

NOVEMBER, 1988

ISSUE NUMBER 19

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**The Royal Australian Electrical
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The RAEME CRAFTSMAN

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THE ROYAL AUSTRALIAN ELECTRICAL
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THE EDITORIAL BOARD



Left to right: WO2 Dave Schereck, Lt Col John Lewis, WO1 Lyell Wedd, Capt James Davey, SGT Greg Wilson

EDITORIAL

This year has seen a lot of RAEME involvement in the Bicentenary activities. At the time of writing, many are still in progress and some are still to happen.

Notable involvement has been the Bicentennial Military Tattoo, 105 FD WKSP in the Wynn's Bicentennial Safari, WO1 Trevor Harris in the Sydney to Melbourne Marathon and many more at a local level. Next issue, we will feature more articles on these activities.

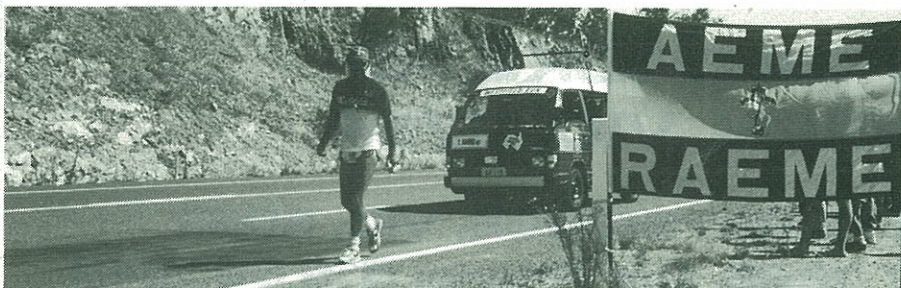
This year has been a time for reflection on our past and commencement of the writing of the Corps History signifies

this. Some tales from the past also appear in this edition and serve to remind us that there is not much real difference between challenges and people in the past and those of today.

Make sure you get those unit articles for the next edition in by 20th January.

On behalf of the Editorial Board, have a safe Christmas and a good New Year.

OUR FRONT COVER

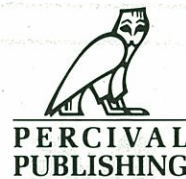


WO1 Trevor Harris, with some RAEME encouragement just outside Canberra, on the Sydney to Melbourne Ultra Marathon.

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Although it is almost 16 years since I retired, I like to read the *RAEME Craftsman* and find the articles interesting. My serving son keeps them for me. As regular supply is not essential for the maintenance of cordial family relationships, delivery or pick-up may suffer delays.

The article by Jack Balsillie (No 11, Spring 84) on the 18 pdr prompted me to put pen to paper. I was not as familiar with that weapon as Jack (he being much older than I), but there was one interesting point relating to construction which he did not mention. The 18 pdr was one of the few artillery pieces which had positive droop.

Droop is defined as the difference in vertical angle between the axis of the bore at the breech and the axis of the bore at the muzzle. Most weapons have a length of unsupported barrel sticking out into the air. This tends to bend and give negative droop.

The wire wound construction of the 18 pdr barrel did not provide great girder strength. Consequently, the 18 pdr was designed with the barrel supported near each end. The unsupported length between the brackets tended to sag, producing positive droop — a contradiction in terms if you like. In any weapon, this angle is not large, but it is of significance in gun laying and is compensated for in sight settings.

Jack suggests that Tiffies will have a favourite weapon. I don't really think I have a favourite. I have a "soft spot" for both the 105mm (M2A2 and L5), but that is because I was involved in the preparation of instructional syllabi at RAEME Training Centre.

Rather than have a favourite weapon, I was more interested in weapon design. The design of any weapon is the result of compromise. Basic role, ammunition, barrel length, muzzle velocity, mass of recoiling parts, stable mass, length of recoil and mobility are all factors which affect design.

The M2A2 and L5 use the same ammunition, but their roles, and consequently design, are quite different. The 105mm mounted in the Leopard has the same calibre, but it is a completely different weapon from both the field pieces.

Having commented on the article by Jack Balsillie, may I be permitted to indulge in some philosophy?

We are told that a RAEME tradesman is a soldier first and tradesman second. I would suggest that this is an oversimplification of the facts.

I know the training system has changed since my time, my son often reminds me of this, but the "soldier first" is an important factor in the training of the RAEME tradesman. The "soldier" bit has always been a pain in the neck. It means parade-ground, standing guards, sharing duties in a parent unit etc. By being a soldier, however, the RAEME tradesman gets a "feel" for the needs of the unit he is serving.

His task it to keep the equipment of that unit operating. The RAEME tradesman should know what the equipment is doing,

LETTER TO THE EDITOR

from Lt Roy Thompson,
LS GCM, MSM (RL).



why it is doing it, how it does it and what the unit wants of it. This knowledge will enable him to make a properly reasoned decision — go by the book and pull the equipment out of service (his civilian counterpart would) or throw the book out; improvise and keep the equipment operating. DON'T GET ME WRONG, THIS IS NOT AN INVITATION TO INSURRECTION! The latter decision can only be made if the tradesman is confident of his equipment knowledge and user unit requirements.

There is the often related story of the bent gun barrel being straightened in New Guinea by heating it and firing a shot through it. An extreme example of improvisation, but a tank was returned to service, albeit with a barrel with greatly reduced life. The AEME personnel had an appreciation of gun barrel construction, the needs of the unit and the technical knowledge which could effect a repair. This is not recommended practice,

but a tank without a gun is only an expensive piece of agricultural machinery.

The use of water in hydraulic systems is not recommended. The cost and time for an eventual total strip, clean and flush must always be considered and weighed against the immediate needs of the unit being supported.

By being a soldier first, the RAEME tradesman has a better knowledge of his trade, in my opinion, than his civilian trained counterpart. Not necessarily in specialised areas, but certainly as a general tradesman. He is constantly aware that he is providing a service.

In addition to this, as he progresses up the promotional ladder, he receives formal management training. Safe working practices, fire safety and security are instilled at every level. There are very few civilian organisations which provide this training at supervisor and foreman level.

Having bolstered your confidence in your trade ability, what don't you have to prepare for that cold outside world? There has been little, or no, contact with unions. If you can read and interpret Military Law, you can read and interpret Industrial Awards. Demarcation is likely to be the biggest problem. As a motor mechanic you may well be capable of fitting a three-pin plug. In a union atmosphere, that is an electrician's job.

You have had no exposure to preparing or working to a budget. There must be a system and past records, use them. You are not expected to be an accountant. The Company Accountant will be paid more than you anyway.

I have attempted to point out that you are better qualified for a position in civilian life than you probably realise. The problem you have is to convince your potential employer or the Personnel Officer. You must sell your knowledge and the formal training you have had.

Editor's Note:

Lt Thompson was a First Intake Army Apprentice. He served in 4 Base Wksp (also known as 1 Control Wksp, Southern Comd Wksp S Comd Wksp Bandiana Det and Bandiana Area Wksp), Central Comd Wksp, RTC and DEME AHQ(M). He is Branch Manager (SA) for Standards Association of Australia and a member of the RAEME Association (SA).

THE FUTURE OF OUR MAGAZINE

The future of our magazine depends on two things. One is continued support from contributors and we do pretty well in this regard. The other is support from advertisers which covers the costs of publication and governs the size of the magazine. Delays in publication and thin magazines are a result of lack of advertising. A way units can help in this regard, is to let advertisers know you saw the ad in the 'Craftsman' and to provide spare copies of the magazine to companies with which units and unit messes and clubs have dealings. Contacts for placing advertisements are shown on the Editorial page.

Editor

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Message from THE DIRECTOR GENERAL

Again over the last year the Army and the Corps have had to contend with many pressures. Activity rates are high and even now Kangaroo '89 looms on the horizon. Equipment acquisitions proceed apace while operating cost funds are reduced and logistic manpower re-allocated. However, while other Corps are experiencing unprecedented wastage rates, RAEME remains strong and healthy with areas of growth and development.

The Corps has produced an impressive result for the year. We have maintained the Army's equipment "fit to fight." Our advice has been influential in major equipment projects. The workshop shelter projects are advancing well and will produce excellent mobile capabilities. We have seen major advances in our EDP systems and EMEMIC is achieving tri-Service and international recognition. The planning, training and raising of units to support the Blackhawk battlefield helicopter is well under way. In every area our soldiers have performed with distinction, and to top it off, our retention rates remain by far the best of any major Corps in the Army.

These achievement do not happen by chance. They are the result of the

efforts of all the skilled and dedicated people who make up the Corps, both Regular and Reserve, with the support of strong Corps associations. It is a great source of pride to be part of "the winning team." We must ensure that we continue our great success in the future and thereby fulfil our role — to support our Army.

By now you will know of my posting from the Directorship. Whilst there is the prospect of new challenges, for me the move will bring to an end the most rewarding time of my career to date. I have appreciated the opportunity of visiting most places where RAEME cap badges are to be seen, and meeting so many of our people. I have enjoyed your company, valued your good advice and appreciated the frankness



with which matters were raised. It has been a great honour to have been entrusted with the "stewardship" of the Corps for the last four years.

Colonel Bob Millar will be taking over the chair and I am sure you all join me in congratulating him on his promotion and wishing him well. He will bring to the position a wealth of experience, and a whole new energy and drive. I know that he will enjoy the support of all of us, as members of the most professional Corps in the Army today.

To you, all my best wishes for a happy Festive Season and a safe, healthy and prosperous 1989.

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From the REPRESENTATIVE COLONEL COMMANDANT

VISIT TO REME

On the 3rd of June, 1988, during a private visit to England, the RAEME Representative Colonel Commandant, BRIG Philip Amos called on his REME counterpart, MAJ GEN A.S.J. Blacker CBE at the Royal Military College of Science, Shrivenham, where MAJ GEN Blacker is the current Commandant. In a most interesting tour of the establishment BRIG Amos had the opportunity to meet Australian students and staff at the College.

On 16th June, BRIG Amos also visited DGEME (UK) MAJ GEN D. Shaw CBE at his headquarters at the Logistic Executive (Army) at Andover where he was briefed on the very extensive REME operations in the UK, Germany and elsewhere. BRIG Amos also visited 27 District Workshop at Warminster where LTCOL Kevin Loughrey RAEME is Second in Command.

On the following day, BRIG Amos visited the REME Trg Centre and Museum at Arborfield and, that evening, with Mrs Amos

attended the REME Ball at REME Headquarters Officers' Mess, West Court, Arborfield.

Audience with the Colonel-in-Chief. His Royal Highness Prince Philip, Duke of Edin-

burgh, Colonel-in-Chief, Royal Australian Electrical and Mechanical Engineers received Brigadier R.S.P. Amos Representative Colonel Commandant at Buckingham Palace on Thursday 23rd June, 1988.

Happy Birthday Australia!!



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TELEGRAM

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:

BRIGADIER R.S.P. AMOS, REPRESENTATIVE
COLONEL COMMANDANT, ROYAL AUSTRALIAN
ELECTRICAL AND MECHANICAL ENGINEERS
LOGISTIC BRANCH
CANBERRA (ACT) 2600 AUSTRALIA

FROM: HRH THE DUKE OF EDINBURGH
I AM MOST GRATEFUL TO ALL RANKS OF THE ROYAL AUSTRALIAN
ELECTRICAL AND MECHANICAL ENGINEERS FOR THEIR KIND
AND THOUGHTFUL BIRTHDAY MESSAGE. PLEASE PASS ON MY
THANKS.

PHILIP,
COLONEL-IN-CHIEF.

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RAEME RECOGNITION OF SERVICE CERTIFICATE

MAJ G. POLKINGHORNE

In 1980 the RAEME Corps Committee approved the introduction of the RAEME Recognition of Service Certificate shown below. The certificate is designed to recognise 20 years or more loyal and dedicated service to the Royal Australian Electrical and Mechanical Engineers. Both military and civilian personnel are eligible to receive the certificate.

Award Criteria

Military

ARA — The recipient must be a RAEME officer or soldier who has completed 20 years or more service and who has elected discharge.

ARes — The recipient must be an officer or soldier who has completed a total of 20 years or more efficient service in RAEME and who has elected discharge. Discontinuous service is not to exceed 12 months and recipients must be certified efficient for each year of service. Previous ARA service in RAEME may be aggregated towards the award.

Civilian

The recipient must be a member of the Australian Public Service who is about to retire and:

- (1) has completed at least 20 years service in RAEME units, or
- (2) has served a total of 20 years combined service as:
 - (a) an officer or soldier in the ARA or full-time duty in the ARes as a member of RAEME; and
 - (b) a member of the Australian Public Service employed in RAEME units.

Eligible Service

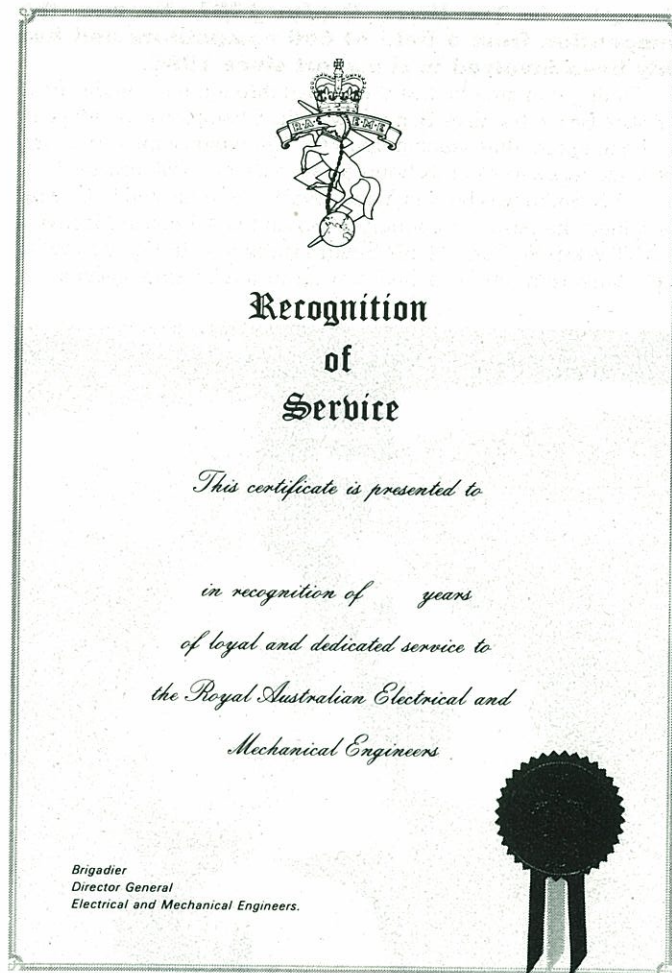
Eligible service can also be aggregated in a number of other ways including service with other countries EME Corps equivalent, former members of WRAAC allotted to RAEME in 1983, personnel transferred to RAEME as a consequence of the 1973 reorganisation and personnel who served with other Australian Armed Services.

Nomination Procedure

To gain a certificate nominations should be in the format shown in Annex A of RAEME Corps Instruction Number 18 — The RAEME Recognition of Service Certificate, Issue 1, Sep 87. Nominations should reach DGEME 40 days prior to the member's date of discharge or retirement.

- ARA — The member's unit should nominate to DGEME.
- ARes — The Senior RAEME Rep with the member's ARes unit should verify eligibility with the ARes Records Cell, CARO then forward details to DGEME.
- Civilians — Unit Comds should verify the eligibility of personnel then forward details to DGEME.

Military and civilian members who are eligible but have not received a certificate should request issue through the last RAEME unit in which they served or directly to DGEME (For Attention: RAEME Corps Secretary).



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WELL DONE

As usual, members of our Corps are being recognised for their achievements, reflecting credit on themselves and the Corps. — Well Done.

RAEME'S TAE KWON DO MASTER

Congratulations are extended to CFN Allen Smith of ACT Wksp Pl who is the Australian Lightweight Champion in Tae Kwon Do for 1987. He won the competition from a field of 640 competitors and has only been involved in the sport since 1985.

During that time he has progressed through nine grades from a Yellow Belt to his Black Belt and won the Championships last year. His training schedule leading up to the Championships was a very hectic six days a week at six hours a day, but it has obviously paid off.

CFN Smith was born in Young NSW and educated in Cowra. He joined the Army in January 1983 and is a Vehicle Mechanic at ACT Wksp Pl. Part of CFN Smith's success is attributed to WO1 P.C. Jenkinson who coached him up to the Championships.



CFN Allen Smith in action as RAEME's Tae Kwon Do Master.

CFN Smith says he enjoys the sport because of the benefits to his physical fitness, the competition and the friends he has made.



National Australia Day Council Award 1988

To encourage the promotion of Australia Day as an event for social celebration fostering the spirit of national pride, the Council make available specially minted boxed medallions for presentation to selected Australians to publicly recognise significant achievement.

Now be it known that

Warrant Officer Class Two **Peter Owen Hutchinson** Artificer



WO2 Peter Hutchinson being presented with the Australia Day Council Award by BRIG P.J.A. Evans, Commander-Engineering Development Establishment.

Armament, Small Arms Section, Armament Engineering Division has by his willingness and professional conduct enhanced the image of the Australian Army and favourably promoted the Engineering Development Establishment at numerous public and military displays, demonstrations and lectures over the past two years and is thus worthy of recognition.

P.J.A. EVANS
Brigadier
Commander

WELL DONE TO 102 FD WKSP

(from ARMY PR)

Anyone can go all out for a win, but it takes real discipline to pace yourself into a place of significance. Out of a field of 370 runners in the Army NQ Area cross-country race at Lavarack Barracks, Lieutenant Aldis Sveillis placed 102nd. His unit — 102 Field Workshops. Corporal Rich Carpenter, left, and Craftsman Mark Griffiths, right congratulated their "boss" on his effort. But someone must have leaked the strategy to Private Vic Perry of 1st Battalion, The Royal Australian Regiment — he came first. Forgetting significance, the 102 Fd Wksp team was elated to take second place in the team pointscore.



NELLA DAN RESCUE

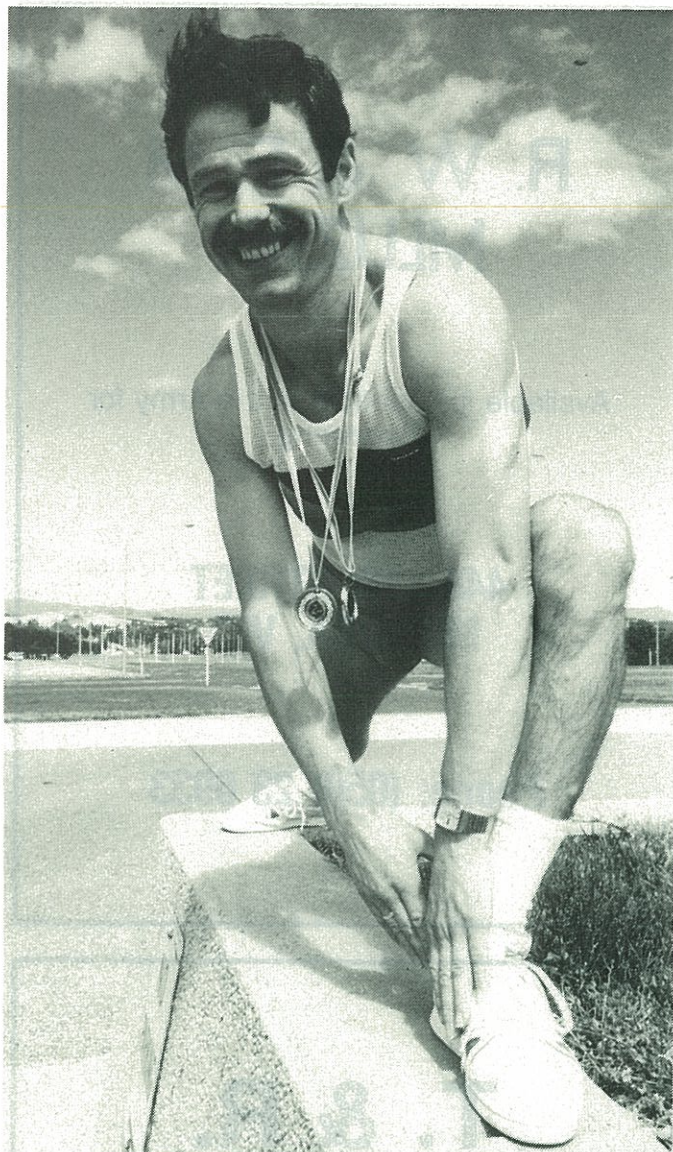
Well Done to CPL Ken Barrington, a Fit Armt from 35 Water Tpt Sqn, who returned home a hero after assisting other 35 Water Tpt Sqn soldiers in the dramatic rescue of passengers and crewmen from the ill-fated Antarctic supply ship Nella Dan after it was swept onto rocks on Macquarie Island on 3 December, 1987.

The rescue was conducted with winds gusting between 35 and 42 knots with waves up to 6m high. CPL Barrington said that while they were trying to rescue people from the ship the LARCs were lifting about 12 feet on the protected side of the ship and they were being continually covered with diesel oil throughout the rescue operation. However they managed to get everyone off safely at great risk to their own lives. *Well Done!*

AEROBICS CHAMP

WO1 P.C. Jenkinson has found success in the sport of Aerobics. WO1 Jenkinson, recently posted to Vanuatu from DGEME, is the ACT Aerobic Pairs Champion and was the runner up in the ACT Aerobic Mens Open. He also took part in the Australian National Championships in November last year.

WO1 Jenkinson holds qualifications as an aerobics instructor, supervisor and assessor as well as a second Dan Black Belt in Tae Kwon Do. As mentioned earlier, WO1 Jenkinson coached CFN



WO1 Jenkinson warming up.

Smith of ACT Wksps to his win in the Australian Lightweight Championships.

Whilst in Canberra WO1 Jenkinson was instructing up to 17 Aerobic classes each week. He believes his posting to Vanuatu might give him a bit of a break. Rumour has it that WO1 Jenkinson has been appointed the Minister of Aerobics for Vanuatu and he won't get that break. Any way congratulations to WO1 Jenkinson.

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RAEME Wins Gold at Work Skill

RAEME Craftsmen got among the medals at the 1988 Defence Work Skill Competition held at the RAAF Base Wagga Wagga over the period 12-15 July 1988.

RAEME was entered in five of the trades, namely, Automotive Mechanics, Fitting and Machining, Consumer Electronics, Industrial Electronics and Turning, and achieved the following results:

Automotive Mechanic:

- 1st — CFN C. Kingston
- 5 Base Wksp Bn
- 2nd — CFN M. Lee
- Perth Wksp Coy, and
- 3rd — CFN D. Paterson
- 4 Base Wksp Bn.

Fitting and Machining:

- 2nd — CFN C. Lutz
- 5 Base Wksp Bn.

Turning:

- 1st — CFN S. Babington
- 4 Base Wksp Bn.

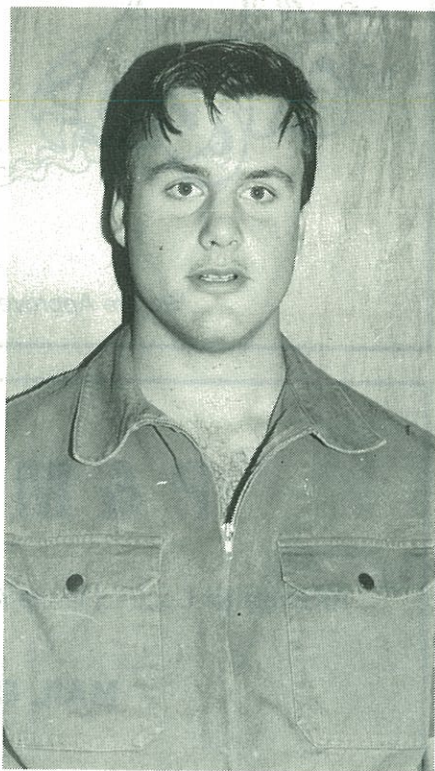
The selection of RAEME personnel to the Work Skill competition relied heavily on unit assistance with some units being more supportive than others.

DGEME generated a signal in Feb 88 stating the aims of Work Skill, and requesting RAEME units to nominate Craftsmen born on or after 1 Jan 67 for the five trade categories. The positions in the competition

by MAJ John WRIGHT



CFN C. Kingston of 5 Base. 1st — Automotive Mechanic.



CFN C. Lutz of 5 Base Wksp Bn. 2nd — Fitting and Machining.



CFN D. Paterson, 4 Base Wksp Bn. 3rd — Automotive Mechanic.

for RAEME personnel was minimal so a selection process was devised. All the individuals who were nominated were required to complete a project (designed at RAEME Trg Centre) within the trade parameters detailed by Work Skill. Units would be required to mark the project and submit results to RAEME Trg Centre. A second more detailed project was then sent to selected individuals, marked by the parent units, and the results again submitted to RAEME Trg Centre. The final selection of the actual individuals to compete in the competition was then carried out.

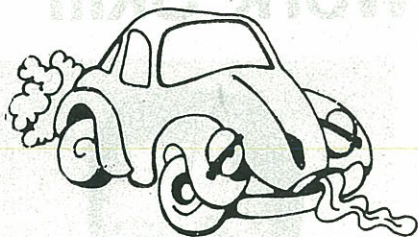
Because the contents of the trade category competitions only included aspects of the relevant army trades, aspects of which Army competitors last touched in the early stages of their apprenticeship at the Army Apprentices' School, it was decided to conduct some revision training wherever possible. Thus the Turning (3) and Fitting and Machining (2) competitors spent two weeks at Armament Wing of the RAEME Trg Centre, and the Automotive Mechanic competitors (6) spent six days at the Motor Transport Training Flight, RAAF School of Tech Trg. It was not possible to give pre-competition to the Electronics Trades Competitors due to course commitments.

To achieve the results that the RAEME competitors did, knowing that they were



CFN S. Babington of 4 Base Wksp Bn. 1st — Turning.

competing against RAAF, RAN and Defence Production Establishments personnel, was a very good result indeed. The winners will now move to a National Competition.



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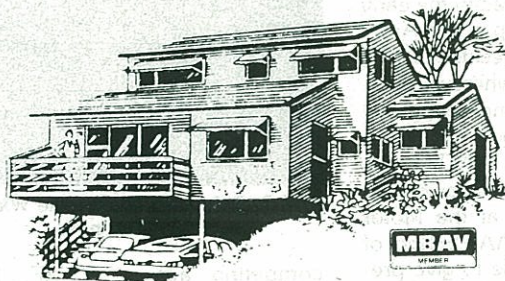
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FAREWELL TO A CORPS PERSONALITY

342507 MAJOR NOEL MUNRO (‘SHORTY’) COOPER

The 15th of February 1988 saw one of the Corps longest serving members put aside his uniform for the last time. On that day Major Shorty Cooper took his discharge after 39 years of service.

by CAPT R.M.D. HUDSON

Medal. On return to Australia, he was posted to Technical Services Unit (the old MEA) before being posted to 1 Fd Sqn Wksp in Vietnam in 1969. Whilst in Vietnam, Shorty was commissioned to the rank of LT, being granted a QM commission in a theatre of operations. He was one of the last, if not the last in modern times, to gain a commission of this type.

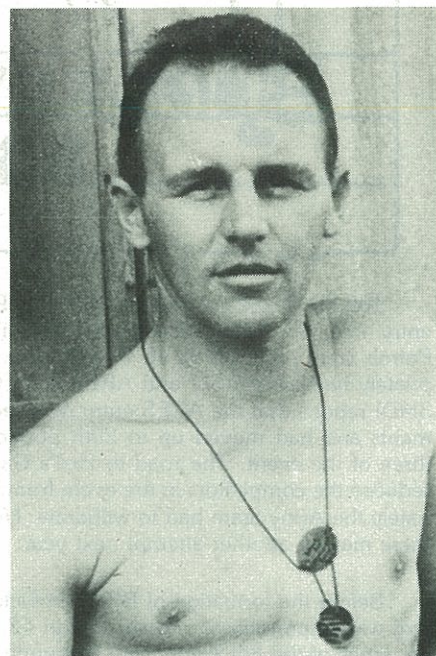
On return to Australia, now CAPT Cooper served in AHQ (Melbourne) and in NT Command Wksp as OC. He then saw service with P and EE, Port Wakefield as the first EME, and as an Exchange Officer with REME as a Major with Technical Spares Assessment. On returning to Australia (again) in 1979, MAJ Cooper served as SO2 Scales in Sup Agency of HQ Log Comd, later to become Directorate of Capital Procurement.

Although offered many attractive postings, Shorty elected to stay with SCALES until a replacement had been ‘blooded’ among the blanket counters and was ready for the job.

In 1986, Shorty moved on to HQ 3MD filling the posting of SO2 Eng and SO2 Prod Mngt.

Shorty’s retirement will not be the end of the family’s service as both of his sons are now serving officers, the eldest Captain Dale Cooper as the SO3 Pers at Duntroon and the second, Lieutenant Mark Cooper as an Adjutant at the School of Infantry.

During his service Major N.M. Cooper has been awarded the Vietnam Medal, Polar Medal, Defence Force Service Medal and Two Clasps, National Medal, Long Service



WO1 N.M. Cooper, Sth Vietnam.

and Good Conduct Medal and the South Vietnam Campaign Star.

And so the 1st of February 1988 saw the retirement of a Corps personality and the end of a long and distinguished career that has spanned every level of RAEME support. In a time when 20 years and goodbye has become the accepted standard, Shorty has virtually given two careers to the Corps of RAEME.

To Shorty and Merrel, I thank you for your service and can only add that it has been my privilege to have served with you and to know you both.

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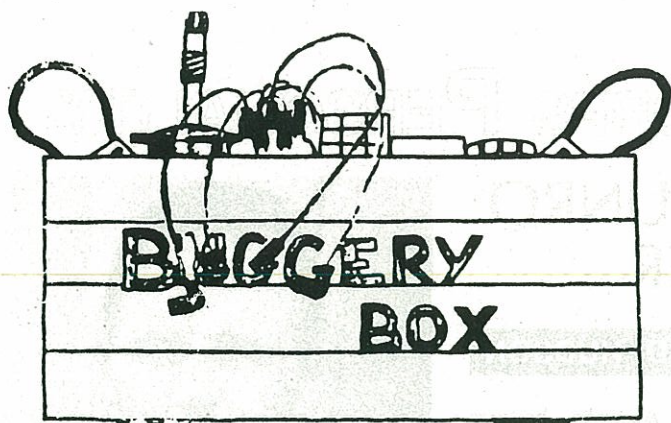
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105 FD WKSP's Adventure Training Project for 1988 was an entry into the 1988 Bicentennial Wynn's Safari. Two Nissan Patrols were provided by Mr Ron Bunker and these were appropriately named ARES 1 and ARES 2. Lt Col K. Wolfe (SO1 PR 3MD) reports that the ARES entry received very favourable comments and had moved up to 20th position (out of 300) in day three of the event. The road to Hell's Gate near the Qld border reduced the competitors in the event from 300 to 70 and unfortunately the Army team had to withdraw. However it is understood there may be another attempt next year.

Before the formation of REME in October 42 the "E" side of Ord was responsible for repair. In Jan 42, the majority of Crusader tanks of the 8th Army were "grounded" due to lack of water pumps. 400 replacements were ordered to be flown out from England to Benghazi. The reply came back: "Regret NA in UK." This started a train of thought in high places that the "E" side of Ord should be responsible for the supply of technical stores as well as the fitting of them. Sound familiar?

Some anecdotes from Exercise EMBATTLED BLUEBELL, a HQ 1 DIV EME Command Post Exercise:

- Quick Decision Exercise — hand cut off. Solution: "Put it in a bucket of water".
- Problem to Engineering Cell. 'That's not technical — we can't do that'.
- Technical Problem to Duty Officer: Low air, engine will not stop, still running — reported on Day 1, still running on Day 7.
- Greeting from HQ — 'Trust me, I am from headquarters'. Response: 'It's hardly a challenge'.

Ever wonder how to get on Ex LONG LOOK, that rather attractive exchange exercise with the UK? RAEME usually get about five to eight positions but it all depends on unit nominations. Members have worked with the British Army in the UK, Germany, Belize and some have even got to the Falklands on their tour. You could find out more by asking the 1988 participants when they return in December. Taking part this year were:

SGT E. F. Carpenter — Sydney Wksp Coy
CPL A. Rawson — Canungra Wksp P1
WO1 P. R. Peers — RTC
SGT I. G. Burgess — AAS
WO1 D. G. Hooper — MEA
CPL W. G. Trent — 611 Sup Coy

The following is an excerpt from an article by LTCOL A.J. Terry published in the REME Journal:

Many years ago there was an EME of an Armoured Car Regiment in the Far East whose LAD worked every hour that it could find to repair the regiment's equipment. Most of the equipment was on the LAD "awaiting repair park" but with superhuman efforts, the regiment's needs were usually met at the 11th hour.

His successor took a different view. He recognised that the supporting field workshop two miles down the road was not fully employed and he had learned at the Officers' School that LADs did

not normally exchange gearboxes, engines and final drives. Initially most of the faulty equipment was transferred to the workshop "awaiting repair park" and a lot of equipment remained there for some time as most of the theatre stocks of assemblies were unserviceable under a tarpaulin behind the LAD office.

By the time I joined the LAD as a very young subaltern the workshop had reduced its backlog and there were only a few carcasses with embarrassing deficiencies, still under the tarpaulins. This was my first introduction to two popular ideas within the Corps, the jobs of do it yourself (DIY) and the belief that the Corps' primary role is to repair equipment.

The regiment thought the world of the first EME. The second EME did ensure that his resources were concentrated on doing the jobs for which the LAD was established, in particular concentrating on achieving availability of fit equipment rather than repairing failures. The regiment liked him as well, as he was interested in horses.

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MAWD

BY WO2 T. BONNEY
(Site Supervisor 3 Base Wksp Bn)

On a quiet day last Friday,
The scene was almost set,
Close the ole' computer down,
Then on the grog we get.

This was not to be alas,
MAWD didn't play the game,
The update didn't do it's job,
It lived up to it's name.

A few hours wasted time was spent,
Trying to find the bug,
But it was all in vein —
MAWD had pulled the plug.

On Monday morn the boss returned,
Full of Bundy and beer,
From a formal at RTC,
With a tale of woe to hear.

I cannot print the words he spoke,
He cussed for a minute or two,
After which he managed to say —
There's one thing left to do.

Telecon: 'Hello Dave, it's Trev here mate,
I've got a problem for you,
In the middle of the last update,
The whole thing turned to poo'.

So on the phone for days he's been,
Trying to find the cause.
Meanwhile to the world's disgust,
MAWD's been put on pause.

We're sorry for the trouble caused,
We're really not to blame.
We'll have it back on line one day,
And carry on the game.

The next time the thing breaks down,
Jump up and down with glee.
Cause I'll pretend it's a urinal,
And I'm busting for a pee!

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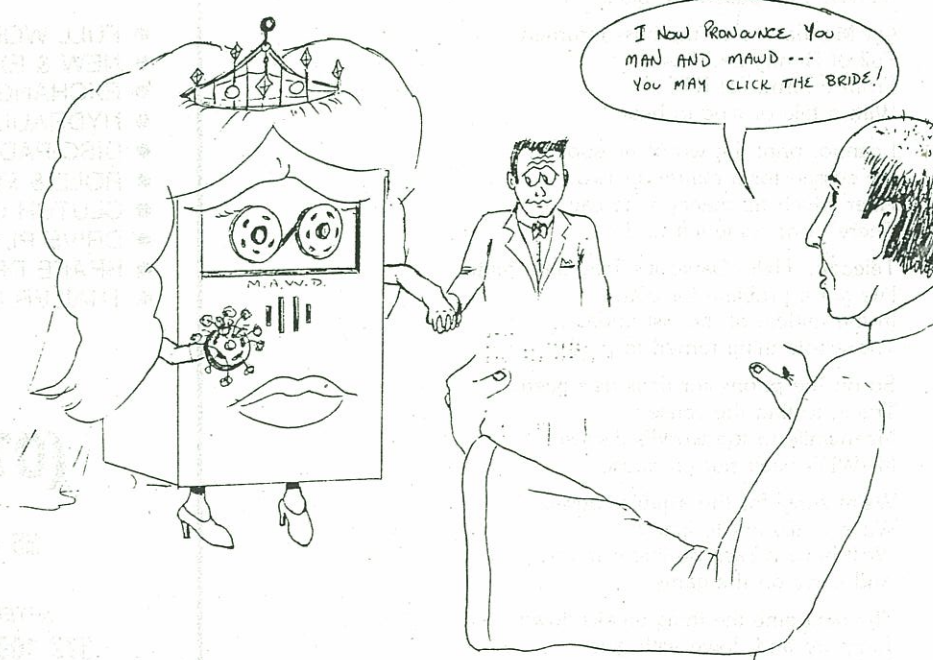
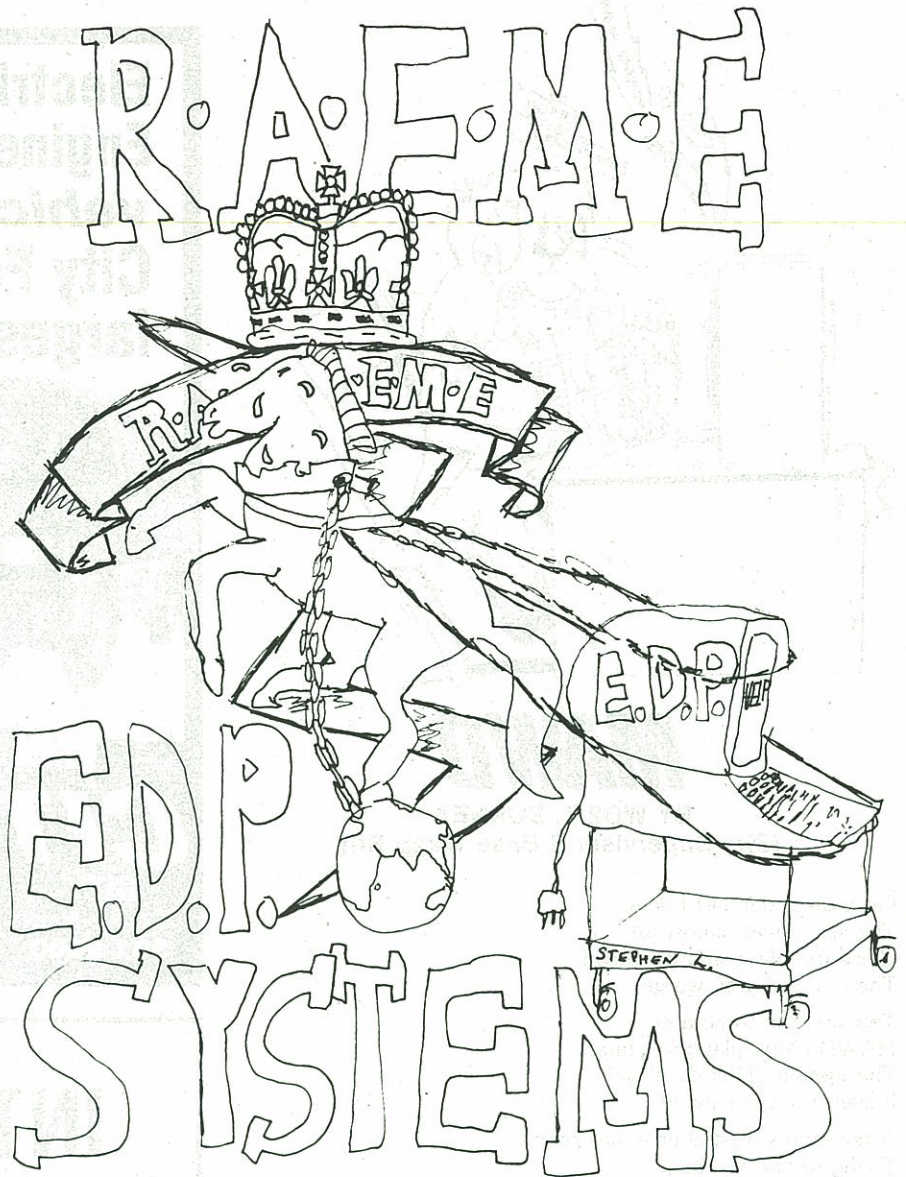
by MAJ Hank GREGORY

When MAWD (Machine Assisted Workshop Documentation) was first introduced into 3 Base Workshop Battalion in 1976, there was a lot of mistrust. Duplicate paperwork was kept just to be on the safe side. When, after a few months, lightning struck the ground about 100m from the computer room and blew MAWD's mind, the sceptics said "I told you so." There are still some sceptics around today that have muttered about turning MAWD and EMEIC (EME Management Information Computer) off and returning to the manual method of job recording. When invited to do so, which would allow the redistribution of their equipment to other workshops, there has been no response. So we are pressing ahead maintaining our present systems and thinking about those systems we require in the future. So for those of you who do not know what we have today and what we have planned for the future, here is a brief outline.

TODAY

MAWD is in four of the Base Workshops and a RAAF site in Sydney. For a system based 15-year-old technology, MAWD has given good service, even if she plays up at times. MAWD should be replaced by a system similar to EMEIC within three years. In the last year the interface to EMEDATER (EME Data on Equipment Repair), developed by WO2 Dave Shereck has saved a lot of duplicated work. In the meantime, DGEME is working on MAWDUP, an upgrade of MAWD using Personal Computers which will allow finance and extract data, held on MAWD, to be compiled into a format that headquarters are always chasing.

EMEIC is in all company and platoon sized Log Comd Workshops as well as RTC, SME and the School of Artillery. The sites vary in size from one to five terminals and this system has greater flexibility than MAWD. There are not enough terminals and some sites had a high initial failure rate. To overcome these problems we have submitted a proposal called EMEICUP which will provide more terminals and give a better response time. This project should eventuate 88/89 if funds are available.





from the workshop is not correct then neither will the reports be correct, surprise surprise. This system requires a lot of programming effort to generate additional reports so a reasonable lead time is mandatory. EMERAD will replace EMEDATER and once up and running reports should take no longer than a day to generate. To get those reports, or even the raw data, to you we have EMEDATALINK a system which will allow the transfer of data to requesting sites.

THE FUTURE

We are forecasting RAEME's future requirements and requesting funds to be allocated in the FYDP for each proposal submitted. Most proposals take a minimum of five years before they get funding. Of course miracles can occur and one or two may get priority and be funded under five years. It is still a long time to wait. The computer equipment we need to do the job today will be totally different in five years time, so you can see that there is a lot of crystal balling involved. The projects we put up for funding are based on the requests we receive from you. Estimates for computer acquisition for RAEME over the next few years total approximately \$8M which includes the replacement of EMEDATER and MAWD. Cost avoidance and efficiency gains are expected to recoup this in the first few years of operation and this is the only basis by which we can justify higher priority for acquisition of EME EDP systems.

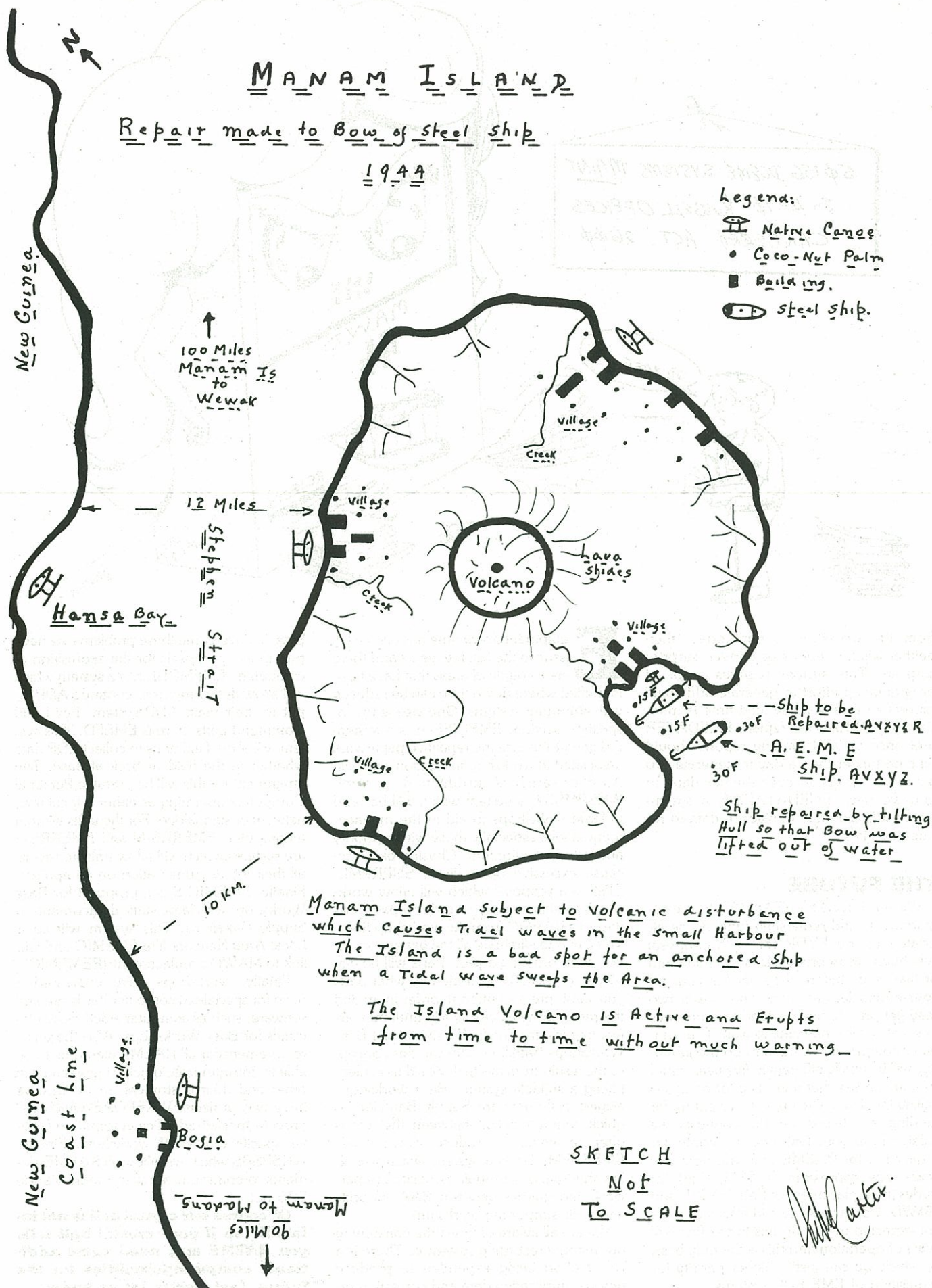
Equipment down time has been a big issue in the last few years and there are a couple of areas that have been identified where down time can be reduced with computer systems. One area is the inspection section. EMEINSP-A is a system designed to reduce the repetitive paperwork associated in workshop inspection sections. Another area is production control. WKSPMSS is a system which will be used in large workshops to aid in the management of jobs especially those with a priority and project equipment. Chasing parts can cause excessive down time. SUPREME-LINK is a proposal which will allow workshops to either query or order repair parts direct to RAAOC from the workshop floor. The aim is to eliminate all the paperwork involved in ordering a part. Parts will be displayed on a VDU, you identify what parts you want, press a button to order them and the rest is done electronically until they arrive for pick up. The SCIMAS trial at 1 Base Workshops Battalion is testing this concept so the results from this trial will aid us in identifying a suitable system. Base workshops biggest customers are Supply Battalion so quick communication between the two is often essential to reduce down time. EMESUPMNGT is a system which will allow the transfer of repair associated paperwork and queries between RAAOC units and their supporting workshop.

We are all aware of how time consuming our manual recording system is. There is a lot of effort being expended to produce reports, duplicating data and correcting re-

jects. To overcome these problems we have put up five proposals for the acquisition of computers. EMEMOBILE is a system which will allow detachments to continue ADP input to their main ADP system. For Land Command units there is EMEFD. This system will allow field units to collect EDP data whether in the field or back at base. The equipment for this will be portable Personal Computers operating as either a local area network or standalone. For the units without a computer, EMERRS-M and EMERRS-S are systems which will allow units to record all their job documentation on computers. Finally, EMEMIC-S is a proposal for Base Workshops with large static detachments in Supply Battalions. This system will be a Local Area Network like EMEMIC and will link to MAWD's replacement (BEMEMIC).

Finally, workshops have expressed a need for specialised computer hardware and software, such as computer aided design facilities for Base Workshops. Also there is a requirement for all RAEME elements to be able to communicate quickly between each other and their customers, to do this we have two projects, WKSPPOAS which will provide specialised office automation facilities specific to RAEME workshops. Finally, WKSPSBS which will allow all RAEME elements to communicate with others via the SBS net.

Of course our crystal ball is not infallible so if your crystal ball tells you RAEME may need some additional computing facilities for the future, feel free to let us know.



The Editorial Board of "The RAEME Craftsman" have been fortunate enough to have received from Captain M.K. Carter (Ships Master of AV2060 in WW2) some interesting stories involving the ships and men of the AEME repair ships that operated around Papua New Guinea during WW2. It is our intention to publish some of the more interesting repairs and recoveries that were carried out. The following story is the first of what should prove to be an interesting series.

IN SITU REPAIR BY AEME

by Capt M.K. CARTER

It was not always possible to tow a disabled ship back to a Port or Harbour for repair and many jobs were done on the spot.

One such repair job was carried out at Manam Island off the East Coast of New Guinea approx 150km North West of Madang. A steel ship was damaged below the water line on the port side of the "Bow" when it stuck one of the outlying reefs near Manam. The steel plate was caved in and had "Hair Line Cracks" which were large enough to take in more water than the pumps could handle when the ship was moving under power. It therefore became necessary to anchor the ship and call for assistance, from Madang.

An AEME repair ship was sent from Madang to carry out the repair and try and do some fancy welding. However, under water welding was not possible in those days and so another way had to be found. The Chief Engineer on the AEME ship was a very experienced man, who liked problems, and loved to try new ways to do a job.

On arrival at Manam he made an inspection of the damaged plate and the position of the plate and decided that the only way to do the job was to "Tilt" the ship so that the "Bow" would lift out of the water and so expose the damaged plate. This was done by pumping the water from the forward "Ballast" tanks and increasing the amount of water "Ballast" in the stern tanks.

The damaged ship was anchored "Fore"; and "Aft" and the pumping operation started and slowly the bow lifted out of the water exposing the damaged plate. It was of course necessary to adjust both "Fore" and "Aft" anchor chains as the ship changed position.

The ships Chief Engineer and his welder did not take long to cut a "steel patch" and weld this over the caved in plate. Both men carried out this work from one of the ships life boats lashed to the "Forward" anchor chain and ships hull. The task of getting the ship



AEME Repair Ship AV2060 that CAPT Carter was Ship Master of. It operated around PNG carrying out running repairs to small ships at sea and recovering ships with major repairs back to 3 Australian Floating Dock in Torokina Harbour.

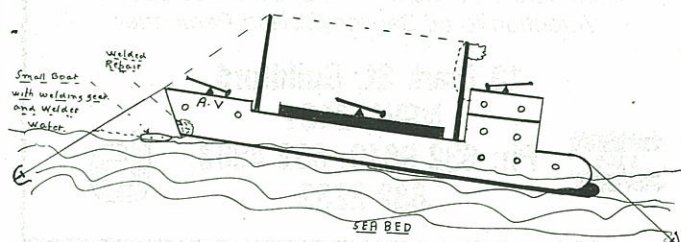
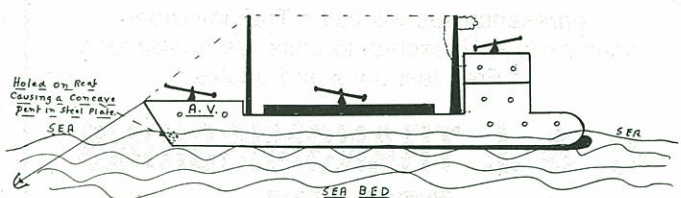
onto an even keel was done by again using the ships pumps to transfer the water ballast.

When the ship was stable an inspection indicated that the job was a success and all was well, and both ships crews were glad to get away from Manam as it was a history of violent seismic activity and large under water eruptions. This causes the ocean floor to rise up and down and produce a massive tidal wave.

To be caught doing such a repair job during a tidal wave would be disastrous. As luck would have it, one week after the repair job a tidal wave did occur at Manam Island.

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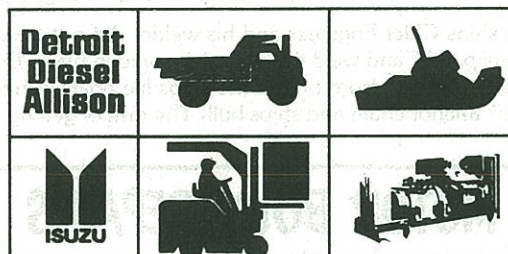
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DEFENCE COOPERATION WITH PAPUA NEW GUINEA

by WO1 P.C. GIBBS

Some people will do anything to get away from it all, so when the opportunity arose for a team of instructors from RAEME Training Centre to conduct a number of in-country courses for the Papua New Guinea Defence Forces (PNGDF), there was no shortage of volunteers who were ready and willing to sacrifice their creature comforts at home for a short stay in PNG. However, due to the various Wing training commitments, the hopes of many were soon dashed and the final training team consisted of: B and C Vehicle Course Instructors — WO2 Grant (Weed) Connolly and SSGT Peter Mayo; Recovery Course Instructors — WO2 (Father) Reg Wildermuth and SGT Wayne Luck; Refrigeration Course Instructors — WO2 George Tranter and SSGT Alex Windt; Advanced Machining Course Instructor — WO2 Ivan Vrankovic with yours truly as the Team Leader.

With the assistance of 'Angie' (RTC movements clerk) and Albury MCO, all administration and movement details were well organised and the Refrigeration Course Instructors departed on time. The remaining team members departed on various dates over the next two to three weeks. One member however, failed to make his flight out of Albury due to an outbreak of chicken pox which appeared on the day of departure (thanks son!). Anyway after a short spell in quarantine, I joined the rest of the team in Port Moresby, who, by this time, were hard at it.

Arrival in-country saw the individual teams settled into their accommodation, followed by a brief on PNG by the Head of the Australian Defence Staff (HADS) at the Australian High Commission. Meetings were then held with the PNGDF Director of Technical Services (our DGEME equivalent) and the Director of Training. The teams then set about preparing their courses, all of which were conducted at the General Engineering Workshop at Murray Barracks Port Moresby. Additional training facilities were provided by the Technical Training Unit (Apprentices School) and the Engineer Battalion. Field activities were carried out at the Goldie River Training Area located about 20km outside Port Moresby. However, there were times when the Recovery Course was required to carry out some practical training at the local rubbish tip. This created a great deal of excitement and pleasure amongst the locals who inhabited the area, much to Wayne Luck's concern, as they were more than willing to receive any item that was deposited there.

All courses commenced on time with more or less the right number of students, all of whom displayed an eagerness to learn and a deep sense of gratitude to the instructors for having come to their country to assist them in developing new skills. In all, a total of 36 PNGDF personnel attended the four courses, where they were given theoretical and practical training on in-service equipment applicable to the courses conducted. At this point, I would like to pass on the appreciation of all the Training Team members to the various PNGDF units and, in particular, to the OC and members of the General Engineering Workshop and to WO2 Neil (Wobbly) Wardill of the Defence Supply Agency. Without their assistance the courses would not have been successful.

On the social side, the PNG people we encountered made us feel welcome wherever we went. The degree of friendship and hospitality extended to us by such people as the students, the workshop personnel and the members of the Defence Force Bowling Club, at times was overwhelming. I believe that we were all greatly affected by this, especially on the day of our departure when they came to farewell us at the airport.

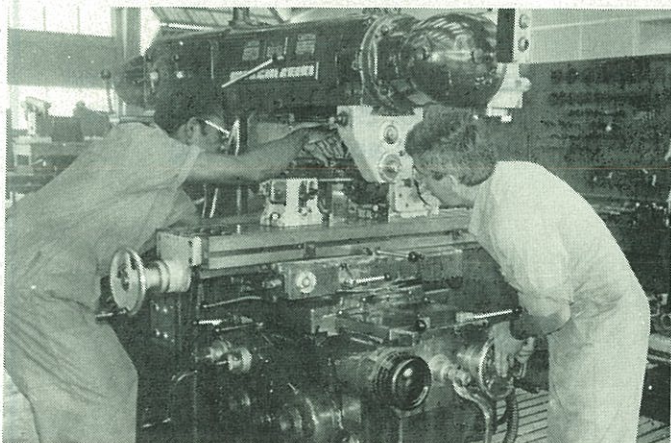
The need for this type of assistance on a regular basis to PNG and similar countries was all too obvious to us during our stay. Besides providing continuation training courses which are virtually non-existent for their tradesmen, it promotes a better understanding of



Students carrying out a transmission pressure test on a Caterpillar D4D Dozer under the direction of SSGT Peter Mayo.



WO2 George Tranter demonstrating to the refrigeration course how to test a condensing unit.



WO2 Ivan Vrankovic instructing PTE Wangi on the centralising of a cutter on a milling machine for the manufacture of a spur gear.

these people and their country. It also goes a long way towards developing and strengthening the friendship that we may well need again one day. It is hoped that more of our personnel will have a similar opportunity to visit this remarkable country.

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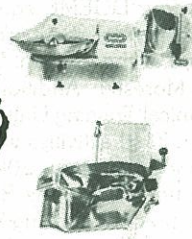
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TUNZAGUTZ

by MAJ T.J. WILTSHIRE

Slumbering gracefully in well-earned repose at the RAEME Annex of the RAAOC Museum is a beautiful old giant of a beast called TUNZAGUTZ. What is 'TUNZA'? What's she doing there? What's her story? Well, for starters, she's a Vietnam Veteran. So what? Lots of us are. Most SVN Vets have since done the same as TUNZA and retired. TUNZA's somewhat different from most of the rest of the Vets. This is TUNZA's story.

TUNZA is a Recovery vehicle. To be more exact, her correct nomenclature is/was Truck Wrecker 5 Ton GS M543. TUNZA reposes with the 'friendly opposition' by mutual agreement, as they have a suitable venue and RAEME Trg Centre doesn't. So what's special about TUNZA and why should a recovery vehicle be Corps Property and a Museum Exhibit?

Well, TUNZA endeared herself to a lot of people over a long time, both in SVN and during her Service afterwards. TUNZA's story before SVN is typical of most of her compatriots. Stints with (then) Field Force, mostly 101 Fd Wksp; rescuing 'corks', teaching younger peers how to behave, getting bogged, unbogged, (GreatCoats On, GreatCoats Off . . .) etc. Then, being a typical great hearted warrior, she 'volunteered' to go to SVN, and had, I suppose, about the same amount of choice in the matter as most of us did.

While with 1 Div S&T Wksp, manned by those stalwarts CPL Dave A. McCallum and CFN 'pass the worms' or 'get a new hat' Ian W. Rowe, she made at least two trips to Fire Base CORAL. During the second trip in 1968, in support of A Sqn 3 Cav Regt, she was badly wounded by many close-landing mortar rounds. Despite serious debilitating wounds: radiator leak like a sieve, holed sump, tyres, batteries, hydraulic and air lines in tatters etc, she was nursed back to health by her highly innovative and definitely maniacal crew, and completed her mission.

TUNZA soldiered on in SVN, signing on for many consecutive stints. She was last with 5 Coy Wksp. Vung Tau (the re-named 1 Div S&T Wksp), and continued her practice of distinguishing and endearing herself to all who met her. Unknown to all except those who were there at the time, this even extended to the Americans. SHOCK! HORROR! NOW IT CAN BE TOLD! She many times journeyed to Long Bin and Da Nang, to perform heavy recovery tasks. Naturally she was a little more under the American eye at these times than she was while at "Vungers", though there was an American Wksp not too far away that also used her brute strength at times.

In June, 1980, TUNZA entered semi-retirement, and thereafter rarely left her resting place at 103 EME COY. When called upon in an emergency, to transport APC's etc for recruiting displays (or the ARES Racing Team); rescue Alfa-Romeo's from Sydney building basements; train Department of Main Roads 'tow truckies' in Recovery Techniques on the Sydney Harbour Bridge and similar 'short haul' tasks, she was ultra reliable, but no longer had the gasp for trips to Mudgee, Bourke, or Newcastle.

Over a period of time, 2 EME SVC Unit (which I must make special mention is/was a CMF/Ares Unit), became the official but unofficial heavy recovery fall-back for the NSW Police Force and the Dept of Main Roads. This meant that not only for the normal role of the unit but also for civil emergencies, recovery equipment/vehicles had to be ultra-reliable. The system can find ways to overlook some things, particularly for people like TUNZAGUTZ, but reliability eventually became the main priority. After all, sometimes other vehicles weren't available, and no matter how we felt about her, TUNZA just wasn't up to it anymore.



TUNZAGUTZ — Outside the Museum.

The decision was made. TUNZA had to be replaced. Someone (a totally inconspicuous and anonymous person who is also the heartless beast who decided that TUNZA had to go) suggested to Comd 2 EME GP, LTCOL/COL (Daddy) Max Tinkler that a fitting repository would be the RAEME Corps Museum, and that it might be appropriate for her to formally retire as part of the RAEME Corps Birthday Parade held at 2nd Base Wksp Bn in 1980.

So it was arranged. "The best laid plans . . ." didn't work. In the sober light of day, (No! we weren't drunk! Hadn't had more than two bottles between us! Soft drink bottles too! Hi Max — Sir. Sir?) Seriously, the combination of Yulong Oval, probable inclement weather, and 22 tons of TUNZAGUTZ did not compute. (Not to mention the reaction of the aforementioned "CFN" when he heard he had volunteered to drive). To be honest, he agreed to do so, but only if his original crew-mate in SVN, then CPL D. McCallum, could also be aboard. A very reasonable request, considering the circumstances. His crew-mate couldn't be contacted, but I'm sure Ian would have eventually agreed anyway. When it all boiled down, we didn't really want to take the chance of destroying Yulong Oval after all.

The fateful day was postponed, with sighs of nostalgic relief from most of 2 EME SVC Unit (and thanks from TUNZAGUTZ to (then) SGT Greg Paff in particular, and some others who spent many hours spit-polishing her to ensure she was at her best whilst on her last parade). You had trouble 'spitty-ing' your boots when it was in vogue? Try it with an M543 Wrecker, and you'll know why the special mention!!

TUNZA finally went to 31 Sup Bn and was taken on charge of the RAEME Corps Museum on 6th July 1981, accompanied by WO2 'Tip' Fleming, WO2 Harry Turner, WO2 Johnny Moyle, SSGT Phil Blakely, and (just in case), another much younger M543 Recovery vehicle. They left at 0200 hr knowing full well that they'd have to take it very easy and nurse the old girl as much as possible. Well, she was up to the task. Until just after half-way. Then the aforementioned waterpump finally spat the dummy. Never mind. It was a valiant attempt by an old lady who had just been through too much. Her much younger compatriot lift-towed her the rest of the way.

"Slumbering gracefully in well-earned repose at the RAEME Annex of the RAAOC Museum at Bandiana is a beautiful old beast affectionately called TUNZAGUTZ . . ."

If you're ever lucky enough to be in Bandiana, why don't you drop in to RAEME Trg Centre solely to look through the Corps Historical Collection? For exhibits like TUNZAGUTZ, you'll be referred across the road to the RAAOC Museum, but either way both are well worth a visit.



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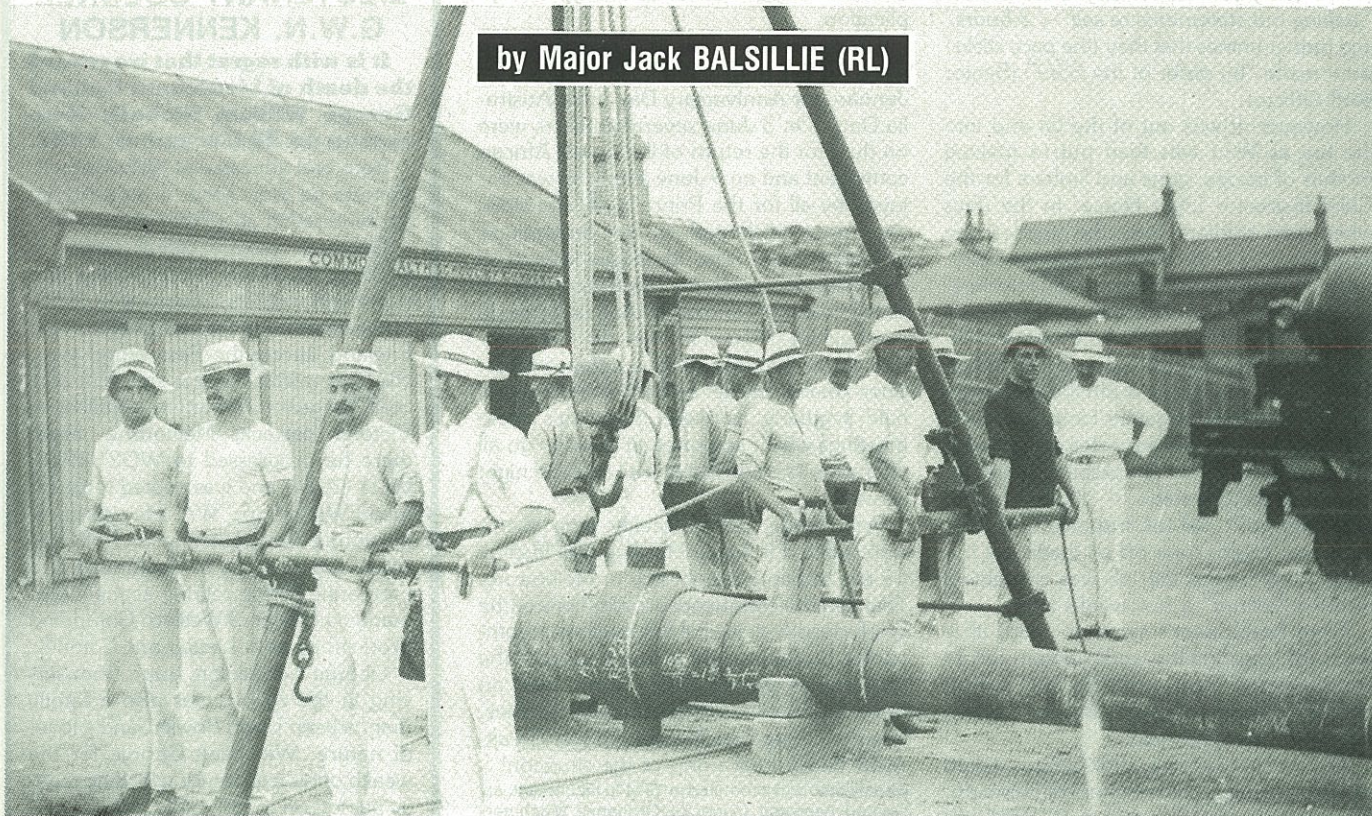
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HAS ANYTHING CHANGED?

by Major Jack BALSILLIE (RL)



Senior Workshop personnel prisoners in goal, others obviously disgruntled, taking discharge and apparent misuse of an artificer's time is seen in long forgotten workshop records.

One hundred years ago this year J.F. Breakspear, who, from a Corps point of view we can relate to, joined the NSW Military Forces. By the end of the century, he had advanced to Staff Sergeant rank and second in seniority of the eight artificers who staffed the Paddington Workshop, Victoria Barracks in Sydney.

With the Federation of Australian States on 1 January, 1901, the Commonwealth Military Forces was formed from the states military forces — the necessary reorganisation was to be completed by the end of 1901. The artificers were organised as a Corps under the technical control of the Inspector of Ordnance Machinery (Major (later LtCol) R. Harding, AHQ Melbourne) but under the administrative command of the Senior Ordnance Officer, a civilian AAOC officer in each military district.

Although the Corps of RAEME in which we serve today was formed in 1942 as AEME, we trace our heritage back in history and through the Corps of Artificers.

A valuable document in the possession of the Royal Australian Artillery Historical Society is the first Work Record Book of the 2nd Military District Corps of Artificers

Workshop. Its value to the RAA is that it confirms the location of guns by type, serial number, serviceability and details of practice shooting. Its value to RAEME is that it indicates the type of work that our forebears were responsible for.

The book indicates that the coastal defence guns around Sydney Harbour and along the coast were the main source of work for the artificers although a variety of other equipments were also worked on. What is evident is that most parts were manufactured — forging, casting, machining and fitting from raw materials was the normal repair process. The supply of technical repair parts seemed to be minimal.

Although the book only relates to the work of the eight artificers (until Breakspear's promotion, all of Staff Sergeant rank) they were assisted in the workshop by Assistant Artificers (normally of Corporal rank) and civilian wheelwrights, blacksmiths, armourers, saddlers and carpenters. Command was held by the senior Staff Sergeant.

A problem perusing old documents is that they often pose more intriguing questions than the information they provide. Apart from the technical information in this book whose entries commence 1 January 1902, it also provides an insight into Workshop management problems experienced at the formation of the new defence force and poor Breakspear certainly had his fair share.

On the 26 March 1902, the Senior Artificer was listed as being a prisoner. After being released at midday the next day he

promptly went on leave! From 2 May he is in the "lock up" again pending a Court Martial which commenced on the 8th, after evidence was taken from several of the other artificers. However, he obviously beat the charge which finished on the 13th as he is back at the Workshop on the 14th repairing a 'Barnes' lathe (one of the type that this writer served his apprenticeship on in 1945).

Another of the artificers was imprisoned for 1½ days in April 1902 but was discharged at his own request a week later — "sour grapes" perhaps?

The problem with the "Boss" periodically being a prisoner was finally recognised and on 10 May, 1902, Breakspear was promoted to Warrant Officer and clearly in charge of the others. The previous senior artificer stuck it out until the end of the year when he took his discharge.

On 21 May, 1902, two new artificers with the rank of Staff Sergeant were enlisted to make up for the two mentioned above. However, Breakspear had his problems here — one was discharged in November after "service" which was mostly sick leave or AWOL, and the other suffered it until 1 January 1903 when he "retired".

Apparently Breakspear also had problems with "official foreign orders". On 27 August, 1902, Staff Sergeant Watt was given the job of making a new Pace Stick "ordered by OC for OC No 1 Coy". However, Breakspear obviously made a rod for his own back in having this work done for his contemporary as poor Watt was then making pace sticks

for the HQ Staff until the following February, when their manufacture suddenly ceased. Watt's entry for 4 February 1903 states: "making out statements re self — 2 hours" and further entries that they (the pace sticks) were made "by order of the SSO" (Senior Staff Officer).

However, it was out of the fat and into the fire as Watt was then put to making models of troops, guns and limbers for the Chief Instructor Light Horse. In the days when lead soldiers were the vogue, one wonders why they were not procured instead of misusing an artificers valuable time.

Something intriguing was obviously said or done at the Henry's Head Battery fortifications during the first week of December 1902. From the 1st to the 5th the guns were overhauled. Staff Sergeants Holloway, Bennett and Taylor (in their order of seniority) were tasked with this. Breakspear's entry for Taylor on the 3rd states — "Assist" (sic) to take gun (6") out of trunions 7½ hr". However Taylor took off on leave the following day before the job was completed until he "retired" a few weeks later.

From Breakspear's question mark after the word "assist" in the work column, he obviously wasn't happy with Taylor's performance. Could that be the reason for Taylor's departure the next day?

The accompanying photograph taken early this century at the School of Gunnery, South Head, shows a 6 inch BL Mk5 HP (disappearing) gun, weight approx 5 tons of the type Taylor would have been working

on. The lifting device was an 18 foot heavy gyn. The word "gyn" has for many years been out of normal use for this type of application.

However, the book also reveals that it wasn't all bad during 1902. A holiday on 27 January for Anniversary Day (now Australia Day). On 3 June several artificers were on duty for the return of the South African contingent and on 9 June a holiday was enjoyed by all for the Prince of Wales birthday (now celebrated as the Sovereign's official birthday). The 9th August was an all day Review parade for the Coronation of King Edward VII and on 20 August a parade was held for General Hutton, the first Commander of the nation's new defence force. Sport (mainly cricket and rifle shooting) was held regularly as were Sergeant's Mess meetings which appeared at times to go all afternoon (and probably well into the night as well!)

From early 1903, weekly time sheets were sent off to Major Harding, the Inspector of Ordnance Machinery in Melbourne. That year he commenced inspections of the Workshops and coastal fortifications accompanied by Breakspear. From then until the final entries in mid-1904, there were no more scandalous or questionable entries. Major Harding and Warrant Officer Breakspear finally had a grip of the situation! (Breakspear was promoted in 1914 to Lieutenant, appointed Assistant Inspector Ordnance Machinery responsible for the Corps of Artificers in 1 and 2 Military Districts. He continued to serve until after World War I.)

OBITUARY

LIEUTENANT COLONEL G.W.N. KENNERSON

It is with regret that we record the death of Lieutenant Colonel George William Nicholls Kennerson on 30 December, 1987.

Born and educated at Williamstown, Victoria he then went on to serve an apprenticeship as a Fitter and Turner.

George's military career began in 1911 in the Naval Cadet Corps and continued until his retirement in 1950. He saw service in France, Belgium and England during the First World War. His later military career saw him as a Staff Sergeant Armament Artificer at Victoria Barracks Melbourne. From there he progressed to WO2 (1926) WO1 (1934) and was posted to Bushmead Workshops, WA. He was commissioned as a Lieutenant in 1938 and continued to serve at Bushmead and Fremantle before retiring as the Commanding Officer of Western Command Workshops as a Lieutenant Colonel.

George Kennerson, apart from serving in the Army, was also a family man, a keen Lawn Bowler, and a lover of nature. We thank George for the wealth of his experience which he readily passed on to his family, friends and acquaintances.

Farewell George and God Bless.



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ARMY APPRENTICES SCHOOL 40TH ANNIVERSARY

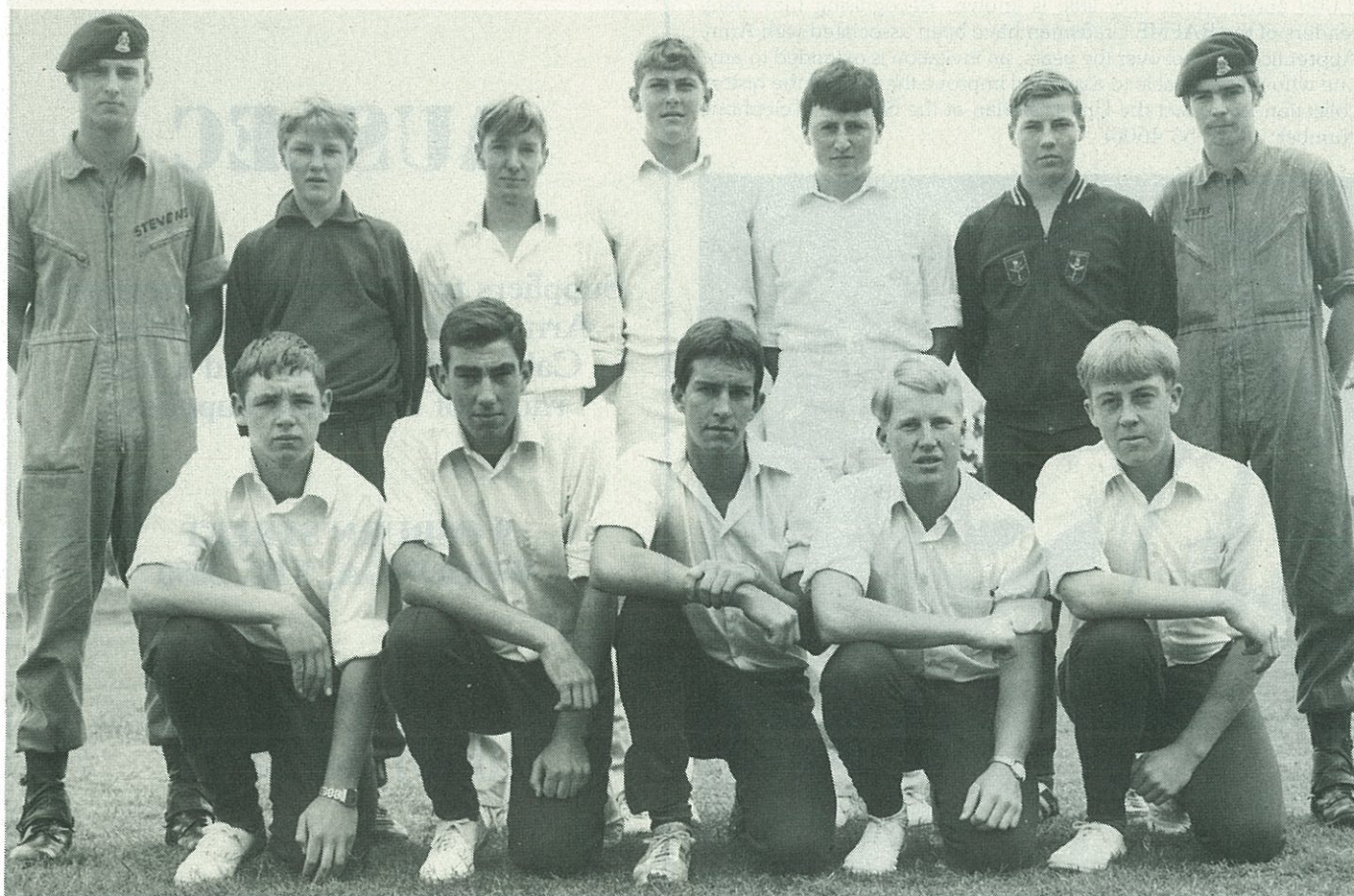
by Lieutenant J. POWELL RAAEC

The Army Apprentices School was established in 1948 in an attempt to satisfy the post-war Army's requirement for skilled tradesmen. The previous apprentice training scheme, conducted by AEME workshops, produced a maximum of 20 trained tradesmen per year — far fewer than the 150 required.

Despite frequently parlous conditions, the School quickly established itself as an effective training institution. Emphasis was placed on a comprehensive education, apprentices being taught to be good soldiers, good tradesmen and good citizens. Whilst much has changed over the years at the School, particularly in relation to the facilities provided and the size of intakes, its instructional emphasis has not.

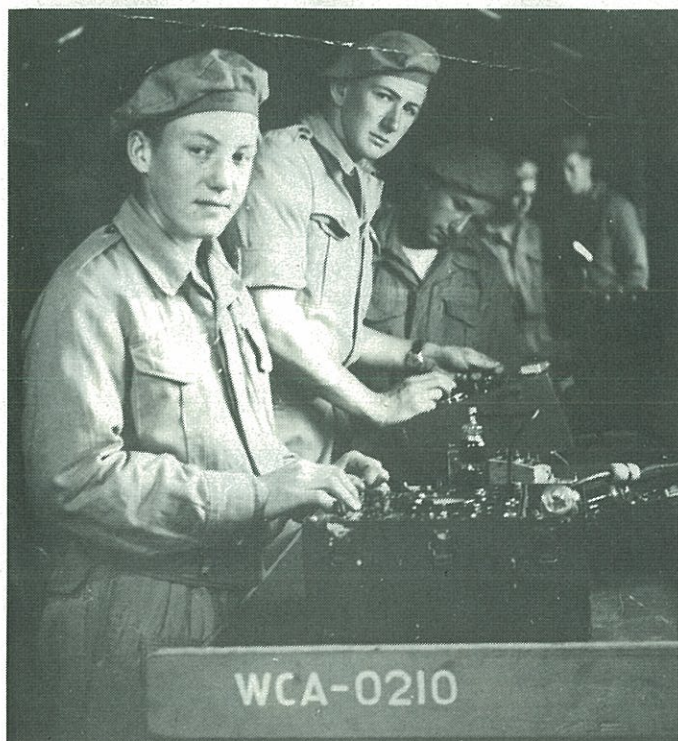
Concern was expressed in 1982 that many of the traditions forged at Balcombe might not survive the transition to Latchford Barracks, Bonegilla. That they have, provides evidence of the existence of a real, living history at the School, the customs and practices being so firmly entrenched that a mere change of environment would not alter them.

Coinciding with the School's 40th anniversary has been the realisation that, while there is no doubt the existence of its living history, much of its recorded history is inadequate. The photographs





reproduced here, for example, are from a collection of approximately 3,000 about which very little is known. Recognising that many readers of the RAEME Craftsman have been associated with Army Apprentices School over the years, an invitation is extended to anyone who might be able to assist and improve the state of the history collection to contact the Unit Historian at the School. (Telephone Number: (060) 55 4600).



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DGEME IN THE 88'S

Once upon a Centennial, there was this mottled group of intrepid staff workers, all bottled up in the centre of the grey sponge trying to do the impossible — replace themselves with those less fortunate not in the centre of the grey sponge!

Despite the 'norm', the Directorate has managed to participate in a number of non-office type activities and on average has done average. A more successful activity was when WO1's Paul Krueger and Denis O'Connor were both selected to play for the Army in the ACT Inter-Service Lawn Bowls competition. WO1 Krueger won trophies for The Most Improved Army Bowler and also Player of the Series. Both players were also selected to represent the ACT Combined Services Team which played the other State Combined Services Teams at Nowra.

A team effort was evident when the men and women of DGEME became great exponents of the game of Indoor Cricket. The team(s) have participated in both Army and civilian competitions and have established

BY THE CREW

themselves as champion material, currently holding the title of Log Br Champions 1988. In the civilian competitions. WO1 Alan Wilcock (ex-Directorate) and WO2 Maurie Leembruggen have managed to drag, coerce and/or motivate the open category team from 'R' grade to 'B' grade (in seven seasons), winning the last two grand finals.

In other sporting activities, the Directorate has managed to maintain a stiff upper lip and show other teams that we really are good sports and fun to play with (not against). Talking about consistency, a side was entered in the Russell Office Touch Football competition, finishing seventh out of X teams with three wins out of nine games in the first and second rounds. Appearances were also made in the Volleyball

competition and a Ten Pin Bowling day. Enough said!!

For the more adventurous and thrill seeking members of DGEME, Maj Geoff May (SO2 Morale and Adventure — since departed for Adelaide Wksp Coy) organised a trek down a section of the GOODRADIG-BEE RIVER, which also included a ration requirement to catch Thomas Trout and relations. The 'walk' was just 30km over 3 days. Not very hard it would seem, but it did commence on top of MOUNT GININI (5,800 ft), and included a 20km walk actually IN the river. Some notable quotes heard during the time were:

"My body is not designed for this".

"New fishing rods are no guarantee to catch fish (even shortened accidentally)".

"Beats me why masochists like pain".

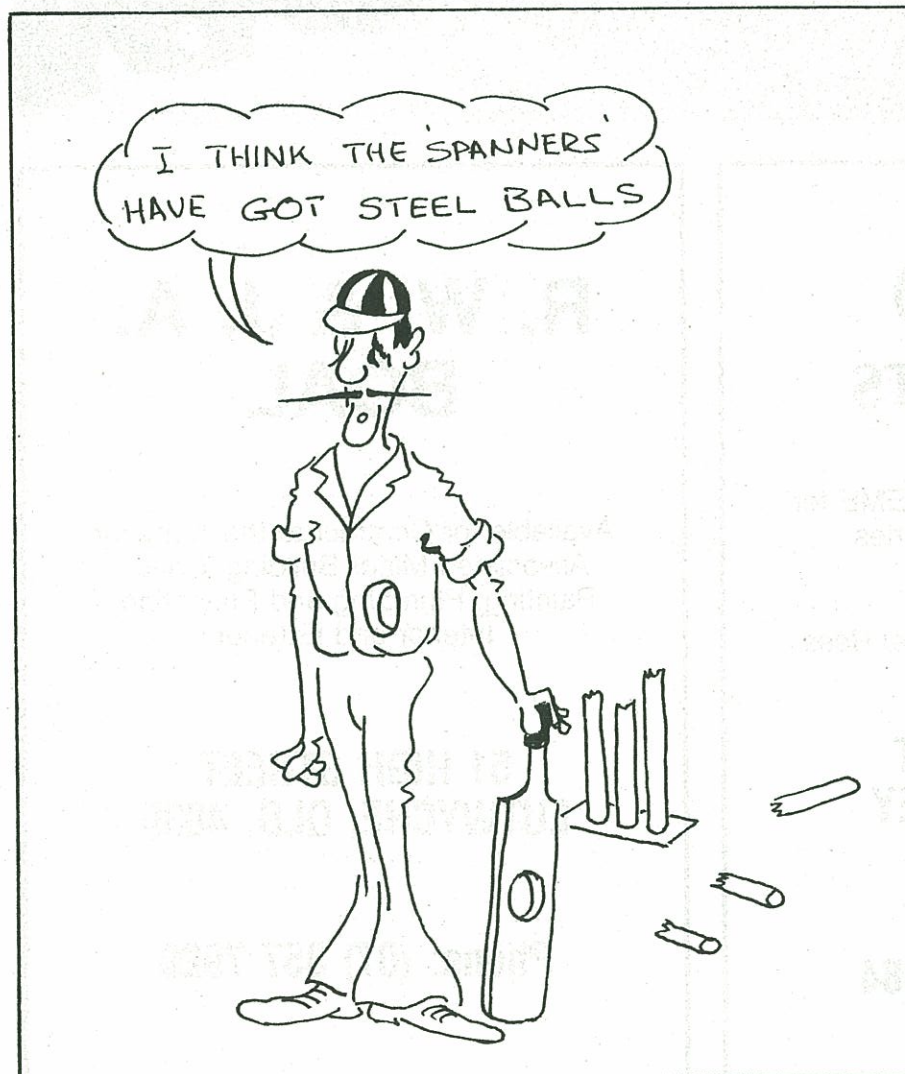
"The Exercise must have been a success as we returned with the same number of personnel as we started out with!"

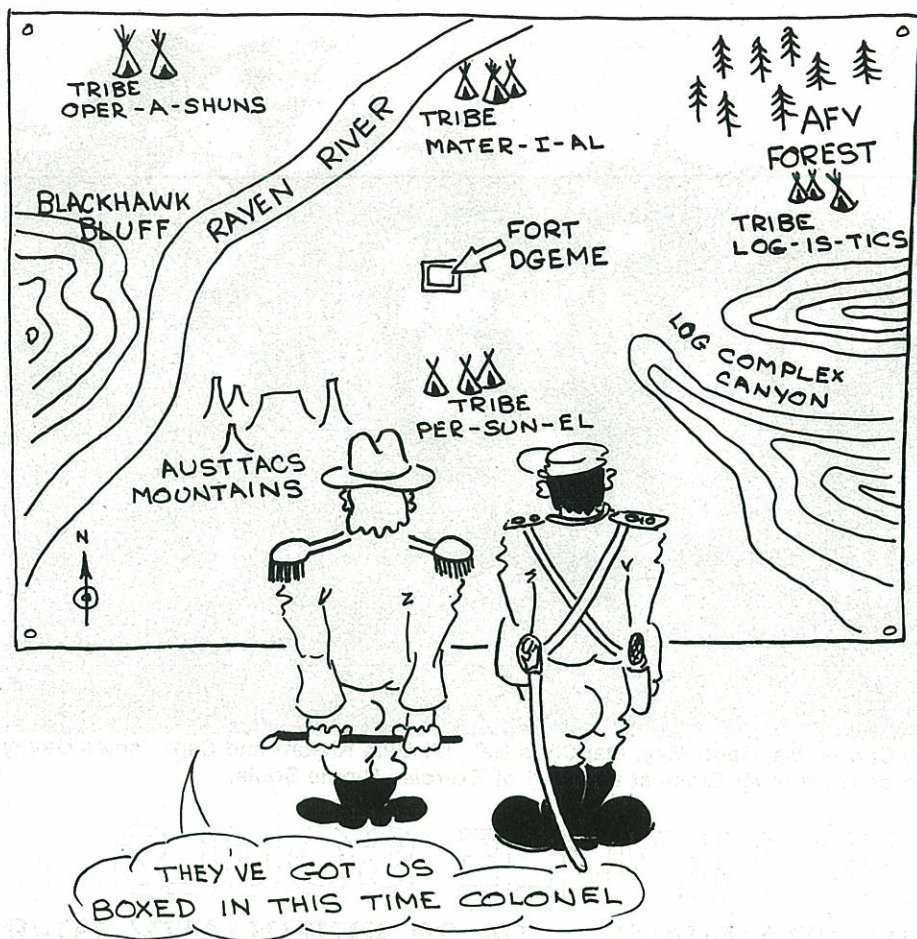
A special mention must be made about WO1 Trevor Harris' effort earlier this year when he competed in the Sydney to Melbourne Ultra-marathon. He does not epitomise the sporting prowess of the Directorate, he is the sporting prowess of the Directorate. Good luck in your attempt in 1989 Trevor.

Now for the business end of DGEME. The year has been a busy one, what with Logistic Review Exercises, reorganisations, and many of the other activities that this environment does tend to generate. Brig Erment and Col Larry Foley spend a lot of their time defending Fort DGEME to enable the rest of 'The Crew' to get on with it.

The Management/DCP Section headed by Lt Col Barry Greenwood and more than ably assisted by Sgt Nev Bawden running the General Office and WO1 Phil "I'll get to Brisbane yet" Gibbs assisting in the DCP area look after a diverse area of the Directorate. The DCP responsibilities include the Police Vehicle Workshop in Vanuatu, an Electronic Test Equipment calibration project in PNG, The Armed Forces Manufacturing Workshop in Malaysia and a Technical Adviser to the Royal Thai Army. Additional responsibilities which followed Lt Col Greenwood into the section include aircraft aspects such as the introduction of the Blackhawk and UH-1H (Iroquois) into Army service, establishment of 5 Avn Regt Wksp in Townsville and replacement of the Bell 206B-1 (Kiowa) helicopter. These aviation tasks are being done on behalf of MEA Aircraft Section.

Lt Col Alan McLucas has the reins in the Plans and Facilities Section, where the personnel turnover has been rather extensive. Maj Chris Bell made a brief appearance as SO2 Plans before heading off to assist the





RAAF in the Battlefield Helicopter project. WO1 Trevor Harris is the temporary SO2 Facilities on the departure of Maj May. Maj Graeme Harding is expected to fill this position in September 88. Last but not least, WO1 Denis O'Connor has retired north to Rochedale near Brisbane.

The section known simply as 'Plans', are mainly involved in considering the impact on the Army and the Corps of buying and introducing new equipment into service. This is done with a great deal of support from MEA. Providing new and upgraded facilities for our workshops is a continual battle because of the slim Defence dollar. Some of the current major equipment tasks in this section are the Unimog wrecker, medium logistic shelters and the two tonne Landrover FRT vehicles.

Within the Pers Employment Section there is turmoil at the top. Lt Col Ron Dyne has been replaced by Lt Col Richard Fullford who will be replaced by Lt Col Ron Dyne at the end of 1988 as the SO1. Surely stability must reign somewhere, and in fact it does — Maj John Dodd is still the SO2 Pers Lt Col Fullford is off to the closest snowfield he can find — CO/CI RAEME Trg Centre! Still employable within the rest of the section are the unflappable Maj Gerry Polkinghorne, Maj Wil Quass, Capt Peter (no relation) Brock, WO1 Ian Johnson, WO2 Maurie (did you know I'm going to Darwin) Leembruggen,

WO2 Bob Carlos (the original CSM 5 Avn Regt Wksp) and Cfn Jodie Lee (departing for a "real" unit, ACT Wksp P1).

The Systems, Production and Finance Section covers a multitude of sins and has a multitude of sinners and seems to be infiltrating all through the Directorate. This allows Lt Col John Lewis to get his exercise by just walking around the Section. Systems Operations is run by Mr Bill Moffat. He oversees the Unit EDP Systems, Bill Cabassi and WO1 Lyell Wedd of EMEMIC fame and MAWD man WO2 Dave Shereck. Bill and Lyell are being forced to go to Thailand to help install EMEMIC as part of a Defence Co-operation Project. Head of EMEDATER is

Andrew Choules ably assisted by Fiona Hanks and Aaron Huang. Most of the EMEDATER reports were started by Bruce Henschke, who sadly died at age 22 after a long illness. Andrew is eagerly looking at the long term development of EMERAD — the son of EMEDATER, but in the meantime has to content himself with finalising the EMEDATER reports and the kidnapping of CAPT James Davey's pet office pig.

MAJ Hank Gregory is the SO2 Sys Development and is in charge of getting computers into Workshops by fair means and foul. MAJ Aldo Porretti, ably assisted by WO1 Paul Krueger, SGT Blue Galligan, Brian Lockley and Andrew Selkirk, look after Systems Maintenance. This involves lots of EMEDATER rejects, writing EMEI's, providing information from EMEDATER and lots of rejects.

CAPT James Davey, has been hanging in the SO3 Finance slot which has just been civilianised. He is looking forward to a posting to the UN next year.

The last and final section to mention is the Outpost, Sentry, Early Warning section or 'Spies like us'; in other words we are the Defence Technical Staff — Army, stuck out there in Campbell Park Offices with the Defence Logistics Organisation. The current DTS-A personnel are Col Mike Burgess (the Director), Lt Col Jurgen Zacny and Sgt Greg Wilson (distributor extraordinaire of the back issue RAEME Craftsman). Technical advice to Defence Central, Corps doctrine and ABCA matters are our forte. The MLW's, RAEME in the Area of Operation and The Recovery Handbook are approaching the printing stage, while the MLW RAEME in the Support Area is in the writing phase.

No article on RAEME would be complete without a mention of the supporting civilians. Just to show we care, they were invited out to the DGEME range practice, no not as targets, but to see what it is really like at the sharp end. HA, HA!!! They seemed to enjoy the outing as did the military staff, some of whom thought they were in the Rambo movie.

There are a number of vacancies in the Directorate, so if any person wishes to apply for a position, just drop a line to your friendly Pers section staff here at Russell Offices.

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Left to right: Sgt Nev Bawden, WO2 Bob Carlos, Maj Geoff May, Maj Chris Bell, Mr Ollie Kickett and Capt James Davey prepare for the steep descent of Mt Ginini at the start of Exercise Ripple Souls.

EXERCISE RIPPLE SOULS

DGEME ADVENTURE TRAINING — 26-29 FEBRUARY 1988

"Have you always wanted to experience Trench Foot? Do you enjoy pain, strain and an amphibious lifestyle? Would you have gone with Burke and Wills? Can you cook fish?"

If you answered "yes" to all of the above, you are a candidate for Exercise Ripple Souls (RS for short).

This "call to arms" appeared in the Directorate newsletter in early February 88 and attracted interest from a dozen or so adventurous souls. When they discovered that "RS" was going to involve a 30km walk, with about 20 of those km actually in a river, a few found other more pressing things to do.

By the morning of 26 Feb, the team was ready to go. Six walkers and two base campers climbed into a mini-bus and headed for Mt Ginini, about 2 hours drive from Canberra in the Brindabella Mountains. The top of a 5,800' mountain seemed a strange place to start a walk down a river.

At 1400 hrs, the Base Campers (WO1's Denis O'Connor and Paul Krueger) took the official "before" photo and sent the walkers on their way. The first leg was an "easy" 3,500' descent to the Goodradigbee River via an old 4WD track now impassable to vehicles. WO2 Bob ("New Shoes") Carlos led the blister parade, taking only 15 minutes to form and burst two.

After two hours we got our first sight of the river, our walking track for the next 2½ days. A few quick adjustments to the gear and it was into the water, with the overnight campsite only 1km downstream.

Two and a half hours of tripping, sliding and splashing and we were there. The art of walking on water can only be slightly more difficult than walking in it, especially in a cold mountain stream full of round slippery rocks. Despite exhaustion, fishing rods were unpacked and the nearest pool was beaten to a froth with lures in the hope of a trout supper, but it was not to be. We had to be content

with tinned rations, plus various containers of port and "green steam" that had suddenly become too heavy to carry further.

Saturday was the hardest day's walk, with about 7km of river to cover including a 100' waterfall and several deep rapids which required detours into the thick, snake infested bush. At one spot a platypus wandered up quite unconcerned and sniffed the feet of several eager trout fishers. Understandably it then left rapidly.

Trout became numerous and began to develop suicidal tendencies. Sgt Nev Bawden developed a close attachment to a 3lb rainbow which remained on his line just out of gaff reach for 5 minutes before deciding that 6lb line wasn't unbreakable.

Saturday afternoon a brief thunderstorm added to the excitement. Those who hadn't already been for an accidental swim got wet anyway. Ollie Kickett won the diving gold medal with a "two and a half rolls with side twist". Result — bruised shins and a shortened fishing rod.

The rain stopped long enough for everyone to enjoy foil-baked rainbow trout and various tinned goodies before crawling exhausted into bed.

Sunday, perfect weather and even more trout, most of which were too big to keep away from the ever-present snags. Capt James (Rambo) Davey, who had never fished before, borrowed a rod from WO2 Bob Carlos and promptly caught two trout. The walking was just as difficult, with quite a lot of scrub-bashing necessary, but didn't seem so bad after 2 days OJT. Morale was improved by the constant shouts of pain as other walkers (usually Maj Chris Bell) fell in.

We camped in an ideal spot that night, trout-filled water on three sides and nice soft rocks to sleep on. Team leader Maj Geoff May dragged a dead tree to the campfire, only to discover that two tents (including his) had been tied to it. Well, it was dark. Again, nobody had trouble sleeping.

Monday morning and with a relatively easy walk to look for-



ward to we made an early start, keeping an eye out for an old 4WD track which crossed the river and which we could follow to our pick-up point. At about 1000 hrs we found it. WO2 Bob Carlos summed up our feelings by staggering out of the water and doing a "Pope impression" by kissing the ground.

The rest was easy, except for Maj Chris Bell falling yet again and having to have an ankle strapped up. Old rugby players should just stay home. At midday, right on schedule, six weary walkers staggered into the base camp and WO1 Paul Krueger took the official "after" photo. We had done it.



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THE 4th BASE WORKSHOP BATTALION 46th BIRTHDAY/REUNION

12 AUGUST 1988

by WO1 A.A. WOLF

The Lieutenant Peter Jennings Memorial Oval recently provided the venue for the 4th Base Workshop Battalion's 46th Birthday celebrations and combined reunion of past and present military and civilian members.

Crystal clear skies, 15°C temperatures and a backdrop snow laden mountains greeted the visitors, prompting the phrase coined by the previous CO, LTCOL Brian Irons, that "It only rains on 4 Base when we want the grass to grow."

The days activity commenced with a ceremonial parade of unit soliders under control of parade commander and unit Workshop Manager MAJ Geoff Hutchins. The COLCOMDT of the 3rd and 6th Military Districts, COL Peter Tremain reviewed the parade accompanied by the Commanding officer of 4th Base Workshop Battalion LTCOL Ken Arnett.

In his address to the unit, LTCOL Arnett

took the opportunity to welcome past and present members and to discuss the proposed formation of the Bandiana Logistic Complex and the Bandiana redevelopment.

He explained to the members that the 46th Birthday Celebrations, "May well be the last that 4 Base will celebrate as an independent unit on the order of Battle".

LTCOL Arnett indicated that it was public knowledge that part of the proposed reorganisation involved the creation of a Logistic Complex that planned to amalgamate the functions of Albury Transport Unit, 31 Supply Battalion and 4 Base Workshop Battalion, under a single command structure.

He said he understood the purpose of the Logistic Complex was to create an organisation structure that would provide an environment in which the command and

control of Logistic Services would be better managed.

LTCOL Arnett stated that, "The function which is now 4 Base will not disappear and the jobs and security of the people who are 4 Base are not threatened," and that "The Logistic Complex should not be confused with the Bandiana redevelopment which will considerably upgrade our facilities."

LTCOL Arnett read a congratulatory telegram from the DGEME BRIG Conrad Ermer who congratulated the unit and wished the unit personnel well in celebrating the 46th Birthday of 4th Base Workshop Battalion.

In responding COL Tremain congratulated the unit on the very high standard performance of the Battalion as a whole.

Colonel Tremain announced that CPL Chris (Bandy) Batten would join him at the next meeting of the National Corps Committee as part of an all ranks representation at the highest level of the committee.

COL Tremain confirmed that the Corps Committee had appointed Mr Theo Barker to write the Corps history. He said that whilst



COLCOMDT 3rd and 6th Military Districts, Colonel Peter Tremain reviews the Parade. Centre is unit CO LTCOL Ken Arnett and right is Parade Commander and Unit Workshop Manager, Major Geoffrey Hutchins.



Colonel Tremain presents the Defence Force Service Medal to Corporal Ashley Good.

reflecting our history, the document is readable and enjoyable to all age groups that make up our Corps members and former members. COL Tremain said that he hoped that the history would be completed well prior to 1992, the 50th Anniversary of the Corps.

COL Tremain announced that the perpetual prize for outstanding achievement in a young officers course, the LT Peter Jennings perpetual trophy, would be passed to the National Corps Committee and be administered by the Corps Fund. Lt Peter Jennings died in April 1987 and the 4 Base Wksp Bn Oval was dedicated to his memory.

COL Tremain presented Defence Force Service medals to former Corps identity WO1 (Ret) Peter Gallagher and to CPL Ashley Good, of the unit Production Control staff.

A detailed tour of the Workshop facility followed the parade formalities. A feature of the tour was the presentation and display of unit memorabilia, photos and items of historical value dating back to 1942, when the unit was known as 2/4 Australian Base Workshop AAOC.

The unit had its foundations at the beginning of World War II and is currently one of Australia's largest maintenance Workshop facilities.

The first major buildings were completed in August 1942 and were known as 4 and 5 Shops, the names they continue to carry today. Troops began to arrive towards the end of 1942 and at its peak the workshop operated on an established strength of 1600. Workshop tasks included the rebuild of major in-service equipments and overhaul and repair of major unit assemblies (MUA). Due to severe parts shortages during the war

years, a very important facet of the work was reclamation of components utilising available welding, machining and electro deposition techniques. Equipments commonly repaired during these early years were Grant, Matilda and Sherman tanks, along with White and Staghound scout cars.

For ten years following the end of the war the workshop, under various different titles, continued to carry out repairs to Ordnance base stocks and to service the equipment of local units.

In 1957 rebuild of Centurion tanks commenced, the first, ARN169001 was completed on 26 June 1958 and the last, ARN169070 was completed in April 1977. During this period well over 250 Centurions were rebuilt, with some having been through the Workshop on up to three occasions. Rebuild of the M113 family of vehicles was taken over from 2 Base Workshop Battalion in 1973 and some 300 equipments have been rebuilt to date.

1976 saw the introduction of the Leopard Medium Battle tank into the Australian Army. 4 Base Wksp Bn has since been heavily involved in Leopard MUA repair/rebuild, vehicle jobbing tasks and more recently, the Leopard refit programme.

A master plan was produced for the area in 1960 under which the following facilities were completed:

Administrative Block
(incorporating EIR complex)
Radiac building
Engine Test House
POL Store
Paint Shop
Service Station
Extension to 4 Shop
RAAOC Stores Section
Change Room Facility
Static Water Tank (500,000 litre)

Other major changes since this period include:

- (a) 1979 — completion of the MAWD complex which incorporates Production Control and Inspection sections.
- (b) 1983 — The opening of No 6 Shop, a new and modern facility utilised for rebuild of all AFV mechanical MUA.
- (c) 1983 — Updating of the engine test house to accommodate Leopard engine, and
- (d) 1984 — Completion of a new Abrasive Blast Room to allow for sand blasting of AFV hulls and associated components.

In April 1985 the first sods of earth were turned to herald the construction of a new state of the art EIR complex to cater for the test, repair and overhaul of all modern electronic equipments. The facility was commissioned in January 1987. 4 Base Wksp Bn has been identified for major upgrade in the proposed Bandiana redevelopment. The entire unit is to be upgraded to modern day

standards with work commencement scheduled for 1989.

Birthday celebrations continued after the Parade and tour of the facility with a Bar-B-Que luncheon, and associated refreshments. The highlight of the afternoon was the Army vs Civvy rugby league game between CAPT Arnie Links' soldiers and Ex WO2 Joe Owen's civvies. The game was very professional and a high standard contest was enjoyed by all in attendance. The 4 Base soldiers won the day in a close and exciting tussle. Notable supporters in the crowd were past CO's, LTCOL (Ret) Frank Fletcher, LTCOL (Ret) Mick Condon and LTCOL Brian Irons, and previous Workshop Managers, Ashley Fitzsimmonds, Bill Prenter and Andy Turner.

Master of Ceremonies RSM WO1 Tony Hickey and president of the 4th Base Workshop Battalion Association, Mr Lance Clough, concluded formalities with a farewell to WO1 Harrison who has taken up his appointment as a technical officer with the Quatar Police Force in the Arab Emirates on discharge and SSGT Smith returned to NZEME on completion of his tour of 4 Base Wksp Bn as part of the exchange programme.

The 46th Birthday celebrations confirmed that the comraderie and esprit-de corps, indicated by COL Tremain, is alive and well and was experienced to the fullest between the old and the new, both military and civilian.

The reunion concept and Birthday activity proved the recipe for a tremendously successful day as the unit 4-B-Bar, the Corps messes and the historical Blazing Stump Hotel swelled with those wishing to stretch the day to the limit. One could only say that the sun did indeed shine on 4 Base on the 12 August, 1988.



Colonel Tremain presents the Defence Force Service Medal to WO1 (Ret) Peter Gallagher.

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102 FD WKSP — TOWNSVILLE

by WO2 PETER FAIRHURST

Welcome to 1988 from 102 Fd Wksp, here in sunny Townsville. We started the year off with Cyclone Charlie, which turned out to be a bit of a fizzer. Nonetheless the good thing it brought was the long overdue rain, which we haven't seen for seven years.

Currently we are back into our normal physical training, three mornings a week, and we manage to squeeze in BE training every Friday. On these days we get a chance to run/march over some lovely hills at the back of Lavarack Barracks and enjoy the scenic views. Each Friday the course changes, so that we can enjoy different views and of course the distance gets longer and longer. When we get hot on the run/march, the unit PTI has taken full advantage of the rainfall. So, when we reach a normally dry creek, which is no more, we have the opportunity to practise our Leopard Crawl.

We all know that when Leopard crawling, you keep your body as close to the ground as possible. However, you always have a couple who try to cheat, no names no pack drill, but the second member from the left is the 21C and the third member with the big grin, is the TQMS.

Rumour has it that the unit PTI had arranged for the Army Fire Service to drop off a full tank of water into the creek. The lads thoroughly enjoyed themselves and also had a longer distance to practice the crawl, approx 15 metres, which everybody completed, as you can see.

I believe that everybody had a good time, but the occasional member had different ideas in mind.

Well readers, if any of you would like to enjoy yourselves with 102 Fd Wksp, just put us down as your first preference and you may be lucky enough to join us.

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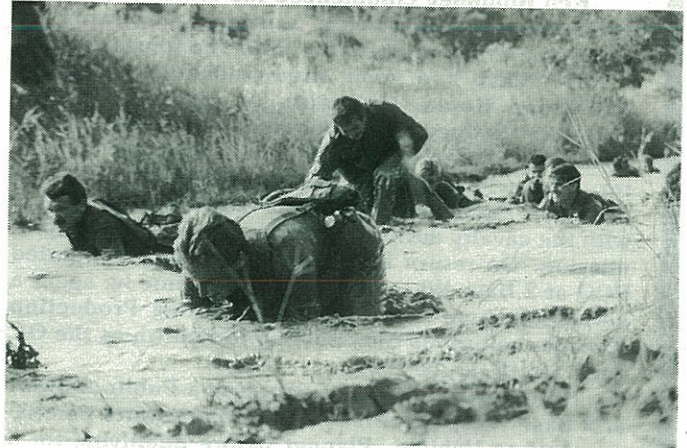
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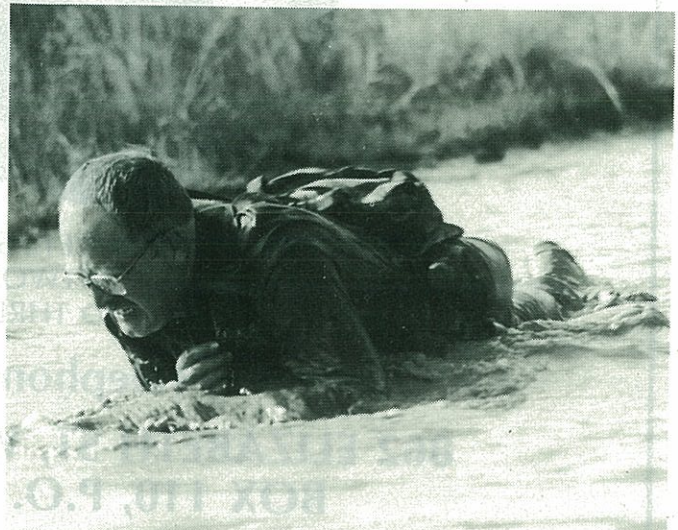
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Who's bloody idea was this?

VALE – Mr KEN ROUGHLEY

Ken Roughley commenced his Military career in 1951 as an Apprentice Vehicle Mechanic at Balcombe. He completed his third and fourth years at 2 Base Wksp and soon after graduation served in Japan and Korea. On return to Australia he was posted to Sydney Area Workshop to a trade repair position and then to RTC for four years as an instructor. Following this he was promoted to WO and posted to Puckapunyal and this led to service in SVN with the cavalry during which time he received a commission. On return to Australia Ken was appointed PCO at 2 Base Wksp and during this time he spent a period of about nine months as acting Production Manager before his final posting to Penrith as the OC Tech Spt Pl, in Oct 77.

He immediately commenced as a Public Servant at 2 Base Wksp Bn, firstly as CA Buyer parts purchaser then as Vehicle Planner before qualifying for a technical officers TO (ENG) position. This led to him becoming the Workshop Services Officer, the position he held until his death subsequent to a fairly long illness.

Ken, over the 37 years of his association with RAEME, acquired a reputation as a professional of immense quality whose character and personality

attracted a host of friends, military and civilian from within the Corps and beyond. He was a dedicated supporter of Legacy which further illustrates his selfless attitude to those less fortunate.

Ken achieved many things over the years too numerous to itemise other than several of the more recent, such as the effectiveness of his part in the removal of many old sheds and the re-establishment of functions within the workshop. In particular though, was the part Ken played in the construction, planning, liaison and completion of the Electronics Repair Facility. This modern purpose-designed structure was achieved largely due to his efforts and will serve as a visible example of Ken's efforts.

He never sought praise for his work, but it was appropriate that he was accorded some recognition for his contributions and one which he expressed justifiable pride. Ken was awarded a Bicentennial Medal on Australia Day, 1988.

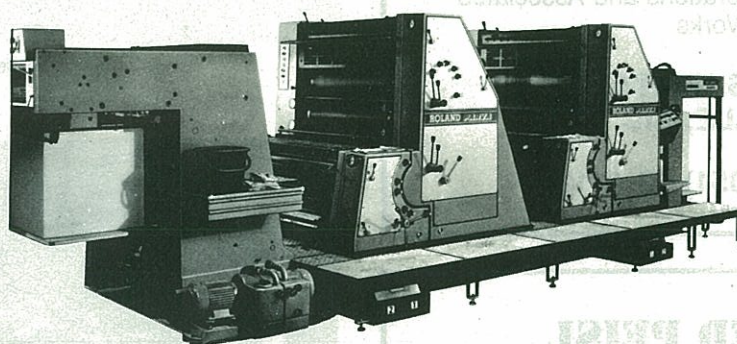
A man we were proud to know and to serve alongside and be better for it being so. His mark is made and will long endure.

To his wife, Mary and family, we extend our heartfelt sorrow in your bereavement.

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(PNGDF) — LAE
by WO1 E.T. BEVANS

This missive comes from a little known outpost of RAEME members who are probably the most northern located (for southern hemisphere at least) members of the Corp. The place is Lae in Papua New Guinea and the unit is the Air Transport Squadron (ATS) of the Papua New Guinea Defence Force. Lae is located on the northern coast of PNG at the head of the Huon Gulf and is the headquarters of Morobe Province.

ATS operate six DC-3 — DAKOTA, four GAF NOMAD and three IAI ARAVA aircraft and has a unit strength of 118 all ranks for all trades and includes apprentices waiting to undergo training in Australia. Of the six DC-3, four are up for tender awaiting sale and one crashed on the 18th November and is in the process of being recovered at the time of writing. This crash has caused a re-think of the sale of the other four. For those who do not know what an Arava is, imagine a high wing, twin engine, twin boom, flying suppository and you have got it. They are made in Israel.

The RAEME connection in all this, is that of the 17 ARA/RAAF loan personnel at ATS, six are corp members.

At the time of writing these were:
WO1 EDDY "BEANS" BEVANS — ASM



SGT Kev Blackman servicing ARAVA hydraulics.

WO2 TONY "TS" SAUER — WOIC AIRFRAME (REPLACED BY WO2 ROD SMITH)

SGT PERRY BELFORD — SNCOIC INSTRUMENT SECTION

SGT KEN "CHIMBU" CHAMBERS — ENGINE SNCO

SGT TERRY "BLU" HOWARD — AIR SNCO (REPLACED BY SGT STEVE SMITH)

SGT RICK OATES — AIRFRAME SNCO (REPLACED BY SGT DEV BLACKMAN)

There has been a RAEME presence at ATS since 1978 when the PNGDF first took delivery of GAF Nomad aircraft. The ARA/RAAF loan personnel fill various workshop positions with the workshop commander being a RAAF squadron leader and the ASM being a WO1. The ASM position alternates every two years with a RAAF counterpart. Consequently, the PNGDF tradesman never really know what the future holds. It is no secret where their



Left to right: SGT Ken Chambers, SGT Kev Blackman, WO2 Bob Oliveri, SGT Rick Oates, SGT Perry Belford, WO2 Rod Smith, WO1 Eddy Bevans and SGT Steve Smith.



One pranged DC-3.

preference lies. However, it would be an uphill battle to establish all the loan personnel as ARA positions.

Lae is a very green city with an acceptable climate. It is ideally located to allow one to drive into the highlands with a pretty good road all the way to Mendi, about 600km. Road travel in PNG is exciting with not only the roads keeping you on your toes but the potential for an armed holdup is always around the corner. For the historical buff there is a wealth of WWII history around. Forty kilometres from Lae in the Markham Valley is Nadzab, scene of much allied fighting and airstrips and taxiways totalling 100km of sealed surface.

The taxiways etc can still be traced and there is still much debris from the war. Salamaua where the Japanese were firmly entrenched, is a slow two hour boat trip away. There are six field guns still in position on the heights as well as bunkers and trenches. One can walk the Salamaua-Wau trail which Japanese troops used and just east of Lae is Red Beach, scene of an Australian amphibious landing.

Lae is well catered for socially with a golf club, yacht club and several smaller social clubs and some fine eating houses. There is an ever present security problem particularly for those living in Lae itself as opposed to PNGDF base Igam Barracks. One gets used to high fences, house alarms, window bars, big dogs, walkie talkies, panic buttons and deadlocks but it is still a strange way to live. The security risk is always there and real. The ASM had five incidents in 1987 ranging from armed robbery, to car breaking to attempted forced entry of his house. However to adopt a siege mentality is fatal and one must get out and about, adopt a commonsense approach to reduce risks and it is a very enjoyable posting.

The troops are very active socially and are good representatives of the Corps and the firm. Interests range from golf to car racing to touch. Members are on committees at the golf club and schools and Sergeant Nellford is the coach of the Defence rugby league team and a force behind the touch football scene.

The work in ATS keeps you on your toes and it must be said that no two days are the same. If you are not a flexible person when you come to PNG you certainly are when you leave.

Apart from aircraft servicing some points of note during 1987 were:

- (a) Lae airport was closed in April and flying operations moved to Nadzab with servicing at Lae. Servicing teams spent a week at a time under canvas at Nadzab. As at mid December we were

still there and the ASM has aged 10 years and developed ulcers. (ATS is now back at Lae).

- (b) The unit conducted a range shoot (a first ever) under the guidance of the ARA members. The PNGDF soldiers were rapt.
- (c) The ASM was given a second hat as RSM. Wednesday morning drill was introduced (another first). The PNGDF soldiers were not so rapt.
- (d) The unit conducted a flash parade to mark the handover of CO's. A RAAF Wing Commander left and was replaced by a PNGDF Lieutenant Colonel. ATS last unit in the PNGDF to have command localised. The parade went well (except the DC-3 for the flypast crashed on takeoff (no one hurt) so no flypast.) Left us blokes on the parade ground wondering about the silence though.
- (e) The unit conducted a fund raising venture for cancer research. The ASM and 19 PNGDF soldiers walked the 90km from Finshafen to Lae in three days. The ASM was a wreck — never again, next time its a donation.
- (f) A Corps dinner was held in Lae with all RAEME members in PNG fronting up, plus a bunch of guests. The highlight was that the DDEME Col Foley flew from Canberra to attend. A good night was had by all.
- (g) The ASM took a couple of PNGDF soldiers and trekked up into the bush and found a Japanese Zero (in good shape) previously never seen by anyone except local villagers. The pilot's remains were still there and word is awaited from the authorities on what is occurring.
- (h) Various visitors come throughout the year, CO CARO, 173 GEN SPT SQN, MIL SEC, 35 SQN, Minister for Defence Uncle Kim, HMAS BENDIGO, CNS, several American generals and the USS Florikan, a USN diving tender.

There you have it. For those who didn't know, there is a little known bunch of us up north in Lae as well as 3 Corps members at Mendi with 12 CE Works and five in Port Moresby doing odd jobs. Overseas postings are few and far between particularly for us lesser mortals, so if one is offered, it should be grabbed. PNG is not the place to come to without giving it a great deal of thought. But once the decision is made the life up here can be very good as long as a commonsense approach is taken to your situation. Work can be a rewarding exercise and is often most frustrating. It makes one appreciate our system, even with its faults. A posting to PNG, whilst it might not help your ulcers, is an invaluable experience.

Regards to all Corps members.

HQ 1 DIV EME

YES WE STILL LIVE!

by SGT D.J. COCK

Yes, it has been a long time since we have been heard of in this magazine, however we are still alive and kicking as a lot of people are finding out by our visits programme, recently introduced annual inspections of the Field Workshops and our ARes newsletter.

The HQ is currently being commanded by LTCOL Bryan Coolahan. The HQ is now a fully integrated ARA/ARES unit with 10 ARA (3 supernumary) and 24 ARES staff.

Firstly, we would like to say congratulations to two of our "new" units, 104 and 108 Field Workshops on their raising on 1 Sep 87. Secondly, we would like to say congratulations to 104 and 106 Field Workshop on coming under direct command instead of being administered by HQ 7 and 6 Brigades respectively. These changes in status took place on 1 Sep 87 and 1 Jul 88.

Well to say that we have been busy since September last year would really be an understatement. After returning from Diamond Dollar 87, 104 Field Workshop was raised out of the now defunct 1 EME Svcs Unit of which we absorbed a lot of the surplus members. From that we embarked on becoming the "DGEME" of ARES of SE Qld which has progressed well and units are now beginning to see the benefits. Then just prior to Christmas we ran a combined ARA/ARES Subj 2 CPL course over 14 continuous days (evenings and weekends) which met an ARA and ARES need without disrupting normal workday routines.

After a nice restful Christmas week the year began with a real bang. Firstly we embarked on a Veh Navigation/Radio training weekend. Then we went on Ex 'Bluebell Quest 1/88' to Ingleburn to examine the technical and tactical proficiency of 101 Fd Wksp.

The exercise proved to be a valuable one and has set the scene for assessment of the other workshops later this year. The exercise not only helped the CDEME but also the OC of the Wksp toward improving the effectiveness of second line maintenance support to 1 Div Units.

In April, we embarked on Ex 'Logistic Lantern 88' to Wide Bay Training Area, which was a combined EME, SUP and TPT TEWT. The combined nature of the exercise provided an excellent opportunity for many officers, both ARA and ARES to learn from other Corps officers as well as refresh their knowledge of their own Corps doctrine and current capabilities and limitations. The scenario was Ex K89 and the allocation of scarce resources and their command and control were among the lessons contained in the exercise.

In May we conducted a CPX at Enoggera with the scenario relevant to low-level operations in the North of Australia. Although

there were many hilarious moments and comments, the exercise again proved worthwhile and showed exactly how much work is required to come up to scratch. During the following week, Ex 'Overload 88' was conducted. This was a Divisional CPX designed to introduce or refresh members of HQ 1 Div with their own internal operation and SOPs, the scenario again Northern Australia. Lastly for the month, Ex 'Bluebell Quest 2/88' was conducted at 104 Fd Wksp. Whilst the checks were completed much quicker, due to the experiences at 101 Fd Wksp, the exercise again proved valuable and showed the work required for the Wksp to successfully complete the change to a "Fd Wksp".

Jun, Jul and Aug will be relatively quiet. Although ARES training continues, it finally allows us to catch up on PXR's and normal work. It also enables us a little rest before we begin on the Divisional Exercises and more Bluebell Quests and all those other exercises that must be done.

In closing I would just like to quote a passage out of an article in the Defence Force Journal that our ARES staff are discovering the hard way in many cases:

"Esprit de Corps is not built on barbecues and open nights in the canteen. Nor is it enhanced by film nights and free drinks. It is built on a pride in belonging to a unit which offers the chance to 'show off' to your workmates, to undergo physical (as opposed to mental) hardships and come out the far end smiling, and to feel that whatever you have to put up with is all worthwhile." And may I add a lot of the ARA staff are finding the same. Keep up the good work.

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PROUD TO SUPPORT RAEME

21 CONST SQN WKSP

1987 was a busy year for us as we had people detached to a number of places, Kapooka, Warradale and Woomera.

Kapooka gave the Engineers a good reason to put their skills and equipment through some tedious work, as they constructed the new Classification Range at 1 RTB.

Under the eye of Sgt A. Clegg and Cpl K. Tocock, the members who were detached, worked long and sometimes hard hours keeping all the C vehicle and B vehicle fleet going, so the Engineers could complete the task in time. After spending approximately five months living in tents over the winter, the members of this detachment were glad to be home.

During the first half of the year we had to support a detachment of Engineers at Swan Island. This involved LCPL A. Howarth and Cfn D. Joyce travelling to Swan Island and back doing repairs to a small fleet of B & C vehicles. While they were travelling to Swan Island and back they went through a spout of vehicle damages themselves, and before they got it right, we had two Landrovers and one Falcon ute out of order on the workshop floor. As well as this detachment, we had two people go to Adelaide to support the Engineers at the Warradale job site. Cpl R. Allen and LCpl J. Moutray travelled by road to Adelaide. On arrival, Cpl Allen proceeded to repair one of our very reliable Scammels and LCpl Moutray continued to repair the Small Engine which required attention. LCpl Moutray returned to the unit leaving Cpl Allen to support the rest of the work site equipment.

After everyone had returned to the unit we started doing inventory checks. The Sqn went to Sydney on a Bridging Exercise with Cpl M. Cross and Cfn T. Liessner from our workshop to support them on their road move to and from and during the exercise.

Whilst the Sqn was away, Capt A. Rice decided to do a deployment exercise to Longwood approximately 30kms north. The idea for this exercise was to test the vehicles for the long trip to Woomera in October, as well to check all inventories and tentage. This deployment gave us a lovely drive through mountainous scenery through the highlands just east of Puckapunyal. On arrival at Longwood we started a new phase of the exercise — Recovery. Most of the fleet of MK5 and our Mack Wrecker became bogged. The wrecker on the trotting track. The rest of the vehicles were pulled off the trotting track onto the grass. Most of the first day was spent recovering our vehicles, so the exercise was called "EXERCISE QUICK

by G.P. KIPPING

"SINK". The rest of the time was spent doing inventory checks.

On the second day, the morning was spent putting up tents; in the afternoon time was spent watching the local side playing a game of football. After all inventories were checked it was back to Puckapunyal by the short cut, straight down the freeway.

After spending many weeks of packing and checking equipment it was time to move to Woomera, South Australia.

The move to Woomera was a hot and tiring trip. For a change we didn't have any major problems with breakdowns or navigational errors. As we moved from Puckapunyal to Morgan for our first night stop, one problem occurred. One of our so reliable MK5 trucks incurred a vibration. Cfn R. Tocock stopped to investigate thinking the problem was in the engine area and lifted the engine cover off. A closer inspection by Sgt Clegg found that the power divider on the intermediate diff decided it didn't want to go to Woomera, and had fallen apart. After swapping and changing loads between three vehicles and the removal of prop shafts and axles, we were on our way again. The next problem we came across was a 1/2 ton trailer all smashed up. So we loaded it onto Cfn Tocock's MK5, and we were on the road again. When we arrived at our night stop we replaced the damaged power divider and repaired a few other minor problems. The next day was OK and we drove through to Woomera without any further problems.

After setting up accommodation in Woomera West, it was time to bed down for the night. In the morning, we had a short drive to the work site (approx 50km), most of it on bitumen road. This distance was travelled to and from work everyday, whilst in Woomera.

Whilst in Woomera, we survived dust

storms, strong winds and blistering heat, but sad to say, the GE tent didn't survive and became torn and battered during one of the many days of strong winds. The workshop tent came apart but a small task force of men on their day off, went out onto the plains and re-assembled it.

At this nice summer resort, Capt A. Rice, self elected PTI, had his RAEME green machine running every morning (I think from the boom gate to the range was about 8km for the round trip). After a while, a couple of workshop members arranged for an aerobics instructor for one morning for something different (she was very nice), but we had too much fun, so it was back to the running.

Back at the worksite, we were busy trying to keep vehicles together as the terrain was very rough and the engineers 'driving capabilities' are not so great.

Cfn T. Liessner had his work cut out for him assembling the crane jib onto the Hy-Mac excavator, which was to be used to lift the tubs of concrete up to the roof of the shelters being constructed. Before Cfn Liessner even saw the Hy-Mac, the planties informed us that everything was there and all we had to do was assemble it. To Cfn Liessner's surprise, it turned into a week's nightmare, making hoses to fit, holes that didn't line up, and half the valves missing. With a bit of help from CE, it was finally assembled.

With most nights off, a crowd usually went down to the Elso Club. As for the Sgts and above, they spent most of their time in what they called the secret place — the Tea Room. Cpl G. Kipping and Cfn S. Muscalino went down to the local radio station and trained to become radio announcers and then went on the air for 5RRR Woomera. When we left Woomera most people were glad to see the end of this desolate place, but some members went back on their days off to say their goodbyes.

The trip back caused no problems and we were just glad to be home.

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WESTFIELD '88

by WO1 Trevor HARRIS

In the November 1987 issue of the RAEME Craftsman I said that all I would have to do was run, run, run, and the successful completion of the run was assured. However, when Murphy becomes involved, as everyone knows, the final result does not always end up as planned. I completed 765km in 6 days 5 hours before I was forced to abandon the race due to injury, a tear in the right quadracep muscle. We were very disappointed not to finish the run but very pleased with the distance covered in the time.

The build up and preparation phase started in March 1987, twelve months prior to the actual run. A training programme was devised starting at 160km per week building up to 250km per week for about six weeks prior to the run. I ran eight ultramarathons (42km plus) and five marathons in ten months before the run. During each run different foods and drinks were tried, on every run, valuable lessons were learnt.

After the long build up phase, all the long training runs, the thinking, planning and worrying then three very busy days in Sydney prior to the start, we were all very relieved when 11 am arrived on the 17th March, 1988, I was finally on the road heading for Melbourne, only 1016 km to go.

My run plan was to arrive in Melbourne in eight days. To allow me to achieve this time frame, I would have to run 160 km in the first 24 hours and about 125km every 24 hours for the remainder of the run. To meet this daily total I had planned to run for 9 hours and sleep for 2 hours, that was plan A. Plan B was to run for 4 hours and sleep for 40 minutes. Because of the very hot weather conditions during the day, and the fact that I was unable to keep any food down, we decided to switch to plan B straight away, it worked well. The 40 minutes sleep I had about every 6 hours was



A High — 300km into the run, 15km south of Canberra — Day 2

quality sleep. For the first three days the crew slept less than I did. Once the crew settled into their own routine, separate from mine, they averaged about 5 hours rest every 24 hours.

The Run. Once we were on the road it was a new experience for everyone. I had run for twenty four hours without sleep on several occasions but this was to be a new experience for me as well. Except for Lor-

raine (wife and crew chief) and Nick Read, who had run with me on long training runs, the other crew members had not seen me run or been involved with ultra distance runs. To their credit they adapted well, learnt fast, thought a lot, slept when they could and never complained about the fatigue they were experiencing.

The first night along the expressway was very impressive, every runner was required

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to have two support vehicles with hazard lights on as well as a revolving flashing light mounted on the roof. This meant that 80 vehicles were stretched out as far as the eye could see with their lights on, it was an impressive sight.

The main support vehicle for each runner was fitted with a loud speaker, this allowed each runner to listen to his or her favourite inspirational music. Very loud music was perfectly acceptable. The locals must dread the run, to have Joe Cocker wake you at three in the morning may not be as inspirational as it is to the runner.

To Canberra, there was always a flashing light either ahead or behind the vehicle, when our vehicle went through a cutting the flashing light on top created a strobe effect in and around the vehicle, this caused problems with the drivers judging braking distances.

The camaraderie between runners and crews was great. If a runner had a problem and a passing crew could assist then they would go out of their way to help. As an example, I passed a runner, Kevin, who was in a great deal of pain with cramps to both his hamstring muscles, his masseur had gone on ahead into Goulburn. My masseur Alan stayed behind to give assistance, Kevin went on to finish in about eighth place.

You can appreciate that after being on the road for six days and nights there are hundreds of thoughts, events and stories to tell. It would take too long to recount all the

mentionable happenings here so I will just stick to the highs and lows.

The 'highs' are too numerous to count, but I will list a few of them. The raising of \$1300 for CPL Garry Shoemith (Quadraplegic) from 1 TPT SQN. Dawn in the mountains, the stars at night in the High Country, they appeared as if you could reach up and touch them. The very friendly people in all the towns we passed through. The welcome the crew and I received when we came through Canberra especially the members of DGEME who were waiting for me just South of Canberra half way up the biggest hill they could find. The friendships that developed between myself and my crew. Arriving back in Canberra to find a Welcome Home Banner had been erected on a bridge.

The 'lows', being injured with 400km still to go. The decision to withdraw from the race because of the injury. The drive to Melbourne to the finish line passing each runner that I had shared the road with for six days and nights and knowing that I would just have to be patient and wait for another year before I could COMPLETE the run.

I was very fortunate with the nine Army members involved with my run, without their professional support and dedication my involvement in the run would not have been possible. My sincere thanks to my crew; the Canberra contingent: masseur/minder CPL Alan MacFarlane, drivers LTCOL Peter Phillips, MAJ Peter Stevens (video camera

man), WO1 Nick Read (motivator), WO1 Laurie (Spike) Wiseman (team man extraordinaire). The Sydney connection: CFN Glenn Beare (vehicle mechanic), PTE Shane Lingard (driver), PTE Stephen Brooks (cook) and PTE Paul Manning (ration clerk/driver?).

I would like to acknowledge the support given to me by people behind the scene. They were: MAJGEN D.M.M. Francis, BRIG J.J. Farry, LTCOL P. Phillips, LTCOL P. Hopper, LTCOL D. Cran, MAJ T.J. Duffy, MAJ G. Kelly, CAPT G. Love, CAPT R Hutchinson, WO1 N. Bavister, WO1 T. Hatton, WO2 M. Hind, DR. A. Roberts, Mr B. Turner, Mr K. O'Connor and Mr C. Uildriks.

Without my lovely wife/crew chief Lorraine, by my side and her encouragement during the months prior to the run, when I was running high mileage week after week, her calming influence when events were not going as I had planned them. When my dream of running Westfield seemed to be unattainable, there was Lorraine guiding and giving my life a positive direction. I know that without her, I would not have been as successful as I was and I know she was bitterly disappointed for me when I was forced to withdraw from the race. Lorraine, thank you.

My 1989 attempt will again involve Army people but this time I will be supported by RAEME thus ensuring my successful completion of a dream.

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