

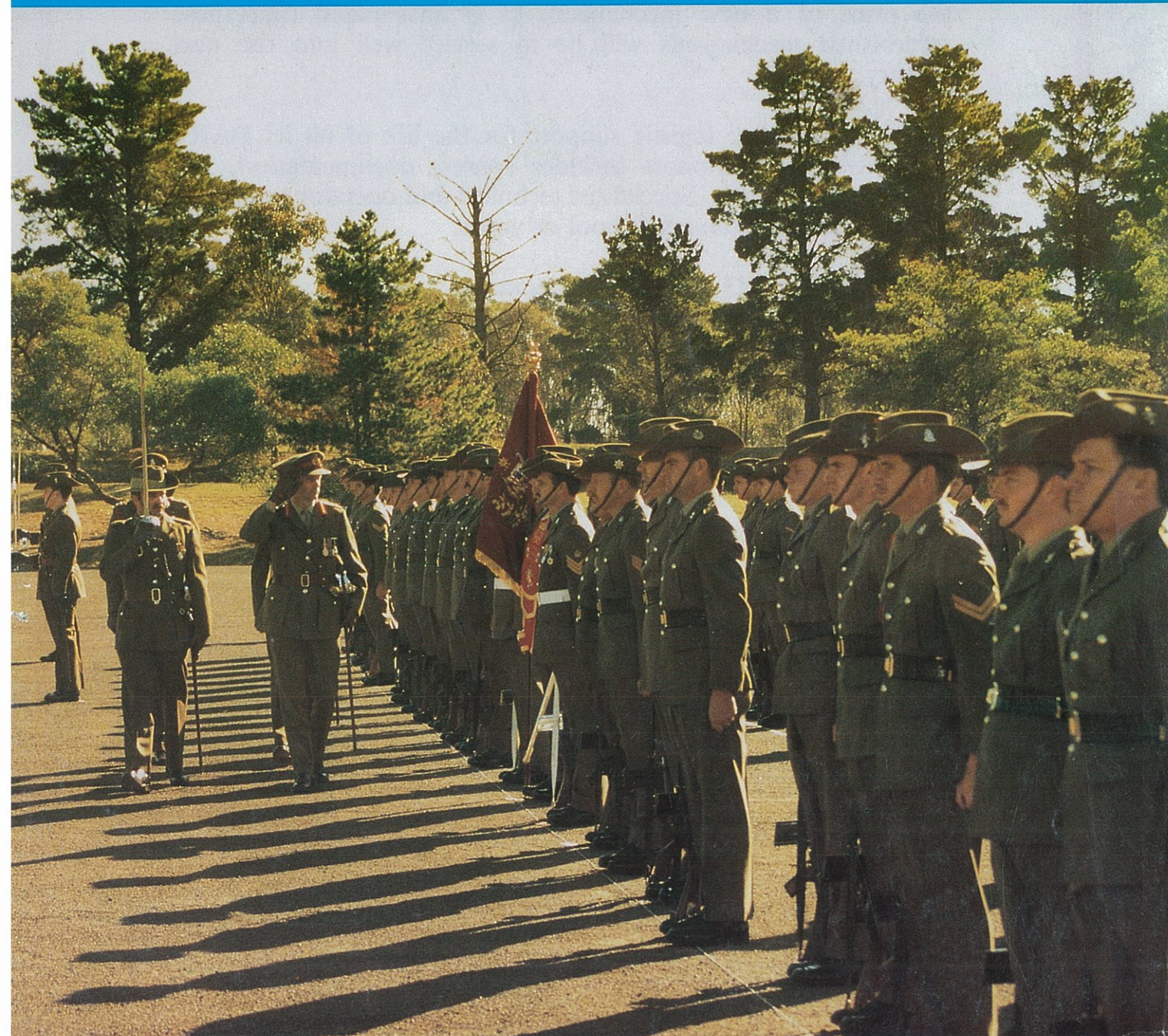
November, 1987

ISSUE NUMBER 17

The

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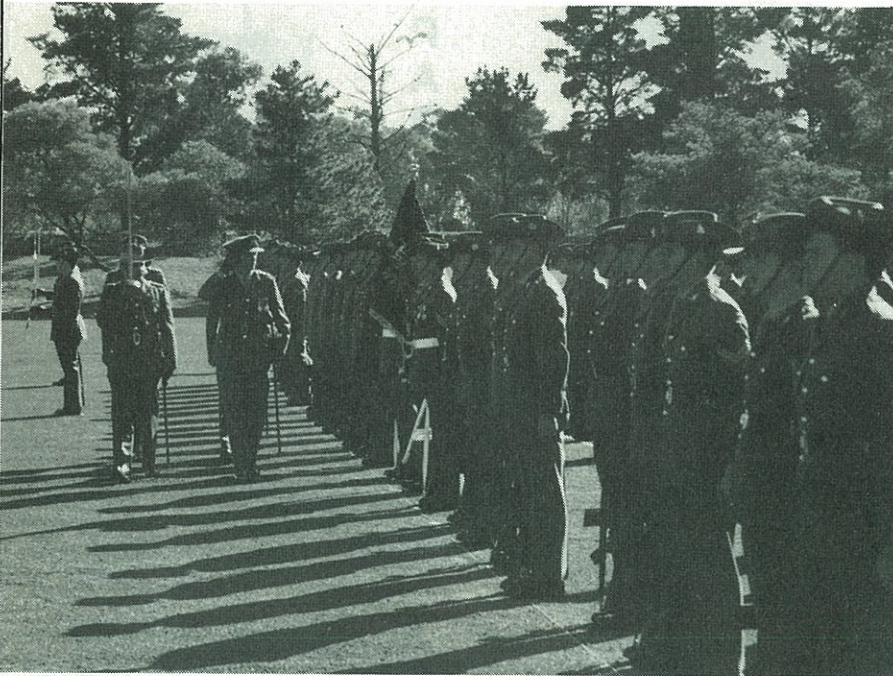
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EDITORIAL

Perhaps the most enjoyable extra regimental appointment in the Corps is that of Editor of this magazine. The office becomes inundated with articles and tales from all over, making it obvious that there are lots of interesting things happening in our Corps. There is a keenness to share some of the experiences with others and to show pride in our units and RAEME's contribution to the Army.

The magazine has a wide readership, not just within the Corps, but within the Army, other organisations around the world, and with ex-members. It is an advertisement for the Corps — and we should be proud of it.

This issue sees a few changes, including a new publisher and a return of some features of previous editions. I would like to thank the previous Editor, Lt Col Geof Howe who pointed out some of the pitfalls in getting the magazine out and gave good advice on how to avoid them.

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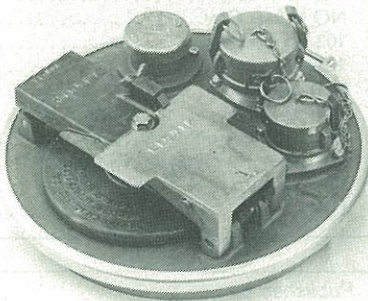


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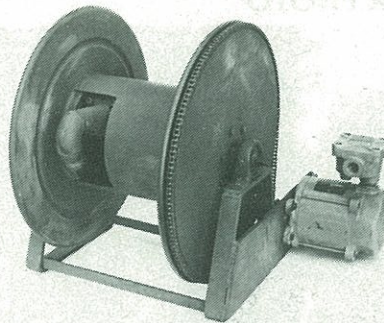
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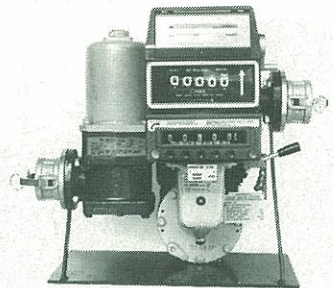
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AUSTRALIAN OWNED

A Message from the Director

BRIGADIER C. ERMERT

The Corps of Royal Australian Electrical and Mechanical Engineers is 45 years old this year. Ever since its formation the Corps has grown from strength to strength. It has a firmly established reputation within the Army for its high standards of skill, training and professionalism. On my many visits to units I am constantly impressed by the dedication and enthusiasm of our members. It is the value of our individuals on which the high standing of the Corps is based.



THERE is no room for complacency however, and a number of moves are under way to further improve our situation. For example, in the area of training we have made approaches to the Victorian Board of Technical and Further Education regarding recognition for Technician Certificates and Certificates of Technology. It will be a great step forward for our tradesmen and artificers to have their skills recognised in this way.

The recognition of skills is an important factor but an equally important one is the retention of those skills. Whilst our wastage rate is now well below the Army's average, I am still concerned at any losses of senior craftsmen and junior non-commissioned officers. These are the people with the up-to-date training and the greatest potential for the future of the Corps. We must ensure that every possible step is taken to retain our strength in this area.

We have a number of major challenges ahead of us. The most obvious is the Army's acquisition of the Blackhawk helicopter. I am pleased to say that our planning is well in hand to meet that challenge. It will be a very exciting area of development and employment in the future. Another challenge is perhaps less tangible but equally real. In these times of economic constraint not only do we need to

maximise our efficiency but we need to be able to demonstrate it. We must think more commercially and highlight our very great strengths and capabilities.



With the festive season almost upon us I would like to take this opportunity to convey my best wishes to all members of the Corps and their families. Have an enjoyable and safe holiday period and a very Merry Christmas.

MESSAGE FROM THE COLONEL-IN-CHIEF HRH PRINCE PHILIP, THE DUKE OF EDINBURGH

In response to Birthday Greetings sent by Brigadier R.S.P. Amos, our Representative Colonel Commandant, the following message was received from Buckingham Palace:

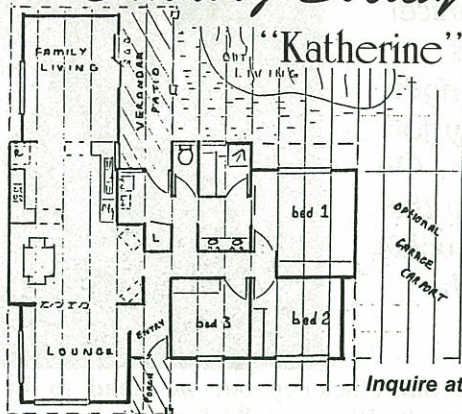
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FROM: HRH THE DUKE OF EDINBURGH. PLEASE THANK ALL MEMBERS OF THE ROYAL AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS FOR THEIR GOOD WISHES FOR MY BIRTHDAY.
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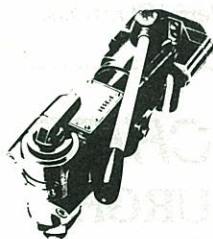
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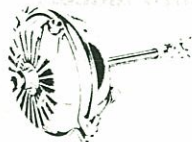


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WELL DONE

QUITE a few members of our Corps have had their achievements recognised with awards in the last year or so. Although mentioning some of these is a bit belated now, recognition of members who have 'done good' is always warranted.

MEDAL OF THE ORDER OF AUSTRALIA

The Director General and all members of the Corps take pride in congratulating the following members on the award of the Medal of the Order of Australia (OAM). The OAM is awarded for meritorious service or performance of duty.

WO1 R. G. Norman, OAM — for service as RSM HQ Logistic Command.

Ray Norman was appointed RSM of Headquarters Logistic Command in January 1985, the first RAEME member to fill this prestigious and important position. WO1 Norman is well known throughout the Corps having served as RSM of RAEME Training Centre for over two years prior to his appointment to HQ Logistic Command.



WO1 R. G. Norman, OAM.

WO2 R. W. Wildermuth, OAM — for services to the trade of Recovery Mechanic.

Reg Wildermuth has been an Instructor at RAEME Training Centre for the past four years, running the Recovery courses. An article on Reg appears in this issue.

WO2 K. J. Kerr, OAM — for services to the Army Reserve in the field of marine engineering.

CGS AND GOC COMMENDATIONS

CGS and GOC Commendations can be awarded any time for service worthy of special recognition.



WO2 R. W. Wildermuth, OAM.

A 'Well done!' is due for the following members:

GOC Field Force Command Commendation to **WO2 Brian Tingwell** of 101 Field Workshop for work in the local community. Well done, Tingers.

CGS Commendation to **SSGT Dave**

Schereck of DGEME Systems for development of the MAWD-EMEDATER interface. Congratulations Dave.

CGS Commendation to **WO1 'Swoopy' Summers** ASM, Adelaide Workshop Company for contribution to Operation Raleigh.

Metal Trades Industry Association DEFENCE MANUFACTURERS COUNCIL FELLOWSHIP 1987

The Metal Trades Industry Association Defence Manufacturers Council Fellowship for 1987 has been awarded to an RAEME Officer, **Major John Lowe**, of the Maintenance Engineering Agency.

The aim of the Fellowship is to enable a member of the Department of Defence Capital Procurement Organisation to undertake a research project with a view to increasing Australian Industry Participation in Defence procurement projects. The Fellowship is awarded biennially. It provides a cash grant to cover research expenses, and a period of paid leave for the completion of the research project.

Major Lowe will conduct a research project in the field of Reliability/Availability/Maintainability (RAM) Engineering, and will produce a RAM Engineering Guidebook for MTIA DMC member companies. Reliability, Availability and Maintainability are increasingly becoming specified in Australian and overseas Defence Procurement Projects, as Defence forces



SSGT Schereck being congratulated by the Chief of Logistics, MAJ GEN J.N. Stein.



Pictured is Major Lowe receiving a Fellowship Award from Mr Bruce Goddard, Chairman of the MTIA. Looking on is (left rear) Mr Leigh Purnell Director of Trade and Commercial Services MTIA and Mr Fred Bennett, Chief of Capital Procurement with the Dept. of Defence.

increasingly realise the contribution RAM can make to mission effectiveness, sustainability, logistic supportability and life cycle cost of equipment ownership. Currently there is minimal RAM expertise in Australian industry and there is no formal training available. The production of a

RAM Engineering Guidebook will help to alleviate this problem and assist the competitiveness of the Australian Defence Industries.

Major Lowe has also been tasked with drafting the RAM policy for the Capital Procurement Organisation. This will pro-

vide a baseline for the Department of Defence to enable more effective specification and management of RAM Engineering in equipment procurement projects.

Major Lowe is the second RAEME Officer to be awarded this Fellowship. The 1985 Fellowship was awarded to Major Mario Larocca, who conducted a study on lithium batteries.

APPRENTICE ACADEMIC

Not quite, perhaps a more accurate description of CPL R. (Bob) V. Lumley might be ex-apprentice academic. Not only has Bob left apprentice school far behind but his recent award of the MacMillan Bursary Prize by the Queensland University shows he's no apprentice at higher learning either.

The MacMillan Bursary is awarded by the University Committee to the best Year 3 and the best Year 4 Bachelor of Mechanical Engineering students over 23 years of age. In winning his bursary Bob outscored 30 other students eligible for the Year 3 award. The proud father of Tony and newly-arrived Darron, Bob attributes much of his success to support of his family, in particular his wife Sally.

OPERATION RALEIGH — AGAIN

A letter of commendation was received by the CO 4 Base Workshop Battalion,

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AWARD WINNERS



1984/85 Artificer Award
SSGT D. Martin



1985/86 Artificer Award
SSGT S.E. Gillett



1984/85 Regimental Award
SSGT W.P. Storms



1985/86 Regimental Award
WO2 R.S. Diplock

praising the performance of WO2 Daryll Cobb. The letter, from Lt Col R.D. Letts, Army Project Officer for Operation Raleigh, paid tribute to WO2 Cobbs' performance as a Project Leader showing 'outstanding leadership and organisational skills'. Well done, Daryll.

RAEME CORPS COMMITTEE AWARDS

by MAJ G. POLKINGHORNE

The RAEME Corps Committee makes a number of awards annually to RAEME personnel. These include the Artificer Award, the Regimental Award and the Craftsman-of-the-Year Award. The awards are presented during the annual RAEME Birthday parade in the respective Military District. Last year the prizes for the ART Award and the Regimental Award were made for training year 1984/85 and 1985/86. Details of the awards are in RAEME Corps Instructions, Number 11 and 17.

Artificer Award

The Artificer Award is given to the student who achieves outstanding results on Subject 4 for Warrant Officer (Artificer) Course at RAEME Trg Centre or 5 Base Wksp Bn. Selection is based on the results of training and is tempered by a candidate's assessed personal qualities as reflected by the 'word picture' on their course report.

Until 1986 the winner was given an electrical calculator housed in a polished wooden box with an inscription plate. In 1986 the Committee decided to give the winners a monetary prize so they can select a more suitable remembrance of their award. For more information you can read RAEME Corps Instruction No. 11 — Presentation to Outstanding Senior NCO/WO Students.

The previous winners were:

80/81 447147 SGT T.M. Russell ART VEH;
81/82 314318 SGT I.D. Ruth ART VEH;
82/83 1201755 SGT P.W. Dove ART ARMT; and
83/84 56471 SSGT B. Chitty ART RDR.

The winner for 1984/85 was **316112 SSGT (now WO2) D. Martin** from 1 Armd Regt. WO2 Martin's award is based on his results from the 2/84 Subject 4 (WO) VEH.

The winner for 1985/86 was **224052 SSGT S.E. Gillett** from 101 Fd Wksp. His award was based on his excellent performance on the 2/85 Subject 4 (WO) Veh Course.

Regimental Award

The Regimental Award is given to the student who achieves outstanding results on Subject 2 for Warrant Officer (RAEME) Course at RAEME Trg Centre. Selection is based on the results of training and is tempered by a candidate's assessed personal qualities as reflected by the 'word picture' on their course report. The winner is

awarded a Warrant Officer's cane of turned and polished wood.

The previous winners were:

80/81 219211 SGT J.W. Manderson;
81/82 220892 SGT M.K. Hanlon;
82/83 1203092 SSGT P.C. Muir; and
83/84 48699 SSGT I. Mann.

The winner for 1984/85 was **223259 SSGT (now WO2) W.P. Storms** from Sydney Wksp Coy. WO2 Storms (known as Bill) attended the 2/84 Subj 2 (WO) RAEME.

The winner for 1985/86 was **1204085 WO2 R.S. Diplock** from HQ 3 MD. His award is based on the results from the 1/86 Subject 2 (WO) RAEME.

Craftsman-of-the-Year Award

The Craftsman-of-the-Year Award is given to the outstanding Craftsman within the Corps. It is open to all ARA and ARes RAEME Craftsmen and is awarded to a member with outstanding trade and regimental qualities and whose involvement in extra-mural activities brings credit to himself and to the Corps.

The winner in 1986 was **321542 LCPL (now CPL) Mark Chaston** from 1 Armd Regt.

This year the method of selection for the Craftsman-of-the-Year Award will change. Units are to nominate candidates to their respective Military District. Each Military District will choose a State ARA and ARes Craftsman-of-the-Year the National ARA and ARes winners will be selected from the State winners.

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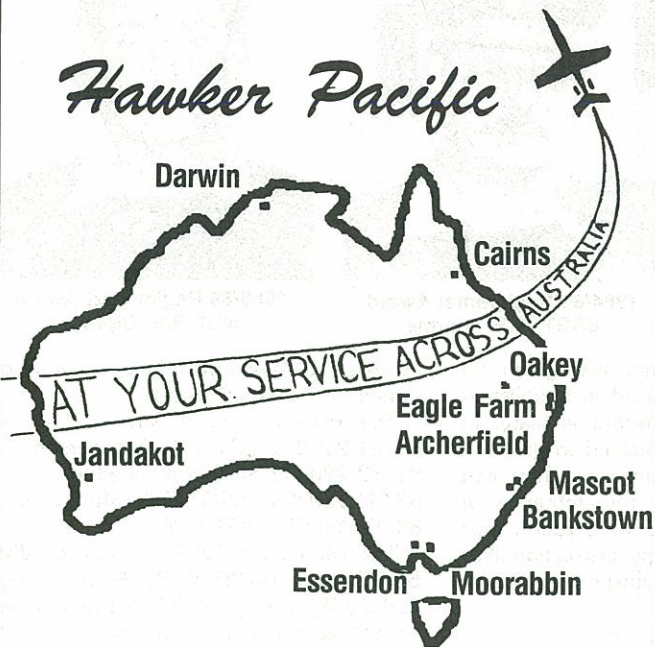


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OBITUARY

WARRANT OFFICER CLASS ONE

HILTON ROBERT (ACKER) ATKINS, OAM

by MAJOR N. M. COOPER

Hilton (Acker) Atkins died on 23 May 1986 after a short illness. Aged 54, Hilton was a 2nd intake Army Apprentice School (Balcombe) vehicle mechanic graduate. During his apprenticeship and throughout his career he was clearly at the top of his trade as will be attested by those who served with him in any capacity.

Hilton had a variety of postings, particularly over the early period, in a career that spanned 37 years. In 1959 he went to Japan to assist in the commissioning and journey to Australia of the LSMs that were purchased there. In six weeks in 1967 he visited South Vietnam to resolve problems that were plaguing the International truck fleet there, a task which brought praise to him from both Army and civilian officials. In 1970/71 he served a full tour in South Vietnam as the ASM of 17 Const Sqn Wksp.

Upon the completion of his Artificers course in late 1962 Hilton was posted to the RAEME Trg Centre as an instructor and so began his long association with that unit and 4 Base Wksp Bn, interrupted only by the two sojourns to SVN. He loved the countryside surrounding Bandiana and the lifestyle offered in the military and civilian communities to which he contributed in a variety of ways.

During his service Hilton was awarded the Medal of the Order of Australia, the Long Service and Good Conduct Medal, the Meritorious Service Medal, the Defence Force Service Medal and Clasp, the Vietnam Medal and the Vietnam Campaign Medal.

Hilton was by nature a quiet and reserved man but in his early days he had a mischievous streak that was used with great finesse which would cause great amusement to those affected. As an 'old hand' in more recent times he had a steadying influence on those he worked with. When the pressure was on or panic imminent he would often say 'hang about a bit' to those involved. It is a great pity that Hilton was unable to hang about a bit and enjoy a well deserved retirement.

Hilton's sudden illness denied him the opportunity of being appropriately farewelled from the Service that he gave so much to. Fortuitously in late 1985 his 20 years as a WO1 was recognised at a formal dining-in night at which his service was recalled. After the dinner he was subjected to a 'roast' at which many humorous stories of his life were told to the great enjoyment of Hilton and a packed Mess.

Towards the end of his illness it was his fervent wish to be able to attend the Banner Parade to see his Corps presented with the Banner and it was a great disappointment that this could not happen. Nevertheless, as desperately ill as he was, he sat propped up in bed that evening with a parade programme and Banner Port to see the parade on the local TV news. He was very proud of the display and immensely grateful to those that enquired after him at the parade and to the staff of 4 Base Wksp Bn who did so much for him and his family in the period of his illness.

Hilton is survived by his wife of 32 years, Yvonne and two sons David and Philip.

The measure of the esteem in which Hilton was held was evident by the more than 400 mourners who attended his funeral, many of whom travelled back to Bandiana from afar after having just attended the Banner Parade there.



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RETIREMENT OF MAJOR R. E. MILLS, AM

Major Robert Edward (Bob) Mills retired on 22 April 1987 after a total of 35 years Army service.

Bob entered the Army as a National Service Conscript in 1952. After his initial three months' training he was posted to RAAOC to complete his three-year part-time training where he reached the rank of Staff Sergeant.

He enlisted in the Regular Army on 9 August 1956 and was allocated to RAEME where he served with distinction in a number of key regimental and instructional appointments including RSM of RAEME Training Centre.

Bob had two tours of Vietnam, initially with 101 Fd Wksp and then with the Army Training Team (AATTV) as an advisor with the 1st Infantry Division, Army of the Republic of Vietnam. Bob was commissioned as a Captain on 1 January 1981 and moved from the RSM's position at 2nd Base Workshop Battalion to that of unit Adjutant. His next appointment was Adjutant/Quartermaster at 2EME Services Unit Homebush. As a result of his outstanding service to that unit he was appointed a Member of the Order of Australia.

He returned to 2 Base Workshop Battalion in 1985 as the Quartermaster and was promoted to Major as the OC Support Company in January 1986.

The Army and especially the Corps will surely miss the services of such a dedicated and professional soldier as Bob. After his retirement he plans to travel and acquire more oil paintings to increase his already extensive collection.



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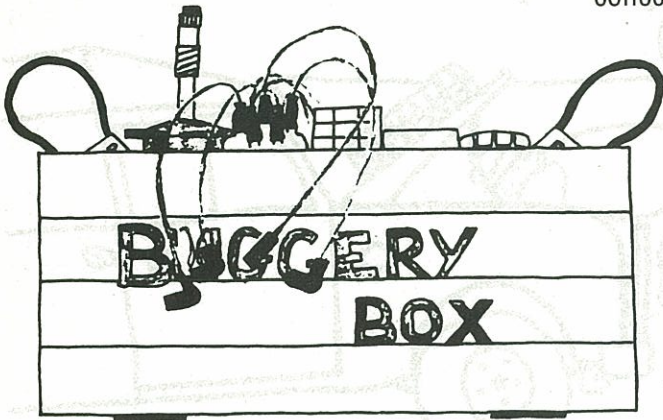
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THE BOOGERY BOX

This year was the first time that RAEME/AEME members marched as a group in Canberra on Anzac Day. In the past, members marched with other units. Led by Brigadier Conrad Ermert the group took part in the march and ceremony after previously meeting at ACT Workshop Platoon for some 'heart-starting' coffee.



A copy of the first Corps Magazine 'The Tiffy' published in August 1940 has been received by the Editor. Crafty humour was well established in 1940, with the following one-liner in

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Editor's page. 'A cynic is a guy who is still wondering why the Virgin Islands were given to the Navy to protect.'

Gathering dust in the files was a 1984 article from Perth Wksp Coy. It's a bit dated for even the *RAEME Craftsman*, but is worthy of a mention. Our far west workshop manufactured several working models of a cannon recovered from the wreck of the Dutch sailing ship Zeemjiuk. The cannons were used for the starting and finishing guns for the Americas Cup.

The ARES Cell, Development Wing at RAEME Trg Centre are busy visiting ARES units and developing some 25 courses for ARES soldiers. Although most members of the cell are ARES, the cell is manned at all times by WO2 Rick Rickard who is doing full time service. The contact number is (060) 55 2618.

Puckapunyal Workshop Company has formed a committee to compile the workshop's history. Details particularly sought are names of past ASMs and CSMs, although items of general interest are also sought. Anyone who can help should contact SGT H. Souter, c/o the workshop.

It seems the new OC of the workshop had trouble putting his stretcher together when preparing for the first exercise. He thought he had been issued with two left poles and told his Orderly Room staff to get it fixed. CPL Nev came to the rescue, saying 'This is what we do sir. Remove the extra left pole, rotate it through 180 degrees, and you have a right pole'. Meanwhile, the Sergeants Mess had heard about it and were having a chuckle, which turned into a roar, when the ASM heard of the OC's complaint, and said 'Gee, I'd better go and check mine'.

Prints of the previous Corps Painting 'AFV Repair in the Light Green, Vietnam, November 1969' are available from the Corps Shop at \$8.00 a print. Prints of the Corps' new official painting of 'The Banner Parade' are also available for \$12.00. But for you, a special price for the two — \$15.00.

Another 40th Anniversary is coming up in 1988. The Army ANARE detachment is holding celebrations on the Anniversary Weekend (4-6 March 1988) and all ex-members are invited to this endorsed Bicentennial Activity. Enquiries CAPT G. Friend, c/o Army Maritime School (02) 96 0911.

Here is a small ad for our sister magazine in the UK 'The Craftsman'.

REME DOWN UNDER

A number of gaps still exist in the Museum's archive coverage of RAEME activities overseas. Among these gaps is information of the RAEME workshops supporting atomic weapon trials and guided weapon trials in Australia. A short article in a 1959 'Craftsman' about the workshop at Maralinga seems to be all that

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has been written. Any readers who can give more information on the REME support, workshop organisation, equipment and personnel at Maralinga, at Woomera and on Montebello Island are asked to write to the Museum. Any photos which can be loaned would be much appreciated. These could be copied and returned. Please send your information to *The Editor, The Craftsman, Isaac Newton Road, Arborfield, Reading Berkshire RG2 9LN United Kingdom.*

Not getting enough? Getting too many? Contact SSGT Dave Schreck (062-655608) if your unit is not receiving enough copies of 'The Craftsman'. The aim is to ensure all Corps members, ARA and ARES, receive their own copy.

Short items on 'blunders of the month', 'broken spanner awards', and general news suitable for 'THE BOOGERY BOX', should be sent to the Editor.



A TALE OF TWO EMUS



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A Posting Experience of a Lifetime



Jerusalem: The Golden City.

Introduction

Three years have now passed since that April morning at the RAEME Training Centre when I received a phone call from the SO1 Pers in DGEME, LTCOL John Pronk, informing me that I had been selected for a posting to The United Nations Truce Supervision Organisation (UNTSO). Now, having been there and having been back in Australia for the last 12 months, I have had time to reflect on the experience of having lived in Jerusalem and Tiberias, on having worked on the Golan, on having patrolled to the summit of the Hermon and the length and breadth of Sinai and having witnessed the chaos in Lebanon. This, together with having had the opportunity to explore the ancient cities of Jerusalem, Damascus and Cairo, makes one conclude that UNTSO is a posting of a lifetime.

Enroute to the Middle East

We, my wife Jill and I, departed Brisbane on 26 April 85 bound for Singapore and a very enjoyable five days with MAJ Dave Cocker (now OC 102 Fd Wksp) and his family.

From Singapore we weathered the gruelling 15-hour flight to Athens, but recovered during a relaxing six-day Greek Island cruise. After a further two nights back in Athens to take in the sights it offered, two rested though slightly apprehensive Oz flew off to Tel Aviv on the morning of 8 May 85.

As we stepped off the Olympic Airways 737 at Tel Aviv's Ben Gurion Airport and into the non airconditioned coach to ferry us to the terminal, the heat was as if we had just stepped into an oven. We knew then we were in the Middle East.

Check-in Jerusalem

It was at Ben Gurion that we first experienced Israeli security, but it was some time before we became used to armed soldiers and police in the streets as an every day practice.

Having cleared customs without any difficulties we proceeded out of the terminal. A large crowd was waiting for the arriving passengers but one voice stood out without mistake. "G'day mate!" Kev Riley (now OC 106 Fd Wksp) called as we were anxiously looking for someone to claim us. "You have got Tiberias!" and my first question was answered before I had asked it.

We spent six days' in Jerusalem before proceeding to my first appointment at Observer Group Golan-Tiberias (OGG-T). During that time I was put through the normal march-in administration at HQ UNTSO. This included three days training and an introduction to the facilities and procedures I could expect to find on the Observation Posts (OPs). I also had a driving test for my UN licence which was an experience in itself, with driving on the "other side" of the road for the first time and having to avoid the oriental pedestrians who believe they have right of way all the time, not to mention the donkeys and camels they often have in tow.

The Road to Tiberias

It was a very hot and dry afternoon as we set out for Tiberias and headed East down the winding road toward the Jordan River. My first impression was to wonder why so many wars since the beginning of time had been fought over this land. It appeared to me to be so arid and worthless. The road traversed the Judean hills dropping in altitude the further East we went. As we passed a sign saying 'Sea Level' you could see the Dead Sea through the summer haze, shimmering in the hot afternoon sun. Seventeen kilometres East of Jerusalem we turned North and headed up the Jordan Valley. In that distance we had descended from 800m above sea level to 300m below sea level. The Dead Sea itself is the lowest point on earth, being 400m below sea level.

As we proceeded on we soon came to an oasis rising out of



Jericho and the Judean Hills.

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the parched, dry desert. This was Jericho and beyond was the site of the ancient Biblical city. Just North of Jericho was a city of low mud huts. Now deserted, it was once the largest refugee camp in Jordan and dates back to the First World War. For the next 60km the landscape remained much the same, being broken by deep wadis (re-entrants) running their winding paths down to the Jordan River. We drove past a number of small Arab settlements, all struggling to make a living by farming the arid land. We also passed a number of kibbutzim, but they have the technology, finance and government backing to turn their land into successful market gardens. Each kibbutz was surrounded by a high barbed wire fence with watch towers strategically placed and with strong points guarding the main approaches. Some actually had dug-in tanks (left over from previous conflicts) positioned along their perimeters.

As we approached Tiberias and the Sea of Galilee the face of the country-side changed dramatically. The vegetation took on a

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Nazareth: The Church of the Annunciation.

tropical appearance with banana, avocado and date plantations lining each side of the road. The Sea of Galilee is 200m below sea level and this contributes to the very humid atmosphere around the lake.

From Jericho to the Sea of Galilee, or Lake Kinneret as it is also known, there were visible reminders of the instability within the area. From many points along the road both Israeli and Jordanian positions could be observed strategically established on high features on their respective sides of the Jordan River. Also visible along a large part of the Jericho/Tiberias road was the Israeli electronic intruder fence. This fence is patrolled on a 24-hour basis and runs the full length of Israel's land borders, approximately 800km.

Tiberias

This ancient city was founded by Herod Antipas as a tribute to the Roman Emperor Tiberias. The city has been occupied by Romans, Christians, Moslems, Marmaluks, Ottomans, the Crusaders, Turks and the British. It has been destroyed twice by earthquakes and it was the first city to be liberated by the Jews during the 1948 war of independence. Today it is the capital of the Galilee and has a population of 27,000.

The centre of Tiberias is situated on the shore of the Kinneret. The city rises sharply up the side of the Jordan Rift Valley and at its highest point is 700m above the lake. To give some idea of how steep the lie of the city is, it rises from the lake, 200m below sea level, to 500m above sea level in only 3km.

The surrounds of Tiberias are a wealth of Biblical history. The village of Nazareth is only a 30-minute drive away with such attractions as the old Arab souk (market place), the Basilica of the Annunciation, Mary's Well and the reported site of Saint Joseph's carpenter shop. Cana is only 8km from Nazareth and the ruins of Capernaum (the village Jesus grew up in) are just North of Tiberias. Within minutes of Tiberias are also the Mount of the Beatitudes, the house of Mary Magdalen and the reported sites of the miracle of the loaves and fish, of Jesus walking on the water and many others. There are also a number of more recent historical sites including those of first and second world war battles involving Australian troops.

The Golan

From the Kinneret northward for about 60km along the course of the Jordan River, the land to the East sweeps precipitously upward to a height of over 400m above the valley floor. This cliff-like brow of land forms the Western edge of the Golan Heights. Strategically it dominates all the land in the valley below. To the North the Golan is bounded by the Hermon, its winter snow-capped peaks rising to 7000ft above sea level in the Israeli sector and 9000ft in Syria. To the South, the Golan is bounded by the Yarmuk River which also forms part of the

frontier between Syria and Jordan. The Golan has no defined Eastern boundary.

The Golan is a fertile volcanic plateau and at first sight the landfall appears similar to that to the West of Warwick in Queensland. It has similar undulations and many exposed rocky outcrops and high rising knolls. The Israeli Golan is well cultivated with evidence of irrigation advancements obvious in all but the Military designated areas. The Syrian Golan is agriculturally backward. Looking out across Syria from any of the OPs is like looking backward in time. The landscape is broken by stone fences that give a patchwork quilt effect. The local population live in small brick huts either in villages or on isolated farmlets. The occasional Bedouin tent can also be seen. The fields are cultivated by animal-drawn plough and the shepherds and herdsmen tend their stock as they have done since before Christ. New houses are being built in most of the villages in an effort by the Syrian Government to re-populate the Golan.

The Area of Separation (AOS)

The AOS extends from North to South — from Lebanon to Jordan. It varies in width from 300m to 15km. The Western or Israeli side is marked by the Alpha Line ('A' Line) and the Eastern or Syrian side by the Bravo Line ('B' Line). All high features on either side of the AOS have been strongly fortified by the opposing forces with Israel having had the upper hand at the time of the truce agreement, maintaining the tactical advantage now. OPs are strung out at strategic points on either side of the AOS to give the best advantage point for observation. The AOS is part of Syria and is inhabited throughout by villagers, herdsmen and shepherds. The Israeli electronic protective fence, as referred to earlier in this article, runs between the Israeli positions and the 'A' Line, making incursions into or out of Israeli territory difficult.

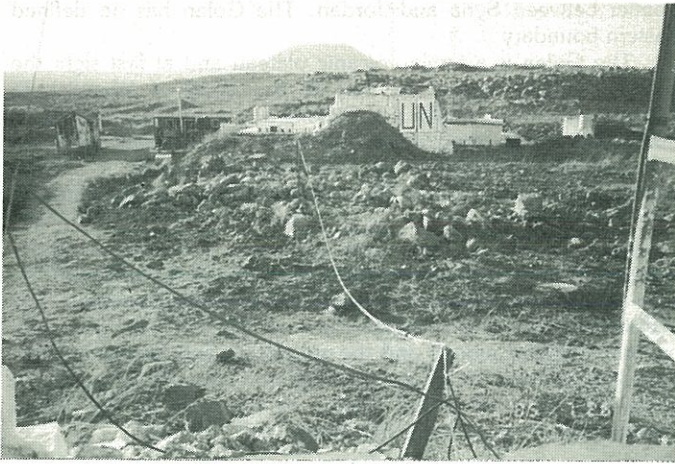
The Observation Posts

I was out on my first OP duty within 10 days of arriving in OGG-T. These duties were of seven days' duration. You went out on Monday or Thursday and came back in on the following Monday or Thursday respectively. During that time you were restricted to the immediate confines of the OP. Tasks on the OP were shared evenly amongst the two OP mates. Duties were broken into the 'inside man' and 'outside man' and responsibility for these were swapped every 24 hours. Basically the 'inside man' was responsible for the house work and cooking whilst the 'outside man' was responsible for observing.

Each OP on the Golan comprised a 20ft caravan complete with gas stove, oven, refrigerator and all the facilities necessary to make the observers comfortable and enable them to carry out their operational role. Outside the van and in close proximity was a bomb shelter (complete with radio, and rations and fuel for 10 days) and a wash/shower room complete with a kerosene-fired water heater. The OP power supply was provided by a



Inside an OP Van. "All the comforts of home!"



OP54, Tel Faris in the background.

diesel-driven generator and a petrol backup. A safety/escape vehicle was also provided. The entire complex was surrounded by high stone and concrete walls to protect from possible shelling or small arms fire. All external surfaces were painted white with the letters 'UN' emblazoned in black on all sides and on top of both van and shelter.

Operational responsibilities on the OPs involved observing and reporting on any violations of the Israeli/Syrian disengagement agreement. In brief, terms of the agreement include:

- (a) Neither Israeli nor Syrian soldiers are permitted within the AOS;
 - (b) Weapons can not be fired into or over the AOS by either Israeli or Syrian soldiers;
 - (c) Israeli civilians are not permitted within the AOs;
 - (d) Syrian civilians, though permitted within the AOS, can not cross the 'A' Line; and
 - (e) Aircraft of either side are not permitted to over fly the AOS.
- In all, I did 10 duties on the six OPs on the 'A' (Israeli) side.

Three were on OP55, the southernmost OP and the most interesting both geographically and operationally. This OP looks down onto the Yarmuk River and the junction of the Israeli, Syrian and Jordanian frontiers. The terrain is rugged and abounds with wildlife. From the observation platform you could observe Syrian, Jordanian and Israeli defence positions. OP55 was the busiest of all with regards to the number of violations being reported. Most were related to Syrian shepherds and herdsmen who have to cross the 'A' Line to water their stock in the river some 200m below. They have been watering their herds there since before Christ and the differences between Israel and Syria are not about to stop them now.



OP55.

Life on the OPs was relaxed most of the time. Your OP mate was always of another nationality and this resulted in interesting two-way flow of information regarding respective defence forces, home countries, customs etc. Always informative were the discussions with the Israeli Liaison Officers, located at each OP during daylight hours, about their exploits during the Six Day or Yom Kippur Wars fought over the very ground we were standing on. It was an experience to sit on the observation platform with a copy of Chaim Hertzog's 'The Arab-Israeli Wars' in hand and put map to ground. From most OPs you could observe burnt-out Syrian, Russian-made T54 tanks lying silent where they were struck, old and new minefields, tank traps and ditches. Defences on both sides of the AOS were being constantly upgraded.

Between OPs

On return to Tiberias from OP duty you would normally have some time off. We had a total of six 'off days' per month and it was during this time that our many adventures to such exotic places as Damascus, Cairo, Cyprus, Eilat, Amman, Petra and many of Israel's ancient Biblical sites were undertaken. I will not expand on our exploits in these places of antiquity except to say they were all fascinating and shopping in the souks of Damascus and Cairo is a wife's delight.

When not on days off, you were on call either as a replacement if an Observer had to be taken off an OP, or to conduct special inspections or investigations of incidents that occasionally occurred within the restricted areas (refer to my article in the previous edition of *Craftsman*).

In addition to the 'on-call' duties, once every two weeks all UNMO were mobilised to conduct inspections of the areas of limitation to ensure that the IDF had not exceeded the allowable numbers of troops, tanks and artillery pieces in the restricted zones. Similar inspections were also conducted on the Syrian side of the AOS by members of Observer Group Golan-Damascus.

Inspections were always eventful. My first two took me to the top of Mount Hermon and a close look at the IDF positions strategically located high above the Golan to the South, the plains of Syria to the East, and the Bekaa Valley to the North. Most positions on the Hermon were obvious by their radar and communications antennae. Another of my inspections took me into the Valley of Tears, so named after the horrific tank battle that took place there between the IDF and the Syrians in the Yom Kippur War. Today, although most of the debris of war has been removed and the valley given over to pasture, the remnants of some disabled tanks can still be seen. As I drove around the rim of the valley my IDF Liaison Officer explained to me the finer points of Israeli Armour tactics and how the IDF had ambushed the might of a Syrian armoured force in the defile.

I also had the opportunity of conducting one inspection of positions on the Syrian side of the AOS. A close hand look at Syrian tanks, guns, and communications equipment was intriguing and from my assessment of the standard of maintenance of these, it was obvious that Syrian EME training was not what it should be.

Tiberias Farewell

By the end of November my time in Tiberias was fast running out. I had been considered for the appointment of 2IC at OGG-T for my second six months, but this was not to be and I was transferred to HQ UNTSO as an Operations Officer and the Specialist Officer for Southern Lebanon. Before taking up my new appointment Jill and I were off to the UK for a mid tour break. Upon return I would spend the most interesting two weeks of my military career with Observer Group Lebanon.

Neither space nor the editor will permit me to relate my experiences in OGL or HQ UNTSO in this article, so for those readers who are interested, my tale will continue in the next edition of the Craftsman.

EXERCISE KANGAROO '86

2 SIGNAL REGIMENT WORKSHOP

2 Signal Regiment Workshop deployed from Simpson Barracks, Melbourne, to Sanananda Barracks, western suburbs Brisbane, between 18 October and 20 November 1986, for Exercise Kangaroo 86.

THE question as to why Brisbane is quite simply answered: 2 Signal Regiment is the Corps Land Force Headquarter (LFHQ) Signal Regiment and it was to Sanananda Barracks the LFHQ was deployed.

It wasn't the bush, but it did have some advantages, such as the television stations, an officers mess, sufficient other units in the close vicinity to allow plentiful liaison visits, and a Military District Headquarters nearby. Apparently these perks go with service in an area with 'established infrastructure'.

Applications for Higher Duties Allowance were coming in thick and fast prior to the exercise with the posting of the Workshop ASM, WO1 Dave Hooper, and the Workshop Spv Tech Telecom WO1 John Drummond (RA Sigs) to the Maintenance Engineering Agency on promotion.

The new ASM, WO2 Michael Zilm was (unfortunately?) called upon to miss the exercise and complete his Subject One for Warrant Officer course.

This enabled Dave Hooper (I have no fat between my knuckles) to be detached for the initial preparation and deployment. SGT Paul Dewar stepped into the role of STT, one which he may continue to fill long into 1987 as a replacement is proving hard to find.

Preparation for the exercise began in September. The difficult aspect was a lack

by CAPT M. A. GREGORY

of direct information as to what would be the game plan. As the exercise time approached everything fell into place (crash!) and the members of the Workshop were able to realise that suntan oils and board shorts should be packed.

The morning of the 17th October saw the Regiment main body depart Simpson Barracks. A police escort provided several entertaining moments. A civilian decided he did not appreciate the idea of stopping to allow a convoy to pass and tried to drive through an intersection against the directions of a policeman. The result: a traffic infringement and many waves from the drivers of the 70-vehicle convoy.

The convoy saw the experienced mechanics (Dave Hooper?) earn their pay and supervise the apprentices, on loan from 3 Base Wksp Bn, in carrying out repair tasks. An engine change on an F1 was completed after a sleepless night. Later the four apprentice vehicle mechanics were overheard thanking Dave for the valuable experience he was ensuring they obtained. CFN Paul Harding was especially appreciative of this instruction.

In Sanananda Barracks the Workshop set up in a quiet area to the rear, away from the Headquarters proper. After the initial and expected period of confusion, whilst the administration was squared away, the Workshop settled down to its daily routine.

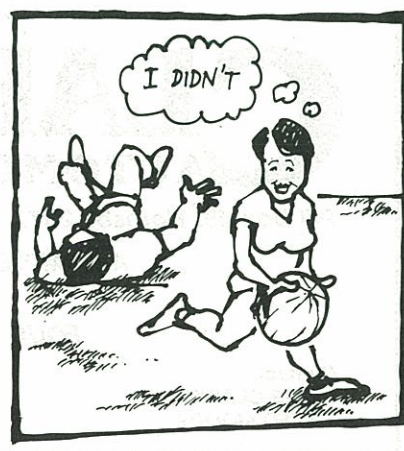
PT was a major part and for the most part saw eager participation by everyone (those without hangovers from a hard night in the Mushroom Club anyway).

Several members of the Workshop have earned mention through their exploits. The recovery mechanic, CPL "Blue"

Hinsbey, ever present (he was married, in Brisbane, just prior to the exercise and had the wisdom to conclude that it would be foolish to move his wife to Melbourne until after the exercise) was noticeably upset when informed by the OC, CAPT Mark Gregory, that he was to escort a convoy to Gladstone and thus be away for a few days.

CPL "Tangles" Walker achieved the honour of being the only member of the Workshop to enter the dreaded combat zone. For his sins he was given an all expenses paid journey, by helicopter, to Emerald. His aim was to find where the action was, and on return state whether or not he thought the dull existence in "sunny" Wacol to be a worthwhile part of a successful war against the world's evil. In a fashion quite unique to Tangles he informed everyone that the war was rated as "fair", though the helicopter journey was "great". It was thus that Tangles continued to be a little ray of sunshine.

SIG Alice Dillon had the temerity to think that a mere female is capable of being a valuable member of the Workshop. Having finished her technician training in June, Alice found herself in the Workshop and quietly set about displaying an ability to mix it with the boys at work and play. Some were concerned when Alice joined the morning PT "murderball" games. Surely Alice will get hurt? CPL "Westy" West, during a game, picked up the medicine ball and began a charge up the sideline. Westy saw Alice approaching and was heard to utter "Don't worry about trying Dillon". Alice tackled, Westy stumbled and fell heavily, losing the ball. Alice quickly pounced on the ball and was off, leaving Westy embarrassed at his words. It is said that action quickens acceptance and Alice's actions on the



exercise were exemplary and quietened all chauvinist remarks.

The Workshop maintained a "crash crew" throughout the exercise. The team consisted of members from each of the sections. The aim was to provide a repair capability, for the Regiment and Headquarters, on a 24-hour basis. The unfortu-

nate side of this was that when light relief from the tedium came along there were some disappointed souls who missed the action.

THE relief did happen in the form of two beach trips — BBQs to Mooloolaba on consecutive weekends. Many forms of sporting equip-

ment were packed and used with enthusiasm on the beach. CPL "Nigel Shark" Tarvit was seen to be in his element with the many beach beauties around. "Mr Average" SIG Darren Madden demonstrated his platonic and "oh so nice" character around the girls. Without elaborating on the details it is sufficient to say that a good time was had by all and rather merry members arrived back in camp after these trips.

As the exercise wound down and preparations for the return trip were being carried out, it was a time for reflection. These thoughts led to a realisation that the RPS, (WO2 Kevin Moore and the boys) had put in an effort that had gone greatly unnoticed. This may have been a result of the members of the RPS setting off very early every morning in the search for parts. Their daily travels included many of the units in the Brisbane area and usually did not end until very late. The successful completion of the exercise, from the Workshop's point of view, was significantly aided by the RPS and all members' appreciation is extended to them.

The Workshop left Sanananda Barracks for the return to Simpson Barracks on the 12th of November. The return trip was relatively uneventful.

The members of the Workshop will remember Exercise Kangaroo 86 as an enjoyable experience with a reasonable mix of hard work and social relaxation.



Members of 2 Sig Regt Wksp — on the beach.

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2/4 RAR THE ODF TECH SPT PL

by CPL A. B. WHEATLEY

THE 2/4 RAR Tech Spt Pl is THE first line repair element in RAEME for at least the next 12 months.

Coming back from Christmas leave, we had a warm welcome. Our next exercise, being SWIFT EAGLE, the battalion was required to deploy by air. To get back in into the swing of things, we had an exercise in tactics. This started with a 10km route march up part of the Great Dividing Range outside Townsville. With the battalion marching up the range in the middle of the day in the middle of summer, there was a high heat casualty rate.

Our next exercise was EAGER EAGLET. Our first stop was Mingela, a town just outside of Charters Towers. With a population of 50, their excitement for the year was when 2000 soldiers deployed on the outskirts of their town. The Tech Spt Pl was sited in the show-grounds of Mingela — well to be accurate, we were in the cattle yards. This proved to



Cpl Wheatley and CFN Minniti rappelling.

be a hazard later, when a few hundred head of cattle came roaming around our cam nets.

As a whole, 2/4 RAR Tech Spt Pl holds a high reputation as soldiers of this battalion. Competing in the Battalion Military Skills Competition provided an opportunity to show that we are not just tradesmen.

CPL Wheatley and CFN Minniti were nominated earlier this year to do an Airborne Rapellers course. To our surprise, both went on the course. Maybe our battalion sees the potential for a Forward Repair Team by chopper, through the canopy of a rainforest somewhere in North Queensland.

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2 EME SERVICES UNIT — TODAY'S SKILLS

by MAJ R. H. MILLBANK

For 69 students of the ARA and ARES, the tri-annual courses camp of 2 EME SVC Unit at Gan Gan near Newcastle proved both challenging and rewarding.

The 16-day camp covered a range of courses from basic skills (Craftsman Field Trg) to advanced (Advanced Recovery) and included a promotion course (Subj 2 CPL).

In line with current Army policy, Reserve Units are furnished with the latest equipment and thus the need for maintenance and repair must be catered for in training. Vehicle mechanics wrestled with problems on Mercedes (Unimog) and Mack vehicles. In fact, the course content on vehicles was so up-to-date that RAEME ARA soldiers from Singleton Wksp Platoon and a Dept of Defence civilian were students.

The Chief Instructor, CO 2 EME SVC Unit, LTCOL Brian Windsor, described the operating arrangements as a "mini RAEME Trg Centre on the NSW coast". LTCOL Windsor said "with integration occurring so rapidly in the Army the co-operation in skill swapping that is taking place here at Gan Gan affords great confidence in our (RAEME) ability to meet the challenges posed by new equipment coming into service".

For all of the students the camp provided a different atmosphere for training without the pressures of a workload imposed by the Brigade deployed in the field. For two years of the training cycle the Sub-Units of 2 EME SVC Unit (103 EME Coy and 111 EME Pl) take it in turn to support the brigade Annual Field Exercise usually held in one of the numerous State forests.

Apart from the trade and promotion training the students and instructors did manage some recreational time to visit nearby scenic locations such as Shoal Bay and Anna Bay and enjoy surfing and swimming.

The camp was visited by the Hon COL Commandant, RAEME 2MD, Brig Phil Amos, RFD, ED, RL. Brig Amos complimented the SI and students on the content and progress of the courses. He commented "so much depends these days on equipment functionality that the lessons you are learning here could hold the key to success if your skills were put to test by war".

Instructors for the courses were drawn from many ARES units in the Second

Division and 2MD and were organised under the control of the Unit 2IC MAJ Brendan Robertson, RFD.

2 EME SVC occupies the historic Homebush Depot in Sydney. Built in 1916 the Depot was originally the home

of the famous 4th Battalion ("for home and country") and has seen two Victoria Cross winners serve there during its existence. In recognition of the Army's long association with the area and in particular the 28 years RAEME have been resident the municipality of Strathfield last year granted the Freedom of the Municipality to the unit.



Presentation to RAEME from RNZEME

by Lt J.R. BASSETT, RNZEME on behalf of DEME

Constructed of native NZ wood
by CPL PAYNE, RNZE
at 1 Base Wksp, Trentham

Cpl S.J. Payne is a carpenter posted to 1 Base Wksp NZ. Co-operation between RNZEME and RNZE tradesmen is quite common.

Presentation is to mark the occasion of the Presentation of the RAEME Corps Banner.

Lt John Robert Basset (Sam) — RNZEME — Directorate RNZEME on exchange with ANZAC Exchange posted to MEA.

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2/3 FIELD ENGINEER REGIMENT WORKSHOP (Holsworthy Detachment)

THE BUNG COUNTRY CLUB

Welcome from the Bung Country Club, or as the Army calls the unit, 2nd/3rd Field Engineer Regiment Workshop Detachment Holsworthy.

FOR the uninitiated, our unit is made up of the amalgamation of the 1st, 2nd and 3rd Field Engineer Regiments and is broken up into three Detachments. The Headquarters and a Detachment (7th Field Squadron) is located in Enoggera, Brisbane. The two other Detachments are Townsville (18th Field Squadron) and ourselves (1st Field Squadron).

Our Workshop Detachment is commanded by Captain Gavin Barwick, with the Detachment Artificer Sergeant Major being Staff Sergeant 'Sam' Simpson. Our two Senior Non Commissioned Officers are Sergeant Steve (Scotty) Scott, B2 Store, and Sergeant Shane (Rolly) Rollins, Vehicle Sergeant.

The Workshop's all-up strength is 1 and 23 to look after some 107 vehicles and numerous sundry items. As you can see, with people on courses and minor exercises it doesn't leave many workers for the hard work the unit is called upon to perform (Thank God for drivers!).



The Workshop runs a very successful social club, which revolves around the Bung Country Club. The Bung Club was born when the unit was the 1st Field Engineer Regiment, with the name and mascot (Bung) coming from the newspaper cartoon 'The Wizard of Id'. The Club was moved to its present location in one end of the Workshop Headquarters after the Regiment amalgamation in 1981.

All new members of the Workshop are presented with a Bung badge after successfully, or not so successfully, blowing in the 'Drunkometer'.

Just blowing this contraction (it had to

by CPL P. ROBERTS

be made by a GE person) is a feat in itself, and if you don't end up with foot powder all over yourself you've either been well 'informed' or are super smart.

The Bung badges are another tradition of the Workshop carrying on from the 1st Field Engineer Regiment Workshop days.

They originally had Bung cards which were later changed to the badges.

The logic behind the badges is simple.

Be in the Club 10 minutes or more after the bar is opened and if someone calls 'Bung Badges', and you don't have your badge on you, you either shout everyone present a beer or one carton, whichever is the lesser.

The Club holds various social events ranging from card nights through to half-yearly and Christmas parties. Last year's Christmas party, a fancy dress night, was a raging success with enough seafood, meat and alcohol to feed an Army, so to speak. We have just had our annual half-yearly night out, various hails and farewells and of course our end of year bash is coming up.

The Club also regularly hands out two keenly fought for awards. First is the "Mouth of the South" award for the ultimate 'Gob', and also the 'Bent Dipstick' award for gross stupidity. These awards are nearly always accepted with the humour with which they are presented.

All old members of the Bung Club are invited to return for a beer or two, and if you bring your Bung card with you, the Committee will present you with a Bung badge. The only problem is you might have to blow the 'Drunkometer' again. It has been known to be rigged sometimes.

THE Detachment has nearly had a complete turnover of personnel in the past year. Some notable postings were the Artificer Sergeant Major Warrant Officer Class Two Merv (Dad) McCormick (North Queensland Workshops), Sergeant Marty O'Connell (2nd Base Workshops) and Sergeant Jim (JR) Ross (also North Queensland Workshops). We are also thinking about opening a detachment of 2nd/3rd Field Engineer Regiment at 101st Field Workshops with three of our members now swanning over there.

During 1986 we participated in numerous small exercises (two to three weeks duration). The pinnacle of our training

was the Regimental exercise, 'Exercise Bay Run/Diamond Dollar 1986' held at the fabulous Shoal Water Bay Training Area, during September and October.

It never ceases to amaze me how far the vehicles can be pushed on the way home from an exercise.

The most enjoyable (???) activity was our annual adventure training exercise in which Sydney and Brisbane Detachments participated.

During this week, four-man crews paddled 'Callagri' boats from near Armidale to Kempsey along the (2ft deep) Macleay River, some 250km (well, closer to 70km actually). The first day we had packed lunches which got a little bit soggy, so for the other days we had lunch stops along the way.

A lot of the crews got sick of rowing, so hootchies were used as makeshift sails to varying degrees of success.

Boat attacks from other crews were commonplace, yet somehow the rowing momentum was kept at a steady pace.

Most participants got soaking wet but the bonfires and tinnies at night soon dried out everyone and seemed to make it all worthwhile.

1987 is already shaping up as another busy year for the Detachment. The exercise commitment of the Workshop is less than last year but the nitty gritty work is ever increasing.

So far there are only a couple of exercises planned for us, the main one being the Regimental exercise around September/October again.

Just like the Army all over we are expected to do more with less, which is capably carried out by the members of our Department.

Quotable Quotes from the Workshop

1. Hey Frog! How do you turn off a Unimog? (CFN D. Spencer — Veh Mech).
2. Let's repair pool it! (SGT S. Rollins).
3. Bloody mechanics!!! (CFN K. Laursen — ex Recce Mech).
4. I've got secret markings on my pens that only I and the Boss know about... So don't pinch them! (CFN A. McGeechan — ex Orderly Room Clerk).
5. Not in MY store! (SGT S. Scott).

That's about it from the Bung. But don't forget to drop in for a beer or two if you're in the area . . . you're always welcome!

1986: WHERE DID IT GO?

by CPL G. KIPPING

The year started off slowly as we all returned from Christmas leave. The Sqn started a new project, Route 20, on Pucka Range. This involved our Vehicle section FRT and lube and service teams to be out every day maintaining all the C vehicles in working order. The remainder of the Workshop was kept busy with repairs mainly to the fleet of Mack dump trucks.

And then came April, LSG Exercise FULL PACK.

THIS tested the members on tent assembling skills in very strong wind conditions (just ask CPL K. TOCOCK (*Toohey*) about the one that got away). We packed the Workshop up and moved to Benalla some 100km north. The weather started out fine, but as usual wherever we seem to go we attract rain.

The area that was selected was a very nice water sanctuary for birds, but the sun did shine while we were there.

The FRT teams from GE, Vehicle, and Electrical sections were sent to Pucka to support the Sqn working Route 20 and the Mt. Pucka Quarry Project.

Thanks to CPL G. Kipping (*Kippo*) for selecting the location for our tentage, we had a lovely view of the creek and as the rain continued to fall the water flowed right through our tents.

As the weather cleared the Engineers returned to work, keeping the vehicle FRT busy repairing the very old Cat D8Hs. The GE FRT headed by LCPL J. Moutray (*Moots*) were kept busy repairing the rock crushers which kept falling apart from old age and hard work.

After the unit returned to Pucka, Capt. J. Hooper, decided the boys needed lessons on washing, so we practised washing all our sandbags used on the exercise. Once again time was of a premium nature as along came Exercise TRIPLES SHIFT.



Exercise Tripleshift involved 1 Const. Regt. which includes 17, 21 and 22 Const. Sqn and workshop and training Regt. and Headquarters.

For once, 21 did not have to be moved for a training exercise as it was conducted at Puckapunyal. As usual it rained and turned the range into a bog hole. Just for 22 Const Sqn we turned on the snow.

As it was supposed to be a tactical exercise, holes were dug, aided by the use of the Sqn's backhoe, but as for our strong point, every time Capt. J. Hooper came down to inspect progress, the strong point

became larger as his ideas and his imagination grew. After it was completed, with all the rain we had it made for a very good catchment for water.

The GE section were busy with the assembly of the Hattfield Crusher (the yellow peril) acquired from the RAAF. As well as the smaller crushers at the quarry, this involved shiftwork, as the engineers worked 24-hour shifts.

The Elec Section headed by Cpl D. Knight will not want to see another 10 or 15 KVA gen set as they must have repaired enough for the entire Army.



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At the quarry one of our Case W36 loaders created a problem in the transmission.

This kept Cfn T. Leissner and Cfn S. Fisher employed most of the time removing and repairing the transmission in adverse weather conditions and provided an excellent example of the capability of workshop in the field.

The store personnel headed by SSGT T. McRea kept his men busy especially CPL R. Copeland (Bob) chasing and supplying parts for all three Sqns with frequent trips to Melbourne and surrounding districts.

Then it was back to Pucka with the workshop at full steam, trying to prepare most of the Sqn vehicles, to a taskworthy condition to drive to Gladstone for Skippy 86. The workshop did an excellent job as we hardly had any problems on the journey north.

The trip north didn't create many mechanical problems but we had a few navigational problems (thanks for the tour WO2 G. Myers and Sgt. A. Beeby).

Skippy 86, 2nd Oct. 86 to 26th Nov. 86

This was the first time the unit had been north since Skippy 84. The location for the workshop was in a civilian compound.

Capt. J. Hooper with the aid of his Snr NCOs selected the location where the

workshop and GE tent were to be erected. As usual the rain followed and the tents became flooded, but with a few loads of gravel this was rectified.

With all the hard work, the time spent before leaving Pucka we were able to do some maintenance on our own workshop as the Sqn vehicles had hardly any trouble.

We would like to thank 106 Fd Wksp for their help in changing MUAs at Gladstone. The vehicle FRT was sent to Emerald to support the Sqn vehicles which had to repair on airfield. Hope they enjoyed the tour of the mines.

The GE FRT were busy helping the Sqn to demolish a building in Gladstone. The GE section had their work cut out when a JD450C Backhoe Idler Bearing collapsed

and damaged the Front Idler Support. This meant that the support had to be rebuilt as parts were not available.

Cpl M. Cross spent hours at the lathe doing a precise job repairing the supports after the welders built up the damaged sections.

I think all the wksp personnel enjoyed their stay at Gladstone as it prepared sun-tans for summer and even gave us some time to get some fishing in too.

The trip home was nearly without incident until Toowoomba and now we have a FRT truck with a Mercedes boot emblem on the front (haven't we *Toohy*). As always it's good to be home and back to work. The end of the year gives us time to do stocktakes and handovers.

RAEME OFFICER RETIREMENTS/RESIGNATIONS

ARMY No	RANK	NAME	DATE RESIGNED	UNIT
315227	MAJ	O'HARA, I. C. (Ian)	11 JUN 87	MAT BR (AO)
14703	LTCOL	LEVER, D. C. (Dudley)	05 JUL 87	DGEME
48641	MAJ	TURNER, A. G. (Andy)	05 JUL 87	4 Base Wksp Bn
1200637	LTCOL	DUUS, G. M. (Glen)	27 AUG 87	5 Base Wksp Bn
38984	MAJ	THOMPSON, R. R. (Bob)	28 AUG 87	DGEME
243224	LTCOL	WILSON, J. W. (John)	07 SEP 87	4 AQUA
F552965	CAPT	BAVIN, R. J. (Ronnie)	11 SEP 87	RAEME Trg Centre
1205557	CAPT	BURTON, J. R. (John)	27 SEP 87	173 GEN SPT
39740	LTCOL	PATRICK, L. H. R. (Dick)	04 JAN 88	LWOP

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10 TERMINAL REGIMENT WORKSHOP

LIFE IN THE FAST LANE

A FEW days ago I was called into the OC's office. Wondering what I had done wrong, he then proceeded to give me the good news that in addition to my duties such as brew maker, I was now the unit correspondent to the "RAEME Craftsman".

After a few hours of soul searching and checking the DFDA for offences concerning libel and slander the following article emerged.

If on exercise you ever wondered who maintains the large cranes, the funny forklifts that John Wayne used in the "Sands of Iwo Jima" and a range of equipment from 2.5 kva Gen. sets to Leyland Scammels, wonder no longer.

10 Terminal Regiment workshop does all the above and more. Who is 10 Terminal Regiment Workshop, you may ask? I know I did when I was informed I was being posted there.

10 Terminal Regiment is a specialist 3rd line transport unit based at Middle Head in Sydney. The Regiment's prime role is to provide terminal support in an area of operations.

The Wksp is responsible for a number of units' equipment including 30 Tml Sqn, 33 Tml Sqn, 35 Water Tpt Sqn and Hq 10 Tml Regt. Forward Repair Teams are also detached to 16 Tpt Sqn in Newcastle. We also supported Ex 'DIAMOND DOLLAR' in this manner.

The Leader of this band of thrill seekers is CAPT Mark Egger, one-time member of HQ Log Comd and WO2 Col Ross, ex school teacher at the college of knowledge (RAEME Trg Centre).

Our Wksp is split into five groups. The first section is HQ/OPS who are responsible for all matters relating to production, recovery and administration of the wksp. Besides the OC and ASM, EME OPS is controlled by CPL John Taylor, our marathon man late of 2 Trg Gp and support crew for the around Australia run.

The Clk Prod is Cpl 'Radar' Fulwood whose idea of a night out is McDonalds followed by a pizza.

Recovery is looked after by CPL John McKey (Lurch) who's never shy of an opinion and CFN John Weir, ex truckie.

THE main repair group is run by Sgt Terry Plunkett (all round good guy) and his domain includes the veh mechs, electricians, TES(G)s and GE section. The veh mechs who are responsible for the unit vehicles are CPL Steve Course and CFN Marcus Rester (Oby).

The electricians and TES(G)s are CPL Peter Witte, CFN Craig Gaudern (Bones), and CFN Phil Cornhill. The other electricians are CFN Dempsey who is on course at RTC and CFN Mike Conway who makes up part of FRT1.

The GE section comprises CPL Wayne Allen whose heavily into relaxing PT, CPL Paul Wilson our resident boat person and aerial acrobat.

GE also has our resident gun plumber, John Natoli, along with CPL Stan Woods and LCPL Stockwell (Stocky) whose engineering ingenuity has been called on for a number of different projects.

The forward repair group (FRG) is under the command of SGT Steve Avasalv (one of the few veh mechs in this army who can understand the P+H Crane, which makes him a very valuable person to have around). The FRG is split into three sections. FRT 1 is under the guidance of CPL George Johnson and his three cohorts in crime, LCPL Brett Lewis (Dad), CFN Mick Conay and CFN Paul Horvath (Horse). This crew of dedicated

by
CPL 'RADAR' FULWOOD

workers look after 68 Tml Tp, the main troop of 30 Tml Sqn.

The second FRT has the most sub units to look after is run by CPL Dave Portors (*The Shiek*) and CFN Mark Rattle (*Rats*) who thinks Mosman is an outer suburb of Canungra. Together they provide the necessary spt to 35 Water Tpt Sqn, 69 Tml Tp and HQ Tml Regt.

This leaves FRT 3 with LCPL Connolly (*Moose*) and CFN Spike Baber. FRT 3 are our globetrotters having the responsible task of going up to Gosford to look after 33 Tml Sqn (ARES Unit) and 72 Tml Tp (at Mosman).

A workshop can't run without tools and parts. The tool side is looked after by CPL Steve 'Rambo' Ross, CFN Martin Heald and CFN Clive Parsons. These three have a large task looking after the B1 store. The B2 store is run by Sgt Max Young, 'The RAAOC Ranger' and the only L and D investigator who has his own 'member to pay' stamp. CPL Graham Laggan works over at 35 Water Tpt Sqn looking after the boat people. This leaves our latest march-in, CPL Greg James along with PTE John Limond who 'used to be conscious' until he went to 21 Sup Bn, and PTE Andy Hayes who hopes to have his phone surgically removed from his ear.

Life here isn't all production. We have a very good social club and the current president is SGT Plunkett. His assistants are CPL Wayne Allen and CPL John McKey. (The mid year boat cruise went off well).

We also have a wksp magazine called *Ennies Epistles* which like most workshops rewards "SNAFUs" and other funny events.

On the green side we went to summer camp at Singleton to learn the following:

- How hot full NBC gear is when playing murderball;
- Singleton isn't flat; and
- Yes, we did beat the sun out of bed.

The LSG part of the Wksp travelled to Benalla in April along with the camel brickers to form the 1 LSG Tpt Sqn Wksp. In May, the Wksp deployed for a regiment exercise to practise Tml Ops. This exercise also trialled the new forklifts designed to replace the Pettibones and 35 Water Tpt Sqn latest acquisition, a series 3 submarine.

In October, once more the LSG goes travelling. This time we stop at Gladstone in the next leg of our tour.

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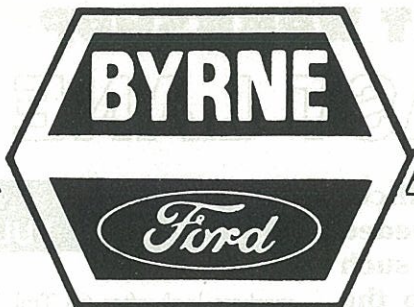
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4 EME SERVICES UNIT EXERCISE RED CENTRE '87'

by WO2 BRUCE WATSON

On 30 May 1987, 4 EME SVC Unit along with elements of HQ 4 MD, 3 FD AMB, 4 INT Unit, 144 SIG Sqn and Adelaide Wksp Coy conducted a movement and deployment exercise through the northern area of South Australia and into the southern regions of the Northern Territory. Although not official, the exercise became known as "Red Centre 87".

As part of the exercise a survey of engineering, repair and maintenance facilities was carried out on major towns and the larger homestead properties, following the Old Ghan railway line from Marree to Alice Springs.

The exercise team consisted of:

26 members using —

4 Unimogs

4 Series 3 GS LR

1 Series 3 FWR LR

3 ¾ Ton GS LR Specialist Vehicles and

1 5 Ton GS Recovery Vehicle

DAY 1

Saw the convoy depart Warradale Barracks at 0630 and arriving at Hawker 452km north of Adelaide, the entrance to Flinders Ranges.

While the Unit deployed in open country adjacent to the local caravan park a survey was carried out on the township, and Morna Mora Homestead. Our comms expert SSGT Jack (Sh...Lips) Stevens set up his 292 antennae and made comms

with his Unit 144 SIG Sqn back in Adelaide. During this phase members had the opportunity to observe the FWR LR and see a qualified operator in action.

The remainder of time prior to bedding down was used in getting to know fellow members on the exercise.

DAY 2

Driving 500km further north through Leigh Creek, Marree, to the William Creek o/night stay, saw learner drivers change from vehicle to vehicle to gain experience with the different types of terrain covered.

Our Nursing Sister, LT Robyn (Ma'am Gladwrap) Green from 3 FD Amb had her first taste of driving a L/R with (driver under instruction) signs fitted and, became a very capable driver within a very short time.

Assistance had to be given to our Int members LT (ASIO) Hall and SGT (Joh) Clift who suffered two flats within 50km. Two large and well known homesteads

were surveyed while at William Creek, the Stuart Creek and Anna Creek Stations.

DAY 3

An early start to cover some 540km of very inhospitable country via Oodnadatta to Finke. Our learner drivers encountered undulating terrain, ridges, sand, and at times washaways where roads just disappeared. Our intentions were to make Finke for the overnight stay. However, this was not to be. Refuelling at Oodnadatta caused a 2½ hr delay. As Oodnadatta is the gateway to the Simpson Desert, most civilians attempting to cross the Simpson to Birdsville in Qld stock up on supplies, water and fuel.

In the interest of public relations we insisted that civilian vehicles had priority of fuel.

On leaving Oodna, knowing we would make Finke that night, thoughts were spared for our advance party consisting of WO2 Geoff Abbott ARA Trg WO and CPL Jill Trennan caterer HQ 4 MD, who



Pictured left to right — Back Row: CAPT Trevor Parrott (ARES), WO2 Geoff Abbott (ARA), CPL Aussie Pancoust (ARA), WO2 Peter Simms (ARA), LT (Asio) Hall (ARES), SGT (Joh) Clift (ARES), CFN Dave Ford (ARES), SSGT Lou Leeuwrik (ARES), CFN Craig Bradley (ARES), CFN Geoff (Tetanus) Lindner (ARES), SGT Bruce Merchant (ARA), WO2 Bruce Watson (ARES) and LCPL Dave O'Brien (ARES). Front Row: CPL Noel (Comprox) Pianta (ARA), CFN Dave Butler (ARES), CFN Millie (Titnus) Birch (ARES), LT Roma Julian (ARES), O.C. MAJ Hellmut Bohn (ARES), CPL Jill Trennan (ARA), LCPL Dave Renshaw (ARES), CFN Peter Bliss (ARES), LT Robyn (Gladwrap) Green (ARES), CPL (Whelan) Banaczowski (ARES). Not pictured: SSGT Jack Stevens and CPL Roy Drew.

would, every day go forward early to establish the o/night deployment area and await our arrival.

Our fears turned to joy when our comms expert made contact and relayed to the convoy that we would deploy at the ruins of a bygone railway siding called "Ambinga", 110km short of Finke.

This o/night stay proved adventurous for our LT (*Gladwrap*) Green and her assistant WO2 (*Yours Truly*) (ARES OPS WO). Some of our members sustained minor cuts from steel objects. What an opportunity to demonstrate the administration of a tetanus serum shot to all members present.

Recipients in order of complaint:

MAJ Helmut Bohn (*Devil Dog*) (*What a Howl*), CPL Geoff Lindner (*Tetanus*) (*The Needle's Blunt*) and CFNs Butler and Bradley (*Tetanus MK1 and MK2*) (Sigh. Who Cares?)

DAY 4

Full of excitement, all members were eager to tackle the next phase, the edge of the Simpson Desert. However, this was soon lost as just north of Finke the disastrous Finke River which, during the winter months is impassable and summer a mass of white sand 200-300m wide, was encountered.

It was also discovered that one of our vehicles was missing. While the convoy surveyed the crossing, comms were established with the missing vehicle only to be told that they had become bogged trying to cross, but not where the convoy was. Immediately MAJ Bohn organised one vehicle to search both east and west of our position.

The remainder pondered, how could we cross? "*Send the wrecker first*" came one reply, promptly followed by "*No bloody way*" from CPL Banaczowski



Refrigerated truck bogged at Finke River. CPL (Whelan) "Bana" (pictured left) giving advice to SSGT Lou Leeuwrik in truck.

nicknamed *Whelan*. My position is at the rear not the front".

By the time I arrived at the scene with my driver (*Ma'am Gladwrap*), I saw MAJ Bohn on the other side waving and yelling "*Come on, it's OK*", and off they went.

I turned to our recovery team of *Whelan* and *Tetanus* and said "*Bana, you remember that recovery exercise we have to conduct on this trip?*" "*Yeah*" he said, "*I think I'm about to commence it*". He was right, vehicle after vehicle went down in the sand. I immediately instructed my driver (*Ma'am Gladwrap*) to let the tyres right down before we cross. While passing those bogged, remarks like "*Keep digging son*", were made.

With a delay of three hours and the return of one lost vehicle, the convoy was

now again on the move over 4WD tracks. Many old ruins were visited on this section including a brief stop at Horseshore Bend and Maryvale Homesteads for surveys.

It was at this point, 1830 hr we received info that CPL Roy Drew, our ARA Ord Room CLK was vomiting badly and on inspection our nurse quickly diagnosed heat stroke. Instantly, the recommendation was to transfer Roy to our Series 3 complete with a comfortable bed in the back, and take him ahead of the convoy direct to Alice Springs Hospital.

I suggested that I drive seeing that nightfall was now upon us. However, I was outranked and this was an opportunity to practise night driving for the LT.

With 120km still to travel, we set off, not knowing what lay ahead. The roads, however, improved, though the signposts didn't.

With one (navigation by the moon) error a small encounter with a bull and an airborne stunt that would put Evil Knievel to shame, promptly followed by lots of, "*Sorry Roy I didn't mean it*", we finally arrived at Alice Springs — time 2400 hrs.

The convoy arrived at 0100 hrs to find our advance party had prepared a well earned hot meal — well done Geoff and Jill.

Having travelled 462km over some of the worst terrain in Australia and taking 16 hrs to do it, everyone including Roy, our sick patient was ready for bed. Our thanks to the Alice Springs Shire Council for allowing us to use the facilities including hot showers at the local show grounds.

DAY 5

Sleep in, with breakfast at 0830 followed by a debrief on what we had covered so far.

As the dirt was now behind us and bitumen lay ahead for the remainder of the



LCPL Noel Pianta looks on as CPL "Bana" and CFN Linder prepare vehicle for recovery.

exercise, all the time up until 1400 was used on veh maint and tech insps under the watchful eyes of LCPL Dave O'Brien and CPL Noel (*Comprox*) Pianta.

Additional instruction in tyre changing was given by *Whelan* and *Tetanus* to our more desk bound types consisting of LT (ASIO) Hall, SGT (*Joh*) Cliff and our good friends from HQ 4 MD, WO2 Peter Simms and SGT Bruce Merchant so as they would know what to do next time they have a flat tyre.

From 1400 until 2400 leave was granted to sightsee Alice Springs, so everyone except a rearguard changed into civvies and disappeared into town. I believe everyone had a good time including one group who conducted a formal dinner at the Oasis Hotel Dining Room. CFN Peter Bliss (*the quiet man*) and CFN David Ford (*the tall man*) looked like they had a good time, so too CFN Milly (*Titnus*) Birch.

DAY 6

Departed Alice Springs for Ayers Rock at 0800, covering 460km in 7.5 hrs. On arrival we all witnessed the 'Rock' change colours and deployed at the camping ground.

Limited leave was granted to check out this unusual and unique resort complete with a 30 min bus service. Poor old CPL (*Aussie*) Pancoust our ARA Q Rep couldn't believe there would be all this and no bowling green. However, he made up for it at the disco, didn't you John?

Throughout the exercise all members had turns at assisting our caterer in serving meals or other duties around the kitchen. One particular incident at night was when CPL Noel (*Comprox*) Pianta was asked to soak spuds in water. It turned out he used dishwashing detergent, hence the nickname.

Another highlight of the kitchen area was making cut lunches for the next day's midday meal. This turned into a competition with various members resulting in a tie with LT (*Ma'am Gladwrap*) Green and SSGT Jack (*Sh...Lips*) Stevens.

DAY 7

Prior to leaving the Rock, everyone wanted to climb it and see the surrounding scenery. However, some of us had to watch the EQPT didn't we.



Left to right: SSGT Jack Stevens, SGT Bruce Merchant and WO2 Geoff Abbott discussing the best way to lift this 'bloody cooker' onto the truck.

On arrival at Kulgera at 1630 hrs we deployed on the edge of the camping ground around the kitchen for the evening meal. The quietness and tranquillity in the air was soon broken by statements being made about 100m away in the darkness, "you want oil you bring paper-work". This was our ever trusting POL Supervisor LCPL David (*Renny*) Renshaw. Even the CSM SSGT Lou Leeuwrik was heard mumbling, "When do I get to drive this bloody MOG?"

DAY 8

Another 463km down the Stuart Highway to Coober Pedy, a large town with the main interests being opal mining, gift buying (opals of course) was the theme of the day.

Due to the mines surrounding the town (claims), deployment on the outskirts was not permissible, so we deployed in the main caravan park in the centre of town on a vacant block.

Overnight pickets had to be manned in pairs to ensure safety of our EQPT as camping outside designated camping areas is also not permissible.

Some members were lucky enough to see how the local population live, in perfect underground housing carved out of rock. Surveys were carried out by CAPT Trevor (*Budgie*) Parrott and LT 'Roma' Julian a member from 3 MD (Deacon University).

After dark activities were contained to impromptu lectures by members of SIGS, INT and Medical Corps followed by a relaxing discussion on the exercise around an open fire.

DAY 9

We left Coober Pedy early heading south to Pt Augusta 600km away. Surveys were to be conducted at Mirikata and the Twins Homesteads, followed by Glandambo and the once famous Woomera. We arrived at El Alamein army camp at 1800 hrs, refuelled, showered and changed into clean greens for a formal dinner to conclude the exercise.

Our thanks to organisers LT Green, WO2 Abbott and CPL Jill Trennan. Awards were presented by the OC to LT Robyn (*Ma'am Gladwrap*) Green, (Good Sport Award) and CFN Millie (*Titnus*) Birch, (Best Driver Award) ("Now you know why you couldn't drive the MOG CSM").

DAY 10

The last day of exercise "Red Centre 87". On return to Warradale, it was clean vehicles and recondition stores followed by farewells to all who participated in this venture.

In conclusion, I would like to thank the members who did not take part but helped behind the scenes, in particular, SSGT Ross Wheeler our (ARA) QMS. Also special thanks to Mr George (*Wally*) Gaiter our civilian photographer for all the excellent photos taken throughout the exercise.

'Ex-Red Centre 87' will be remembered for a long time by all. The training and knowledge gained by both the 'Old and Bold' shows the need for units to continue to conduct Adventurous Training type exercises.

If anyone out there would like any further information on the exercise regarding the engineering surveys that were carried out on various towns and properties, or on the condition of the roads, etc please don't hesitate to contact the unit.

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NQ WKSP COY

'THE STORY CONTINUES'

When last heard from, the unit had just returned triumphant from the Croydon Goldfields. After the usual post exercise stories it was back into our normal routine.

EARLY in May 86 we lost ASM WO1 N. Rains due to his retirement and received WO1 Ron Brown fresh from MEA. The Wksp and various messes held numerous farewells for WO1 Rains which reflected the respect that was held by all for the man. Good luck on your retirement Norm!

The Bay 13 Cabaret Group (press-ganged into action) put on an adaptation of the Ray Martin Middyday Show for the Social Club (Bay 13) Mother's Day function. Under the off-beat direction of CFN Richardson the show went live with rip-roaring success. Just goes to show what a bunch of amateurs rehearsing over three cartons of the PMC's card can achieve. By the way Richo, we know you loved the Social Club but can you please send back the minutes book!

By this time of the year the Wksp had settled into a well-oiled routine. The new ASM had people vanishing off on various detachments as much as possible. Some of these trips included Cape York, a tropical island (mongrel trip that one) WW II air wreck hunting in the gulf country and attachments to various units for K86. All members who went (swanning) working thoroughly enjoyed the change and the opportunity to enhance their trade skills.

Meanwhile, October was coming fast and unit training was stepped up to prepare a platoon for the rigours of 13 days at the Field Force Battle School, Tully.

On 6th October 1986 Wilson's Warriors (WO2 Ray Wilson) departed in good spirits which were to prevail throughout.

by CPL C. MAHER



Front entrance, NQ Wksp Coy Townsville.

After the initial culture shock of non-field force RAEME meeting true-blue infantry DS the platoon got stuck right into it.

After 13 days of leaping, stabbing, yelling, crawling, surprising the DS with the RAEME style and generally not taking it to heart when the DS yelled at us, the platoon emerged victorious and in high morale.

If there is one remark which could sum up the spirit of the platoon it would have to be the classic by CFN "Wags" Wagner. After being told a "warrie" by his DS SGT which involved being blown 35 metres by six detonators and losing his boots, Wags calmly inquired, "Is that some kind of record?" By the way, if the CO of FFBS wishes to thank us for our support again this year just send down a few cartons with the courier instead of inviting us up to his place to play!

The Workshops hosted the 86 RAEME Birthday celebrations. This took the form of a potted sports competition and tug-o-war. SGT Roy Corney, although new to the unit, coached the tug-o-war team to an unbeaten effort to take the trophy from 4 Fd Regt's grasp. The potted sports was

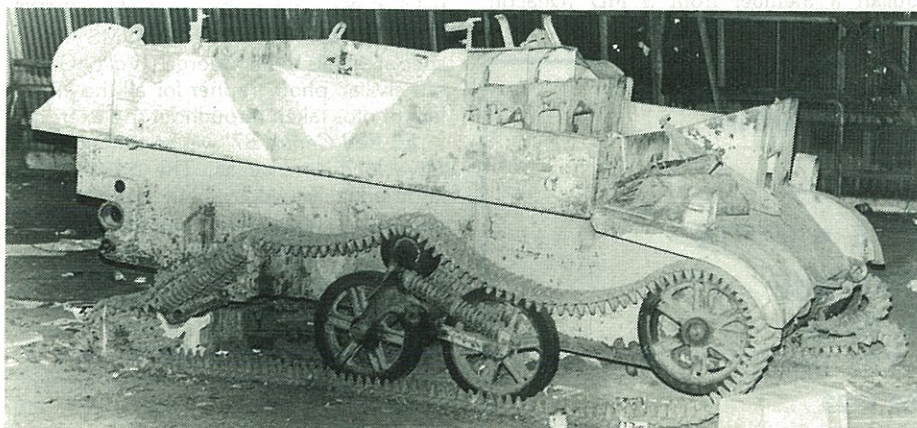
also won by us and to top it all off we ran the bar, so all in all it was NQ's day.

Xmas rolled along again with a large march-out of personnel. The road safety lectures must have had some effect as all members returned safely from their travels. With the new year came new march-ins. They soon learned the TSS (Townsville Steady Stroll) and where EIR was. Popular bunch of blokes in EIR, what with their airconditioning and hidden location.

The big project has started in earnest now. Late in 86 the OC, Major Stewart Barr, acquired a World War II Bren Gun Carrier in restorable condition. This particular carrier is of historical significance as it was used by LTGEN Sir John Lavarack as his command vehicle during the Syrian campaign, when he was Commander of the 1st Australian Corps during World War II.

The carrier was kindly donated back to the Army by Councillor D.R. Walker of Herberton who acquired it in the late 1940s and kept it in storage in the area picture theatre of the Australian 17th Brigade which was stationed in the Atherton Ranges. During storage, some vandalism occurred and the OC had scouting parties out collecting an assortment of engines, hulls, road gear, transmissions, and electrical fittings which had been souvenired. Surprisingly though, the cast bronze serial number plate was still secured to the hull. The carrier is being restored, for use on parades and open days, by apprentices and volunteers as the major apprentice project and up until the time of writing, work is progressing well with re-assembly well under way. EDC is sometime in July-August but definitely before the boss marches out in November.

Lastly, any posting is what you make of it and this Workshop must rate as one of the best available. With the availability of the tropics, variety of work available and experience to be gained, ask for it!



World War II Bren Gun Carrier in Area Picture Theatre Australian 17th Brigade, Atherton Ranges.

102 FIELD WORKSHOP

LIFE IN THE TROPICS

One of RAEME's most famous mascots was farewelled at Lavarack Barracks recently.

CRAFTSMAN Sault Walter Crock, better known as Snappa, was farewelled from 102 Field Workshop during the unit's recent 21st Birthday parade. However, it wasn't a case of off to the shoe factory for Snappa, a 1.5 metre Edwards River Saltwater Crocodile. He had merely become too large and aggressive to be kept at the unit. After several swipes and bites at the mascot handler, Corporal Peter White, it was decided to have Snappa sponsored at the Billabong Sanctuary, a Wildlife Park in Townsville.

Snappa was farewelled during the unit's 'Coming of Age' its 21st Birthday Parade. Snappa was most restrained this time by not lunging at the Inspecting Officer, the DGEME BRIG C. Emert. On his previous parade in late 1986 Snappa it seems had fancied the Comd 3rd Brigade, BRIG Harris, and only Snappa's leash saved the unit from one L&D of a set of brigadier's pants.

For those of you who have not had the privilege of serving in the ODF Workshop we have had a rather illustrious although

short history. The unit was raised at Ingleburn on 28th May, 1966 to relieve 101 Fd Wksp of support commitment to Australian Forces in Vietnam. By May 1967 102 Fd Wksp was set up as a highly mobile field workshop at Vung Tau, Vietnam. However, the unit became more established as a third line static workshop as more concrete was poured and buildings erected.

With the cessation of Australia's involvement in the Vietnam conflict in late 1971, it was decided to disband the unit on its return to Australia, with the date set at 28 February 1972.

The unit was re-raised in February 1981 at Lavarack Barracks as the Operational Deployment Force (ODF) Workshop. In February 1983, the unit moved to its current location in the eastern end of Lavarack Barracks co-located with NQ Wksp Coy.

Enough of the past! The workshop has an extremely busy year (as per usual) with unit IMT/deployment, a platoon to FFBS Tully, annual range practice (Mackay), Ex EAGER EAGLET (2/4 RAR) and Ex CORAL DAGGER (1 RAR) already completed. Looming on the horizon is Ex BAD GAS (NBCD), Ex SWIFT EAGLE (3 Bde), and Ex DIAMOND DOLLAR (6 Bde). Add on to these major activities all



The croc handler, CPL Peter White, grapples with Snappa while a Channel 7 cameraman films the action.

the minor support activities and you can see we are lucky to have more than half the workshop on parade at any one time.

So while you are reading this, sitting in a cold office with rain pouring down outside, cast a few thoughts to your tropical cousins. It's a beautiful sunny day up here, min 20°C, and if you want adventure in your life tick the Townsville box on your PR66 and pencil in 102 Field Workshop.

See you here!

ARE YOU GETTING YOUR COPY OF "THE RAEME CRAFTSMAN"?

Our aim is to provide a copy of our magazine to all ARA and ARES members of the Corps and to all personnel in RAEME units. If you are not getting your copy, let your Orderly Room know, or contact SSGT Dave Schereck, DNATS 8-655608 or STD (062) 65 5608, at DGEME, J-4-12 Russell Offices, Canberra.

If units are not receiving the correct number, ie too many or too few, please let SSGT Schereck know.

(PS. Copies can also be provided to ex-members and associations on request.)

DEADLINE FOR ARTICLES FOR THE NEXT ISSUE OF THE RAEME CRAFTSMAN IS

15 FEBRUARY, 1988

Now is the time to write about your unit's: RAEME Birthday Celebrations, 1987; Exercises in 1987; Farewells in 1987; and Planned Activities in 1988, including the Bicentenary

Also, how about an article on Operation Raleigh from those involved?

STOP PRESS

To update the "Well Dones"

Three of the four CGS commendations recently awarded for work in Operation Raleigh were to members in EME units.

Congratulations to:

WO2 Darryl Cobb, 4 Base Wksp Bn (Darryl's work was mentioned on page 7);

WO1 Dave Hooper, MEA; and

WO1 Neil Hampson, of HQ Log Comd (Neil is the tame cockroach in EME Div).

RAEME CORPS COMMITTEE AWARDS — 1987

Hot from the Committee Meeting held in October, the awards are:

Regimental Award: SSGT R. J. Perkins — HQ Support Comd.

Artificer Award: SSGT M. Churchill — RAEME Trg Centre.

ARA National Craftsman of the Year: LCPL A. R. Mann — 101 Fd Wksp.

ARES National Craftsman of the Year: CFN P. Bliss — 4 EME SVC Unit.

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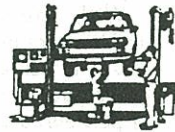
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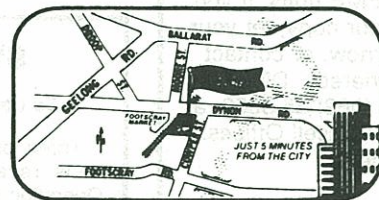
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1 SIGNAL REGIMENT WORKSHOP

1988: 'Year of the Camel'

During the months of April, May and June in the Bi-Centennial year of 1988 one of the longest, most difficult races in the world will be staged between Ayers Rock and the Gold Coast.

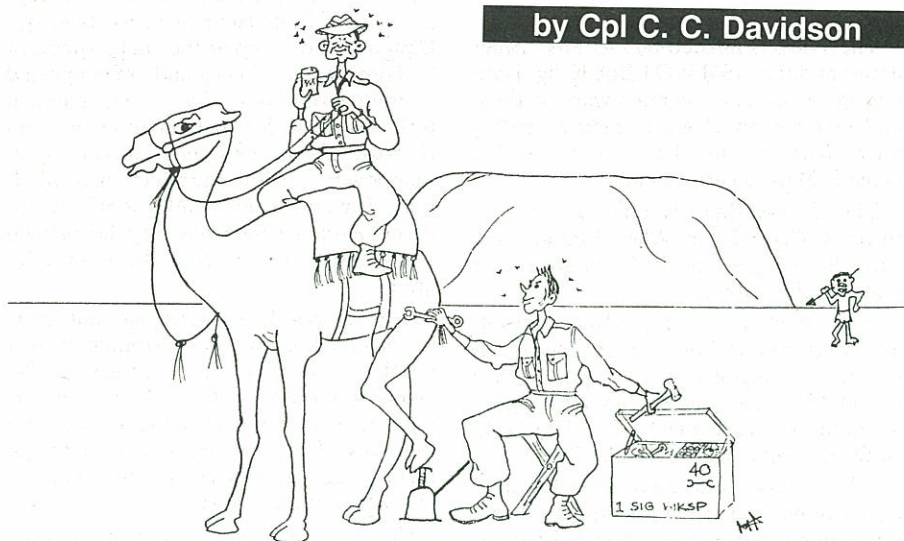
CONTESTANTS may utilise only what our explorers used to probe this desert continent in the early days of colonial settlement — CAMELS. The race will begin beneath Ayers Rock on ANZAC Day and finish by the sea at the Gold Coast late in June.

Competitors will travel around 25km per day for a total of 3,200km over some of the most inhospitable terrain Australia has to offer.

Support crews however, can expect to experience the outback and some of its inhabitants at a leisurely pace whilst the race continues through Alice Springs, to Boulia in far western Queensland, on to Longreach, Charleville, Warwick and finally to the beaches of the Gold Coast.

With the first prize set at \$50,000 a lot

by Cpl C. C. Davidson



(by Michele Thompson)

of competitiveness and media interest is sure to be generated. This will aid outback towns throughout Australia as the proceeds are being donated to the Royal Flying Doctor Service.

To help the competitors complete the race in safety, to provide up-to-date information, and to give the logistic support necessary for an activity of this scale it is essential that an efficient and dependable

1 SIGNAL REGT. WKSP PHOTOGRAPH



Back row, from left: ASM W01 R. Kelly, CFN R. Dujela, CFN J. McAbe, CPL C. Moir, CPL B. Hudson, CPL B. Healy, CFN I. Nicholson, SGT B. Rutledge, SGT N. Thomas, SGT B. Hepplewhite, SGT A. Jay, SSGT R. Sakadakis, SGT D. Chaytor and W02 C. Raaymaakers.

Middle row: CFN N. Jones, CPL M. Jeffery, CPL D. Reyniers, LCPL D. Broadie, CFN R.B. Smith, CFN J. Stanfield, CFN M. O'Hara, CPL W. Breton, CPL G. Gilbert, CFN D. Niven, SIG R. Morrow, CFN S. Hampton.

Front row: CPL C. Davidson, CFN S. Thompson, LCPL H. Dawson, CFN A. Kilroy, CFN G. McKie, CPL R. Black, CFN P. Screen, CPL B. Caterer, CFN R.J. Smith, CFN D. Millward, LCPL M. Jefferies, PTE W. McDougall.

Absent: OC MAJ B. Jones, W02 T. Marwick, CPL G. Frew, CFN P. Burr, CFN D. Doyle, SIG C. Lockhart, SIG W. O'Brien, CFN M. Paterson, CFN T. Reynolds, CFN J. Roberts, SIG M. Robinson, SIG D. Short, CFN C. Tomley.

team be made available throughout the event. Race organisers proposed the use of military personnel and equipment, and their request was being processed at the time of writing. Subject to final approval, 1 Sig Regt and 1 Sig Regt Wksp will be allocated the role of support force for the race.

The Wksp is headed by OC MAJ Brian Jones and the ASM WO1 Bob Kelly. Both anticipate close involvement with the Race and unit personnel are already recording their "bids" in an effort not to be left behind. Mine is certainly in!

The Camel Race is only one of the responsibilities 1 Sig Wksp foresees will carry it well past the Bi-Centennial year and into the 1990s.

Since moving with 1 Sig Regt in 1980 from Ingelburn to Enoggera the Wksp has played an integral role in supporting our parent Regt and various other Enoggera based units including HQ 1 Div, HQ 1 Div Arms and Services, and 1 MP Coy.

Wksp personnel have considerable opportunities to act in support of the numerous activities this diversified dependency offers, travelling all over Queensland and into the Northern Territory.

The Wksp consists of three basic sections. HQ including Admin, B1 and B2 Stores and IC & S; vehicle, GE and Elec; and Electronic including Telecom, Telegraph and Cipher sections. The B2 Store

is headed by WO2 Terry Marwick, Ord Room by SGT Dennis Chaytor and the B1 Store by WO2 Casey Raaymaakers.

The Veh/GE/Elec sections, headed by our ART VEH SSGT Russ Sakadakis, are responsible for repairs to unit level with 106 Fd Wksp providing second line support. SGT Brett Heppelwhite's Tels/Tg/Cipher sections repair the unit's specialist equipment to field level and are supported by the various Base Wksps. Our manning is 1 and 52 with 8 personnel being from RASigs. We are expecting an increase in manpower with the introduction of Medport, Raven, SAMS and RASIT equipment. Also we hear we may be gaining some ARES personnel as the army integrates.

The Wksp enjoys a social life that tends to make PT even more essential than it usually is to keep that stomach profile where it should be. CPL Bruce Caterer, our senior member who moved up with the Wksp from Ingelburn, is one of the main influences behind this more enjoyable aspect of military life.

His latest accomplishment is involvement with the successful "Spanner Club", the exclusive RAEME get-together held at the Enoggers area canteen every off-pay Thursday.

Bruce has recently started a rumour of a posting to Darwin. He will be sorely missed from the Wksp he helped build.

Another of the Wksp's senior characters is WO2 Casey Raaymaakers, boss of the B1 Store and also acting SSM. Being a big man he tends to make a formidable person for the roles of QMS and SSM combined! Luckily his disposition isn't (always) that of a grizzly and he has been known to enjoy a beer or two on occasions.

No posting rumours for him yet but perhaps he'll start one after the Race.

Our Wksp, like most others, is crammed with interesting characters and personalities. Unfortunately the availability of space dictates that they cannot be mentioned. In fact I've only been here since "brew time" myself and I'm still trying to work a lot of them out.

1 Sig Regt Wksp isn't expecting dramatic changes over the next two years although we live in hope of raised manpower ceilings and inflated army works budgets. We are looking forward to the 1988 Camel Race and the K89 deployment as our major activities in the foreseeable future with many smaller exercises and detachments throughout Australia in the offing. However, the highlight will be the 1988 Bi-Centennial celebrations and the culmination of the Camel Race at the Gold Coast. A party the likes of which may not be seen for another 200 years.

Acknowledgements:

Photography by CFN NICK JONES.
Cartoon by MICHELE THOMPSON.

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ACT WORKSHOP PLATOON

'The Workshop Maintaining the Capital'

Sitting at my desk on a cold clear 5°C morning here in Canberra it is interesting to look at a few but significant developments that have occurred to ACT Workshop Platoon over the last two years.

THE change in role at the Royal Military College for their Officer Training course has put a stop to the free and easy lifestyle this workshop, it is rumoured, once had.

No more all afternoon lunches or large rebuild training projects; all of us here are head down in grease, diodes and paperwork keeping up with the workload being provided by our nearest neighbour RMC.

Of course we don't neglect our other dependant units such as 3RNSWR, Army Office (yes they are a unit too), CE ACT, Army Audio Visual Unit, 135 Sig Sqn and Joint Services Staff College and others.

The men at the helm these days are myself, CAPT Gary Watman and WO2 Mick Hanlon, with section leaders GE SSGT Gary Paton, EIR SSGT John Dack, VEH SGT Noel Baker, TQMS SGT Graeme Gough and our resident supply member SGT Duncan Syme.

Workload Increase

The change in role at RMC really has significantly increased the workload on the workshop. It all started in Jan 86 when it hit us quite hard and we all wondered how we were going to keep up with it. However all members of the unit did us proud during the year with only a few grumbles. We managed to take on almost anything and put in extra hours to complete the work. It's true that RAEME soldiers really work well under pressure and the workshop has certainly lived up to that.

All this extra work cannot continue without some type of compensation. So we underwent an establishment review in October 1986 with realms of justification for an additional seven soldiers.

We all know the difficulty of obtaining manpower these days but all of us here are keeping our fingers crossed. I know there have also been a prayer or two by the ASM!

We are not alone in our endeavour for additional manpower but I strongly believe we will be unable to continue indefinitely a professional repair service to our dependant units without it.

by CAPT G.T. WATMAN

Exercise Roving Craftsman

Throughout 1986 regular military training was conducted to culminate in a field exercise for four days as an annual field training exercise. Exercise 'Roving Craftsman' proved to be quite a success as we practised all our RAEME skills in the field. A downpour of rain in the first two days made it quite wet and tested the patience of all who participated. The sayings of the exercise were 'who's running the next FRT?' and 'what's the bet we redeploy' and sure enough we did. The troops suffered a few exercise casualties during the week, and none better than CFN Barry Breust whose family was called upon to provide four brothers as reinforcements.

The aims of the exercise were well achieved and I know the type of exercise we conducted proved to be very beneficial for the workshop members.

Exercise Shoalhaven Safari

1987 started busier than 1986 ever was. Our support to RMC during January and February was in heavy demand for the training of cadets to continue. However we had been planning for some time to conduct adventure training at the end of February and we were determined to see it happen, regardless of whether we could really afford to leave our workload for a week or not. The idea for the exercise was to conduct a canoeing trip down part of the Shoalhaven River.

A report compiled by the members of the unit sums up the activities of the week rather vividly as follows:

The unit had its first adventure training in three years thanks to the hard work and efforts of the OC and ASM. The aim of the week's training was to educate members in canoeing skills and small boat handling and this proved to be very successful.

The trip started on Day One at Kangaroo Valley and the finish point for the day was Tallowa Dam. We saw quite some scenery on the way but the dam seemed to be never-ending. Encouraged by the ASM, who assured us the dam was just around every bend we came to, we finally arrived seven hours later to a welcome feed and a cold tinnie at the head of the dam.

The morning on Day Two showed the river had risen overnight by six to 12 inches and gave everyone high expectations for the day. They weren't to be disappointed either. The finish point for the

day was a small camping ground called Grady's which is at the end of a narrow dirt track about an hour out of Nowra.

The first set of rapids provided a thrill for everyone and the first victims for the day had a taste of the river.

There were many more during the day. Some were quite sedate while others flooded our canoes from the rough water. There was also some drama when the ASM managed to get trapped under water between his canoe and a log. But he's made of tough stuff and managed to free himself.

As a result the ASM donated half his personal gear to the river and broke the back of his canoe — all this after he had given us two and a half lectures on negotiating rapids. After we dragged the ASM out of the water a few more times we finally made it to Grady's camping ground.

That evening turned up more drama when CFN Byron Wauchope was savagely attacked by a bass (that's a fish) and ended up spending the rest of the week eyeing off the nurses in the hospital at the local navy base. We all know though that he really slipped with his knife and cut his fingers badly despite his far-fetched story.

The remainder of the trip was spent at Shoalhaven Heads doing some small boat handling, wind surfing and surf skiing. Many unusual characters came out of the trip such as *Bass-Bo*, *Fu-Man-Chew*, *Batman and Robin*, *The Phantom Snorer*, *BP* and *Mum's Boy*. One member, CFN Allen Smith, had the misfortune of having his 21st birthday on the trip. His surrogate father, the ASM, took him under his wing and made sure Smithy celebrated his birthday in fine style.

The final night of the training was held at the Nowra Leagues Club. Members of the unit treated the night as a public relations exercise and showed they were quite willing to get to know the locals.

Workshop 45th Birthday

On 1 Apr 87 we celebrated our 45th Anniversary. The Army Newspaper printed a great little article. ACT Workshop Platoon is believed to be the oldest static workshop in RAEME. We take our birthday from when CAPT C.L. Hartwell was appointed as the first OC in April 1942 when the workshop was known as the RMC and Area Workshop.

However RMC archives show that in August 1922 all the College's workshop

and mechanical tradesmen were centralised into the one location. This was into the buildings which are occupied today and were formerly the coach house, hay-loft, farrier's shop and saddlery store.

Guests at the birthday celebrations included Comdt RMC, MAJGEN Murray Blake; DGEME BRIG Conrad Ermert; DDEME COL Larry Foley and CO Admin Spt Wing RMC LTCOL John Wilson.

We even managed to put on a unit parade which was inspected by the head of EME in 2 MD LTCOL Hannah Andrews. Afterwards we enjoyed a splendid morning tea which all our guests and spectators attended. We had a speech and presentation by MAJGEN Blake in which he said he hoped that the unit's 50th Birthday would be celebrated in the pro-

posed new workshop complex. I guess only time will tell.

As I'm writing, a quick tap on my shoulder from CPL 'Lucky' Lukasyewicz who tells me I have to include a quick report on our unit anniversary port.

The unit inherited a batch of ACT Workshop Platoon Anniversary Port in 1982 for the unit's 50th Birthday. The original idea was to purchase it and wait until 1992 before it was delivered but due to the suspect quality, the sediment is now about an inch deep. It is lucky that some of it has been pre-paid. I doubt if it would be sold in its present condition or given away. Work is now in earnest to track down the owners but with little success as the owners either have not forwarded their current address or have already found out about the port and have kept quiet.

On a serious note, the unit has not the facilities for cellaring the port in optimum conditions and there is a serious storage space problem so it has been decided to release the port earlier than originally planned. Also the unit Social Club is unable to financially support the keeping of the port. If you have purchased some port and want to claim it please send us a copy of a receipt with a return address and we will send it to you. I hope I didn't have you all worried with that line about the sediment!


ACT Workshop has proved to be a refreshingly different and challenging unit for all who are posted here. So if ever you are passing by drop in and we might be able to scrape up a beer or two in our unit Social Club, The Bolt and Nut.

ACT WKSP PL



Back row: W02 M. Hanlon, CFN S. Fletcher, SSGT G. Paton, CPL R. Pelham, CFN W. Briggs, CPL M. Stewart, CPL M. Lukasyewicz, CPL B. Breust, SGT N. Baker, CAPT G. Watman.

Front row: CFN B. Wauchope, CFN P. Matsen, CFN P. Stone, CFN J. Newman, PTE K. Brady, SGT G. Gough, SGT D. Symes, CFN A. Smith.



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101 FIELD WORKSHOP

A Message from the Front

GREETINGS from Ingelburn, you know, that's the place west of Holsworthy. 1987 has been a very busy one for the 101st Field Workshop, with a high posting turbulence and restructuring of the unit.

The beginning of the year saw the new OC Major George Yacoub, late of RMC/OCS, march in for his second stint in the unit. With something close to 40 march-outs and 55 march-ins names are too numerous to mention. But we wish all the people who left us all the best for the future and the march-ins a warm welcome to the best RAEME unit in the Army.

The FRG moved over to take up residence in the old 5/7 Compound at Holsworthy, where we can give better service to our 'customers' (with some hope the whole unit will be over at Holsworthy by the end '89).

This year also sees the unit taking over the role of the LSG Workshop, previously done by 106 Fd Wksp. Special thanks to 106 for their help in making the handover run smoothly.

In July the unit celebrated its 30th Birthday and to coincide with that was the unit's 21st Anniversary of its return from Vietnam (the first field workshop to be deployed). To celebrate a ceremonial parade was held at Ingelburn followed by a unit ball that night.

The parade was a great success, even more so with the Prince Philip Banner paraded for the first time by a field force unit.

The Commander 3rd Division, Major General Nunn reviewed the parade and official guests included the DGEME, Brigadier Ermert; Commander 1st Brigade, Brigadier Sanderson; Colonel Commandant 2MD, Brigadier Amos; and CDEME Lieutenant Colonel Coolahan.

Many retired and still serving ex-members of the unit attended the activities on the day to renew old acquaintances and tell the odd "warie".

On the training side the unit has been kept busy with some unit deployments in the early part of the year at Holsworthy. These proved valuable to the newcomers to the unit who hadn't experienced a full workshop deployment before. With the rewrite of SOP and SO the deployments also aided in the review of procedures.

The FRG then deployed to sunny downtown Puckapunyal in support of 1 Armed Regt on *Exercise Leopard Crawl*. Under the command of LT J.D. Moulds the FRG roamed the range in search of work. Work was there but finding it was another matter especially at night. The tankies have a morbid fear of light at night and as CPL Bob Watt found out on an FRT, if they don't want to be found they won't be.

Bob had a good tour of Pucka range by night in search of the elusive 'croc' which he found in the wee small hours. Another notable fact was when CPL Nolan displayed great patience when in convoy at night he pulled up behind the lube truck and trailer driven by SSGT 'Blue' Gillet.

After a short halt that turned out to be a long halt, CPL Nolan dismounted to investigate the delay and found that he was the proud owner of a 1 ton trailer and that 'Blue' was in fact deficient one (L&D?!)

After Pucka, our intrepid OPSO LT Gavin (*Rambo*) Fittler took a platoon of intrepid Crafty/Grunts to Tully for a few weeks of bush walks at the Field Force Battle School.

Honing their skills our hardened jungle fighters did battle with killer leeches, marauding rats and copious quantities of 'wait awhile'. CFN 'Patch' Parkinson showed his botanic prowess by identifying a fine specimen of '*Dendrocnide moroides*' and to test its potency sat on the said specimen, (the experts say that the 'Gympie' sting stays with you for quite a while. I'll take their word for it).

Undeterred Patch carried on until that

evening but kindly declined the invitation to partake in a night ambush. It was a tired group of jungle killers that arrived back in Sydney with all agreeing that it was an experience, though maybe not to be tried again.

While our jungle fighters were battling the elements the remainder of the unit conducted a .50 cal shoot using the unit's M113 vehicles.

It was a rare occasion that a unit like 101 gets to fire the 50s and so everybody was 'on deck' to have a go. (Even if you can't hit the b you can sure as hell scare 'em was the main train of thought).

Currently we have a FRG in the 'sticks' (NT) with 2 Cav on *Ex Dusty Trooper*. With an AO of the size of Tasmania the change in scenery is welcome but you wouldn't want to get used to it.

We are in preparation for our LSG *Exercise Steady Pack* which will be followed quickly by the *Brigade Exercise Predators Retreat* to be held in Pucka, and to round off the year is the RAEME Birthday Celebrations and an *Adventure Training Exercise* at Port Stephens.

On the sporting field, the unit's rugby team has gained a berth in the finals and without pre-empting ourselves the cup looks promising. The unit's Cross Country team took third place in the Brigade Minor Units event.

Next year promises to be rather hectic, with all the bi-centennial celebrations, parades and guards the 101st will be on show to prove that it is still the best in the Corps.

Editor's Note:

The unit has just received confirmation that the RAEME Recovery Legend WO2 Brian Tingwell has been awarded a GOC FF Comd Commendation for his work in the local community.

Full story and pictures next issue.

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'Who's Pinched the Dartboard?'

By the time this article goes to print, I will have left the section and will be heading on my next posting.

by CAPT D. KEMP

WHEN I arrived in the Directorate my knowledge of the personnel management system, like many of you, consisted of the experience gained through 16 years' service (14 of which was served as an OR vehicle mechanic). So I thought that this may be an opportune time to present my observations of the operation of the Personnel Management system.

During 1986, the section contained LTCOL R.J. (*Scrubby*) Dyne, MAJ A.W.C. (*Jock*) Fraser, WO2 A.M. (*Fat Al*) Wilcock, WO2 I.E. (*Bandit*) Johnson, Miss Bernadette (*BBJ*) Lonergan, and Mrs Liz Jefferson (back again). These people taught me how to plan postings, write them up, etc., etc., etc. In Dec 86, Maj Fraser moved to 1 Base Wksp Bn as the Maj Admin (what a surprise I hear you say). Allan has been promoted to WO1 and is currently serving as the SO3 Operations at the Directorate of Army Recruiting. Liz Jefferson has left us (again) and Bernie holds the fort (the longest serving member of the Directorate, I believe). MAJ J.E. (*Practical Joker*) Dodd filled the SO2 position (he's the one with the pre-requisite funny accent) and WO1 P.A. Brock replaced Allan.

The people who are your personnel managers are professional and keen. They have a difficult task, trying to satisfy the service need and match that with what **WE** want.

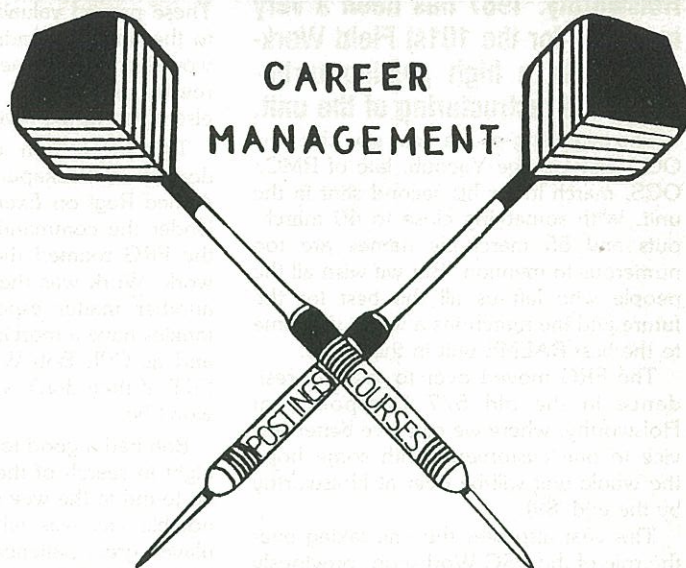
I guess most of you would have heard one of us present our lecture as we visit your unit. Many have asked why we do not change it. Well, what else can you say? We present to you the personnel system as we see it.

People often ask how they should go about getting a posting. My standard reply (we seem to have a lot of those, eh!) is "*tell us about it*". This is perhaps problem number one. We all have different opinions on how you should be able to tell us. So let me tell you what I reckon works best, and why.

If you simply want to tell us that you would like to serve in a particular place (like Vanuatu or Port Headland or Puckapunyal), at some time in your career, then write that on your PR 66. When the PR 66 reaches our office, many things happen. We receive about 3000 PR 66s each year in the form of Annuals, Promotions and Specials. We therefore need a system, an SOP if you like. Amongst other things, the report is scored and the posting preferences updated on your personal record of service card, as soon as it reaches our office. We use those cards when we are **trying** to plan a posting chain.

If you have a particular reason for wanting a posting, either now or at some specific time in the future, *and you can justify that reason*, then compile and submit a PE 166. Your reason may range from compassionate reasons to "*I've been in this Unit for five years and I want out*". Your PE 166 will be submitted to CARO and they will require your Head of Corps (the Pers Section) to respond with recommendations. If approved, the Pers Section will attempt to fit you into the next posting chain which suits your request. Remember though, that it is a pers empl section, not a travel agent.

A common question is: "*Where will I be going at the end of the year. I know that I am due for a move?*" The response is that there is no such thing as *due for a move*. The Pers Section has enough to do, without scanning through pers cards seeking out people who may have completed three years in a posting. (Note, three years, not two). If a member is happy to serve in a particular posting, and is not required to move to secure promotion, then it is unlikely that we will '*up and move him*'. Contrary to many



members' belief, we do not have an "*I've just bought a house*" book.

How do we know if you are happy to stay in a particular posting? The answer quite simply is, "*we don't*". But we can assume that if you have not mentioned your displeasure, or asked for a move, then you are happy to serve where you are, until we need to change your posting due to either service need or promotion.

Some of you want to stay relatively stable for quite a while. Others want to move regularly, to see the country or perhaps escape the complications of your interface with the civilian community. Whatever the reason, let the people who are trying to manage the Corps personnel assess knowing your preference. Remember also that when your pers mngt rep returns from a tour he has somewhere in the vicinity of 1000 records of interview.

Although these are reviewed, and placed on your file, if required, do not rely on these to necessarily prompt a posting.

RAEME have some 3600 OR members, employed in approximately 172 units, and 33 ECNs. We have soldiers posted all around Australia and a few overseas. The people who work in the DGEME Personnel Employment Section are primarily officers and soldiers of the Corps, just like you. They are currently posted to the section to attempt to "*manage*" the asset, YOU.

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RECOVERY MECH – EXTRAORDINNAIRE

1410431 WO2 R.W. ('Reg') WILDERMUTH OAM

MOST people would agree that the Recovery Mechanic probably has the most thankless trade within the RAEME. Most of their tasks are carried out away from their parent RAEME Unit, usually under adverse conditions, and at odd hours of the night/weekend, or after everyone else has left an exercise area.

For the majority of these hardworking men, their efforts are unseen and very often unrewarded. Not so for 'Reg' Wildermuth of RAEME Trg Centre, who after 30 years as a Recovery Mechanic has been awarded the Order of Australia Medal (OAM) for his performance and dedication in his trade.

I doubt if there would be many people in the Corps that don't know 'Reg' or who are not familiar with his jocular laugh. For those newer members of the Corps 'Reg's' history reads as follows:

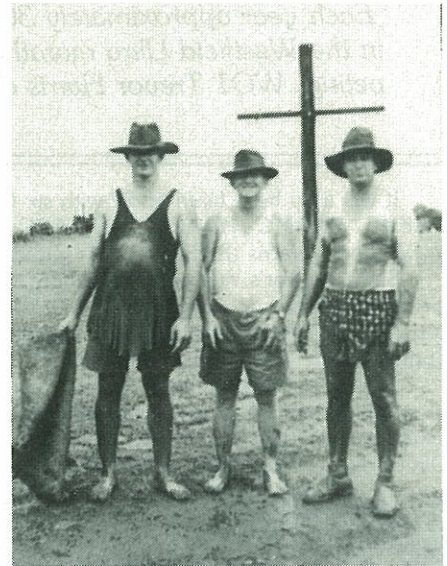
Young Reg left school at the ripe old age of 14 years, to work for his father droving cattle in the Nundah area. DROVING CATTLE AT NUNDAH YOU ASK? Yes – without giving 'Reg's' age away, he was droving cattle at Nundah before it became a suburb of Brisbane. In 1953 at

the age of 18 he experienced his first taste of Army Life, being called up for three months National Service Training. During this time he was trained as a Recovery Mechanic on the World War II Vintage Chevrolet Blitz Wrecker.

When he enlisted in the Regular Army in May 1958, he continued his training as a Recovery Mechanic and was posted to Northern Command Workshop in Brisbane.

During his career Reg was also posted to the following units:

N Comd Cadre Pool	Bulimba (Now 1 EME Svc Unit)
N Comd Wksp	Bulimba
4 Fd Regt	Wacol
1 Armd Regt	Puckapunyal
4/19 PWLH	Puckapunyal
1 Mdm Wksp	Broadmeadows



Young Reg (left) with his two brothers at Nundah.

2 Sig Regt	Watsonia
HQ CRAEME 3 Div	Melbourne
301 Fd Wksp	Brisbane/ Townsville
RAEME Trg Centre	Bandiana (1969-1973)
PSD AAS (L)	UK/Germany
RAEME Trg Centre	Bandiana (Jan-Oct 1976)
Tech Services Unit	Broadmeadows (Now MEA)
3 EME Svc Unit	Kurumburra
RAEME Trg Centre	Bandiana (May 1983)

It is interesting to note that Reg was posted to 301 Fd Wksp in Brisbane on 13 Aug 68; in Apr of 1969 that unit relocated to Townsville, and after spending six weeks in that locality Reg had to pack up his family once again on reposting to Bandiana. Three postings with full removals in 11 months!

For the past four years Reg has been an instructor at RAEME Trg Centre, running the Recovery Section. Apart from carrying out the odd recovery job as part of an MACC project, or recovery around the unit, the remainder of his time is spent instructing Trainee Recovery Mechanics, and students on subject 4 WO promotion courses all trades.

A Recovery Mechanic's lot is not the most glamorous of jobs but Reg has given total dedication to his Service Career and has gained the respect of those who know him and his trade ability.

It is gratifying to see that someone has seen fit to recognise his achievement and that he has been awarded the OAM as a result.

Congratulations Reg on a job well done.



Recovering a "Chev Blitz" from the water hole at RAEME Trg Centre, 1959. This photo was taken on Reg's Basic Recovery Course.



On exercise with 2 Sig Regt at Lakes Entrance (note dual wheels on the front of the wrecker).

ON THE RUN — A TEAM EFFORT

Each year approximately 30 hardy individuals endeavour to run from Sydney to Melbourne in the Westfield Ultra-marathon, a distance of 1060km. In 1988 one of our own will be competing. WO1 Trevor Harris of DEMPS (Entitlements) has qualified and been invited to participate in next year's run.

It will truly be a team effort with six Corps, RAINF, RACT, RAEME, RAAMC, RAADC and AACC combining to support WO1 Trevor Harris (RAEME) in his participation in the Run.

Since Trevor's first ultra-marathon in 1982 (80km) it has been his ambition to participate in this internationally recognised ultra-marathon. He anticipates the distance will take him approximately eight days.

The main driving force behind the Army support is an experienced marathon runner MAJ Peter Phillips (RAINF). The small problem with working at Army Office is that Branches and Directorates do not have direct access to vehicles, trailers, and all

the sundry equipment which is required to support a runner on the road for 24 hours a day, for eight days. With MAJ Phillips' guidance this problem has been overcome.

RACT, in the guise of the OC of 1 TPT SQN, MAJ Dave Cran and several of his staff, have come to the rescue and are willing to provide vehicles and personnel to assist Trevor in achieving his aim.

A team of nine will be required. Probably the most important member of the team, apart from the runner, is the team manager and this position is held by Trevor's lovely wife Lorraine, who monitors what he eats, drinks, sleeps, walks etc on the run.

From RAEME comes well-known Corps member Ex WO1 Spike Wiseman. Spike has agreed to come out of retirement to contribute his skills as driver/vehicle mechanic.

RAAMC will supply the masseur and medical support. This vital person will keep Trevor on the road when his body has decided that enough is enough.

AACC as usual will be working behind the scenes keeping the runner and crew well fed and consequently happy.

RAADC will be represented by friend and motivator WO1 Nick Read, a keen marathon runner. His company continues to be invaluable during the long training runs on weekends for the months prior to the Westfield run.

With the combined skills and expertise which will be contributed by all members of the team from different Corps backgrounds all Trevor will be required to do is run, run, run and his successful completion of the distance is assured.

Editor's Note:

The Westfield Run commences on 17 March 1988 in Sydney. The post race story will be in the 1988 Craftsman. From all members of RAEME we wish WO1 Trevor Harris all the best.



In good company, Brisbane 24 Hour Run. From left: Trevor Harris, Owen Tolliday (eventual winner), THE Cliff Young and Ian Javes.

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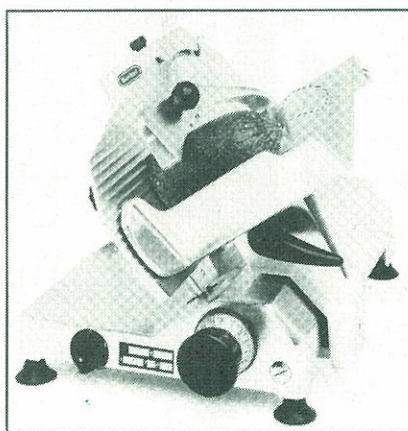
ARMY No	RANK	NAME	DATES	UNIT
37215	WO1	URQUHART, R.	29 MAY 61-31 MAY 87	2 BASE WKSP BN
21796	WO1	WOOD, D. G.	24 JAN 67-04 MAY 87	MAT BR (AO)
216921	WO1	BARRETT, N. V.	02 MAY 66-01 MAY 87	4 BASE WKSP BN
243377	WO1	DALEY, G. K.	21 JAN 64-06 JUL 87	4 BASE WKSP BN
1200446	WO1	GREENBURY, P. J.	25 JAN 65-06 JUL 87	RAEME TRAINING CENTRE
44033	WO1	KUBERNAT, P.	19 APR 66-20 APR 87	MEA
1200340	WO1	MARTIN, P.	28 SEP 64-06 APR 87	DOD (AO)
1200840	WO1	McNEIL, A.	28 MAR 66-10 AUG 87	5 BASE WKSP BN
342947	WO1	MILLER, J. R.	22 JUN 64-26 JUN 87	MAT BR (AO)
216266	WO1	MOORE, A. E.	22 FEB 65-26 APR 87	2 BASE WKSP BN
217588	WO1	MORTON, A. O.	22 MAY 67-22 MAY 87	RAEME TRAINING CENTRE
44359	WO1	MUNN, M. R.	16 MAY 67-01 JUL 87	MEA
18854	WO1	SHIRVINGTON, K. C.	15 JAN 64-03 JUL 87	HQ 2 EME GP
342979	WO1	SIMMONDS, R. P.	20 JAN 65-20 JUL 87	MEA
6708712	WO1	STRANG, T. W.	29 SEP 66-20 APR 87	MELB WKSP COY
39216	WO2	LESLIE, G. A.	23 JAN 67-21 AUG 7	PUCKAPUNYAL WKSP COY
1201090	WO2	MORTLOCK, R. G.	16 JAN 67-01 JUN 87	MEA
217551	SSGT	TURNER, B. F.	08 MAY 67-07 MAY 87	P & EE GRAYTON
2184008	SSGT	WILLIAMS, L. T.	05 APR 67-13 APR 87	21 SUP BN
217525	SSGT	ZYLA, J.	24 APR 67-27 APR 87	PERTH WKSP COY
61778	SGT	BROWNE, R. K.	24 JAN 67-01 JUL 87	MELB WKSP COY
38962	SGT	HARDIDGE, F. R.	18 APR 66-17 APR 87	5 BASE WKSP BN
44044	SGT	NOWAK, W.	04 MAY 66-03 MAY 87	5/7 RAR
39473	SGT	PERRY, K. C.	29 MAY 67-02 JUL 87	ARMED CENTRE
210318	SGT	PRITCHARD, J. H.	02 MAY 51-01 JUL 87	NO WKSP COY
61819	SGT	SAUNDERS, R. A.	17 MAY 67-26 JUL 87	5 BASE WKSP BN
39534	SGT	SMITH, B. F.	24 JUL 67-09 AUG 87	HQ 1 MD
38976	SGT	WILLIAMS, R. J.	09 MAY 66-08 MAY 87	SYD WKSP COY
1201441	CPL	MASON, M. D.	26 JUN 67-25 JUN 87	4 BASE WKSP BN
39466	CPL	McGRATH, D. J.	29 MAY 67-31 MAY 87	CANUNGRA WKSP
423411	CPL	PUSTELNIK, M. A.	01 JUN 67-31 MAY 87	CANUNGRA WKSP

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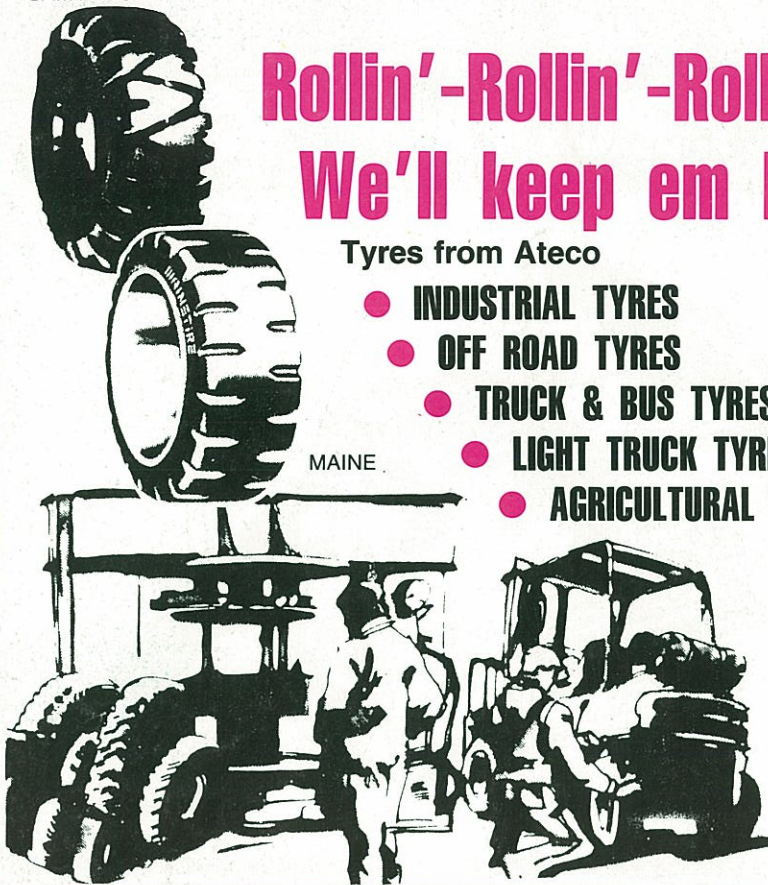
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