areas having been established. The Logistics Plans section is led by Major Brad Hopkins (J45) with the assistance of Flight Lieutenant Sonya Main (J451), whilst the Logistic Operations section is led by Lieutenant Commander David Turner (J43) with the assistance of Captain Daniel Kreutzer (J431).

Logistic Plans' primary focus is to plan for the logistics support requirements for future operations and exercises, as well as the ongoing development of the HQNORCOM Standing Plans.

In addition to this, the section has a number of miscellaneous tasks that include the maintenance of Industry/Defence relations, Defence/Community relations and importantly the coordination of ADF personnel issues focussing on the improvement of conditions of service for those living across the North.

Logistic Operations' primary focus lies with the coordination of single service logistic support to the various ongoing operations.

By the very nature of the current operations, this section has a maritime focus, given that the vast majority of assigned assets are RAN ships.

PLANS (J5) BRANCH

The J5 Branch undertakes the full spectrum of planning for operations, exercises and military activities within the NORCOM AR and AOs.

The Branch is significantly larger than the J1/4 Branch, and Major Paul Simon fulfils the role of Executive Officer for the Plans Branch (J53). He is responsible for the handover of plans to the Operations Branch as well as the coordination of all exercises conducted within the HQ.

HQNORCOM AS A WORKING ENVIRONMENT

As stated previously, this HQ is a joint operational level HQ. It occupies a modern purpose-built building within the scenic confines of Larrakeyah Barracks.

This provides a pleasant working environment within easy reach of Darwin Naval Base, RAAF Base Darwin and Robertson Barracks at Palmerston, whilst being only minutes away from the centre of Darwin and Mindil Beach.

As such, it serves as a great alternative from other operational level headquarters, and offers an additional posting opportunity for members within Darwin.

Working as a member of the RACT in such an environment is unique in that this HQ provides a significant exposure to Navy and Air Force operations at both the operational and tactical levels, whilst maintaining contact with Army elements through the deployed Transit Security Element (an Army element deployed offshore in support of OP RELEX II) and significantly the patrols by the Regional Force Surveillance Units.

In addition, the liaison roles fulfilled by the HQ involve the maintenance of good relations across the northern Defence spectrum, including CSI NT/K, JLU-N, 1 BDE, the various units at RAAF Base Darwin, HMAS Coonawarra and Darwin Naval Base.

All in all, HQNORCOM is both an interesting and challenging place to work. Its location at the Top End combines the lifestyle benefits of the region with the situational awareness of the environment in which the HQ is responsible for conducting operations and exercises. ●

Words: 453357/8259011 SGT M.G. LINNEY

41 RSNWR

Prior to this posting, I had been the Tpt spvr in a reserve infantry battalion (41 RNSWR) and the experience and lessons learnt on that steep curve would, I believed, help with this transition. It did – to a point.

So, armed with my knowledge of BHQ's/Admin Coy's/CSM's/TrgWo's and all things infantry, I marched-in. It was late January. "Welcome – you're just in time to organise the movement for our gun salute at the Opera house." (For an awkward moment, I thought "Why not just get the Navy to sail a ship from Garden Island around the corner and they can do the job, guns ablazing?") To this day, do I regret not sending the Navy an ST1 for that one? You betcha!

My knowledge was updated quickly although some terms still draw a blank expression five months later. I have just learned to smile more. Also I just ask the same questions pretending not to know. I was of the understanding that there is an allowance for learning a new language? Now my life is full of SMIG's/BK's/BC's/JOST/IFOT/FO and the numbers 1-7 – and I was never any good at maths.

Seriously, the gunners work hard in the field. Recently in May, three transport recruits were attached to separate gun detachments for 'training.' They shared the sheer joy of being passengers (operationally), travelling in the back of a Unimog in the cold dark recesses of Singleton Range. Rational thought overtook elation when they discovered this was for the whole weekend and that they were now a gun number. Employed to work twice as fast and hard and eat and drink less than your average bionic man or woman, for short bursts anyway. In reality, I believe they were exposed to one of the better examples of teamwork.

Once Australia Day had come and gone (with no help from me), I settled in to organise the tpt issues of recon and availability of resources for a charity gun-push. This was to be done along the coast road from the north to Manly. The planning stagewas done complete with yellow flashing lights. Then it was called off – delayed for another day.

Next came the first Live Firing Exercise (LFX) for the year-over a weekend at Singleton Range. The personnel who do these jobs are very busy. What made them busy was when we – the mobile ammo point – issued all the ammo between missions. Later, this made us less busy and gave us more time to watch the gun detachments being busy.

Since this, we've had a small-arms training weekend LF3/LF6 and SGR practice. We've also had another LFX over 24/25 May at Singleton Range. During this time my transport training focus was NVG-DVR and Operate in Environ of Threat. Non-continuous training in Dangerous Goods/Commonwealth Explosives has started at the 113 Battery in Adamstown. I reckon we're on the right track. There were some hiccups, with the basics of transport-education is ongoing.

The personnel under my supervision are keen to learn. I will strive to provide training when the opportunity arises. Some indicated that they didn't know that there was a transport supervisor at the unit.

The support I have from the Q store here is more than capable and they return the favour by stabbing me for fortnightly weapon checks. The QM can absolutely rely on his staff, Cpls and Ptes alike, and know that they will do their job well.

Last but not least, RHQ have given me the opportunity to provide the best service possible. I am expected to do the best I can with my training. So far I'm enjoying it here. I've made some more good mates.

There is a final personal chapter I wish to tell to all those who read this. I will never forget ANZAC Day 2003. All unit members of 7 Fd Regt were encouraged to attend a weekend in early April. The task was to complete a memorial for the dawn service planned at the 28 Battery's Dee Why depot. There were approximately 30 members of the unit, who worked both days and well into dark on Saturday night. Most of us weren't tradesmen-but prepared by shovelling sand, mixing cement and cleaning bricks etc.

On the day of the dawn service, we were all there again dressed for various catafalque commemorations around town. I went along with two drivers in Landrovers into Sydney; their task was to drive the old boys who could not march. Myself and another soldier from this unit were banner-bearers for the 2/9th Fd Regt Association in the march. It was quite an honour, having never before been in the Sydney march. It became a better day when later I heard myself telling a recruit how we'd help finish that memorial and did it with love. I just happen to be at 7 Fd Regt.

LEST WE FORGET. ●

Words/photos: WO2 Mark Williamson

From Scissors and Salons to S Lines...

PTE Cindy Bowen – Trainee on 0002 Multi Combination Course

PTE Cindy Bowen (from Taree, NSW) has just completed her multi combination (MC4) semi trailer course at Transport Wing ALTC Puckapunyal.

PTE Bowen has been in the army for eight years and has been operating Army semi trailers since early 2001. As well as now being able to operate tank/plank transporter combinations, PTE Bowen is also qualified to operate semi trailers with 41-foot trailers and bulk fuel and water road train combinations.

Since joining the army in 1995, PTE Bowen has been posted to Townsville, Brisbane and Sydney. She has also travelled all over Australia with the Army, moving equipment, and has completed a deployment to East Timor with 3 BASB in 1999.

PTE Bowen comes from a trucking family background; however, she didn't start driving and operating semi trailer combinations until she joined the army and went to RACT. And she has no intentions of stopping just yet with her

qualifications and varied career path and has more to achieve to yet.

She highly recommends this type of career and lifestyle to other female soldiers and says, "You don't have to fit the Aussie image of our truckie brethren or listen to country music. At the end of the day, you can still let your hair down and throw on a bit of lippy." ●



TRUCK STOP NEWS

TRUCK STOP NEWS

ARTC



▲ W02 Paul Bodsworth RACT, posted as CSM Coy ARTC, also plays in the AAB Kapooka each march out parade

ADVERTISEMENT

LeasePlan – Looking After the ADF

The Australian Defence Force's strong working relationship with LeasePlan has evolved over 80 years, stretching back to the days when the company operated under the Dasfleet banner.

The world's leading vehicle leasing and fleet management company continues to display the flexibility and commitment to the ADF that allows the partnership to flourish, while also developing other areas of its operations that can provide similar business advantages to other ADF contractors.

In recent times, the strength of this union has been evident in LeasePlan's close co-operation with and timely responses to operational requirements in East Timor and Afghanistan as well as the current mobilisation for the Solomon Islands. For example, LeasePlan sourced, purchased, customised and shipped out more than 100 vehicles for the East Timor activities in little more than a week.

LeasePlan was also a vital partner in the ADF's Op Gold year-long security activities at the Sydney 2000 Olympics and the Op Guardian project at CHOGM in Brisbane. The Op Gold requirements included more than 500 cars in a wide variety of roles nationally throughout 2000 and the overall logistical success of this operation was due in part to LeasePlan's contributions.

LeasePlan has also developed significant cost saving processes for the ADF through its National Repairer Network. By pre-negotiating ongoing service expenses, and monitoring all repairs on the vehicles, LeasePlan ensures fixed, discounted running costs and surprise-free management of budgets.

LeasePlan continues to create genuine, practical and cost efficient deals to manage the ADF's vehicle requirements. In 2003, it has introduced a purchasing deal that will make popular, late model new cars available to the ADF at prices so low they cannot be found anywhere else. LeasePlan says that this program will continue to produce great deals on new model cars in the future.

While these superior vehicle leasing and fleet management services have traditionally been the domain of large Government or Corporate bodies, LeasePlan recognises the vital place small to medium enterprises have on the Australian commercial landscape.

It has subsequently developed products tailored specifically to these entities – such as CarSmart and Network Fleet – that can offer big company discounts and service to a business with as few as one vehicle.

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