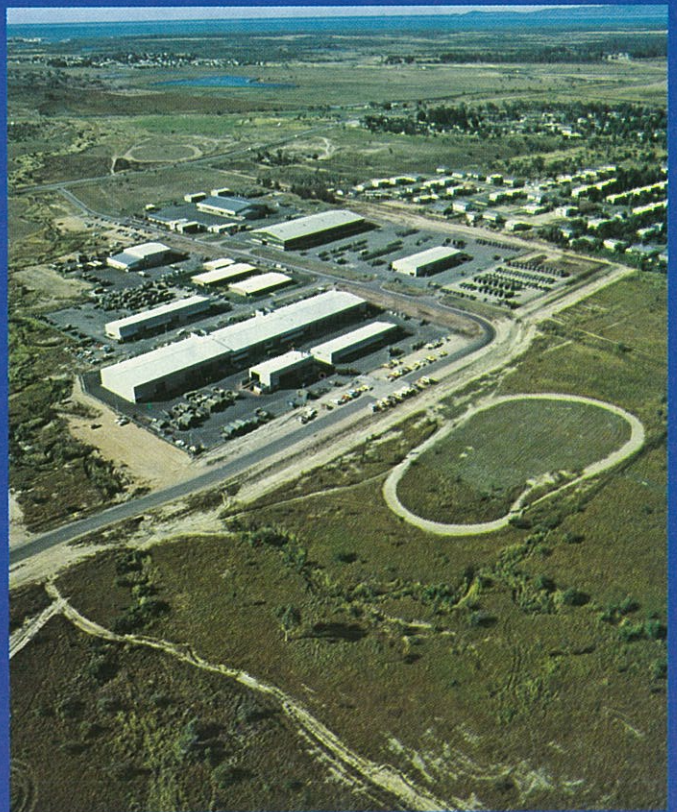


THE RAEME CRAFTSMAN

VOL. 1. NO. 10 DECEMBER 1983





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THE MAGAZINE OF THE ROYAL AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS



December, 1983

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Editorial

You will have noticed that there have been a number of changes to the Editorial Board. The efforts of the outgoing members have been appreciated judging by the letters received from readers. The letters of constructive criticism, and even just plain criticism, are noted and the suggestions offered are implemented when physically possible. While we are dealing with this topic, it may be of interest to the author of the RODUM concerning the duplication of the volume and issue numbers of the previous two issues, that the Editor has been suitably disciplined. He has been exiled to Germany for a minimum of three years. Readers may just discover a few deliberate mistakes in this issue!

This issue maintains the trend of continuing a wide and interesting variety of articles and it is pleasing to be able to print articles from some of our little known units. If you have a flair for improvisation, or wish to apply your skills in assisting the physically disadvantaged, then I commend to you the article 'Technical Assistance to the Disabled'. Should you be unable to decide whether to assist, then the advice provided in the article 'The Art of Indecision' may be of help.

Having referred to several articles it should be mentioned that predicting the final form and content of the next issue is quite risky. The arrangement with the publisher is essentially based on an "article to advertising" ratio, and one does not know what the final outcome will be until the issue is printed. Should the articles mentioned not appear in this issue then we will provide copies of them on request.

Front Cover: 102 Field Workshop.

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Printed by Waverley Offset Publishing Group, (03) 560 5111.

Typeset by BP Typesetting Pty. Ltd., (03) 561 2111



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RAEME CRAFTSMAN — DIRECTOR'S CHRISTMAS MESSAGE



“This is the third occasion on which I have had the privilege to offer you a Christmas message. It is the time of year when we become involved in Corps Birthday activities, festive season celebrations, holidays and for many the trauma of changing jobs and moving.

Christmas gives us the opportunity to be with, or at least be with in spirit, our families and friends. I believe our Corps is like a family in which we know each others attributes and have learnt to expect guidance and support at the right time. Like a family, as we welcome new arrivals, we are struck with a mixture of sadness and good wishes as other leave. It is up to those who remain to impart their knowledge and wisdom and give support so that the Corps, despite the inevitable ups and downs, can continue to develop.

The year gone by has been one of consolidation after the changes earlier in the decade. Let us make the most of this time, to improve ourselves and the Corps.

Our greatest assets are you in the Corps. We can dearly afford to lose anyone in the prime of their careers. Do take care this time of the year, when many will be travelling and the temptations are around. Remember that both your own family and the Corps family will want you next year.

Please accept and pass onto your families, my appreciation for what has been achieved and my best wishes for a joyous Christmas and a successful New Year.”

J. E. FAULKS
Brig.
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Letters to the Editor

Dear Lt. Col. Hopper,

I understand that by now you have taken over from Lt. Col. Caldwell as Editor of The RAEME Craftsman and that he is overseas.

I wish to acknowledge the mention made in the Editorial of the June issue of the death of my late husband Brigadier John Bendall, and to express my appreciation of myself and family for the sympathy extended to us. I also acknowledge the fine tribute paid by Col. John Buckley OBE, and have written thanking him. I would like to continue receiving the magazine but quite understand if this cannot be.

Yours sincerely,
Gwenneth Bendall

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1. 6/83
2. The RAEME Craftsman — The magazine of the Royal Australian Electrical and Mechanical Engineers — Vol. 1, No. 9, Jun 1983.
3. Approx. 50
4. Over 30
5. As serial 4
6. Cover incorrectly printed. Should Read: The RAEME Craftsman — The Magazine of the Royal Australian Electrical and Mechanical Engineers — Vol. 1, No. 10, June 1983.
7. Fault identified on reading and identifying back issues.
8. Possible cause. Defective or unsatisfactory material (optical assistance equipment) fitted to editor and/or editorial staff.
9. See serials 1 to 8 incl.
10. A. Editorial staff submit RODUM on optical assistance equipment.
B. All issues numbered Vol. 1, No. 9, June 1983 be recalled and correctly numbered by hand by editorial staff.
C. Personal apology endorsed by DGEME be forwarded to all avid collectors of the corps magazine.
11. RG MACKENZIE CPL. 917476

Editors Note: Thank you CPL(?) Mackenzie for your observation regarding the numbering of our previous issue. Most members of the Editorial Board do use optical assistance equipment, however, action is being taken to have these updated. Your obvious wish to be posted to Canberra has been passed to Personnel Section. By the way DGEME signal address is DEFARM CANBERRA.

Dear Sir,

I am an amateur Military Historian, and am collecting information on RAEME Units in South Australia, and hope that

perhaps you may be able to help with my queries.

Does the Army have a Military Historian? Has RAEME a Corps Historian? Would there be a section in the Defence Department that one could get information on past RAEME Units, mainly during the war years?

I would be most grateful if you could please answer the above queries for me, and perhaps pass on addresses so that I could contact them.

A little information about myself. I am at Adelaide Workshop Company, South Australia, and have been since 1964. I am in the General Engineering Section, and have been an amateur historian for some years now, slowly collecting information, mostly about RAEME Units in South Australia. Approval has been kindly given to me by 4 M.D. H.Q., to gain access to Commonwealth Archives, plus Australian War Memorial.

I look forward to your reply.

Yours faithfully,
R.S.J. Glass,
Adelaide Wksp Coy.

Editor's Note: Can anyone assist Reg? We have answered his queries but there may be some readers able to provide Reg with information on his topic.

Dear Sir,

After four enjoyable (????) years on the staff of the infamous "F" Troop (Mngt Side) RTC and bearing the brunt of coloured statements as to the origin of course content, I would like to make a couple of small points, "pluses", I hope for that elite of undernourished, unloved and at times, unheard RAEME stalwarts.

Firstly on a recent visit to 4 Base, on entering what is fondly known as the Sheriff's Domain, I discovered much to my pleasure the king of the Red Herring, the one and only "Smokey, the WO2 Art Armt", up to his shirt sleeves in a 4/8 completed Network Diagram he was preparing to enable efficient management of the AFV 1/2 life refit program. Through the accumulated pipe fumes, mutterings such as "where are those blessed 'F' Troop precis" and a bleating cry "were is the *#x*#xx!* coloured *#x*#xx!* pencil *#x*#xx!* sharpener, etc., etc. **PLUS NO1.**

The second being what I considered to be a very pertinent section in a recent journal, that being **leadership**.

The world is constantly looking for leadership. Everyone wants something to follow. The fact that there are so many courses in leadership today is a tacit admission that leaders are in short supply.

Field Marshal Montgomery listed seven ingredients of military leadership:

- He must not be petty.
- He must not be pompous.
- He must be a good picker of men.
- He should trust those under him and let them get on with their job without interference.
- He must have the power of clear decision.
- He should inspire confidence.

Leadership is more than being tough with an ability to get one's own way. It is more than never admitting you are wrong; leadership involves integrity, tenacity, objectivity and compassion. Leadership is not maintained by the status of position, or by adopting an authoritarian attitude, but by winning respect, loyalty and affection. **PLUS NO2.**

So maybe, just maybe, with the thought that the knockers are not always "right", I sign off. Remember, keep at it fellows, better you than me.

WO1 Brian Fletcher

Dear Sir,

After reading the last issue of the magazine, I felt a bit guilty that 106 had not submitted anything.

Please find enclosed an article, I believe it defies all the guidelines for articles for publication. It is probably too long, it is not typed, the content is probably relevant, the style leaves a lot to be desired. I plead lack of time, typist and writing ability.

Please feel free to reject, hack, cut, reduce, shorten, change, etc., as you deem fit. No pride of authorship or likelihood of a nose out of joint exists.

Regards,
J. Lewis,
106 FD WKSP

Editor's Note: Thanks John, your article will be reproduced unaltered with one exception, we had to have it typed.

Dear Sir,

I read with great interest the essay on Integral Technical Support to RAAC Units, presented by Captain C.R. Johnson in your June '83 edition. Although not "tank trained", I appreciate the problems outlined and agree one hundred percent with the section on PEACE TIME PERFORMANCE. I feel this section is particularly relevant to the employment and training of today's RAEME soldier and is certainly not restricted to the RAAC organisation.

As the senior OR instructor in Field Operations at Corps Training Wing, RAEME Training Centre, I am continually confronted with the problem of the RAEME NCO attempting to qualify in Subject Two for promotion to Sergeant and Warrant ranks with little or no background training and experience in tactical EME Operations. Both these courses aim at upgrading the knowledge and ability of the RAEME NCO to provide technical support under operational conditions. It is becoming increasingly difficult, however, to upgrade something that's not there in the first place. It is also frustrating to see students return to their units and being unable to practise or pass on the skills developed on the course.

The major fault clearly lies with the ever-present peace time constraints such as lack of funds, manpower and sufficient time for RAEME units and sub-units to carry out effective training for war. However, this is a factor that will surely stay with us for a

considerable time in the future and RAEME, along with all the other Corps will have to make the best of a bad situation. I can only reiterate Captain Johnson's closing statement that the Australian Army has not yet demonstrated either the ability or desire to come to grips with training for war. Maybe a little less "production" and a little more operational training could be part of the answer — it's worth working on!

Yours sincerely,
WO1 Jim Buldo,
RAEME Trg Centre

Editor's Note: Perhaps more operational training in basic skills and less testing may also be part of the answer. DGEME is arranging for the introduction of a military skills course similar to the old "Craftsman Field Course".



Dear Sir,

Firstly I would like to thank WO1 Wayne Huxley for submitting my name to receive such an excellent magazine.

Secondly, from two decades ago I submit a photo of the victorious 1963 Inter-Unit Champions of Puckapunyal in Aussie Rules under the heading: "Where are they now?"

The non-RAEME member of the side was our cook, Neil Reginald (Jack to all who knew him) Dawes, from S.A.

Regards to all,
Milton Pearson,
Ex RSM, RAEME Training Centre

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VALE

CRAIG PARKER

Sometimes a person comes into your life, for a relatively short time, and it seems that he has somehow always been there. I knew such a person that touched me as well as many others in our community. I watched him grow from a brash "post-teenager" into a young man beginning to accept duties and assume responsibilities that included the safe keeping of the lives of others.

With an outward appearance of innocence that belied his dedication to others and the thrill he received when the sharing of his skills in Scuba Diving allowed others to marvel, along with him, at a new world; this young man touched the lives and hearts of those around him. Unfortunately, the activity which he so cherished, was also the cause of his untimely death.

Diving is an activity which has inherent risks, but when we keep to the realm of Sport Diving the risks are at a minimum. As we increase the demands to include the stress of no visibility, unfamiliar area, complicated machinery and other hazards, we also increase the risks. The professional weighs the facts and with all available information, calculates the risks and takes measures to maximise the success and lessen the chance of injury. Even with all the best planning and conservative execution of the work plan, tragedy is still a remote possibility.

If we always took the safest way, never strived to meet a challenge or work to overcome a problem, we would have a very dull existence indeed. To experience the challenges in life, live to the fullest and enjoy life, even for a short time, is what makes living worthwhile. If we can touch a few lives along the way, leave

fond memories and be able to call a person our friend, then the memory lives on long after the person has gone.

IN FOND MEMORY OF CRAIG PARKER . . . a diver, an underwater instructor, a teacher and a friend.

Phil Feldman,
Adventure Sports,
Toowoomba, Qld.

321564 CFN C.A. PARKER, RAEME

Craig Andrew Parker joined the Army in January 1979 as an apprentice vehicle mechanic with the 34th intake. Following the initial two years training at the Army Apprentices School he was allotted to the Corps of RAEME and posted to the 5th Base Workshop Battalion to gain practical experience and complete his apprenticeship.

In February 1983 he was posted to 1 Aviation Regiment as a vehicle mechanic and in his spare time pursued his favoured hobby of scuba diving for which he had earned instructor rating. It was while diving that he died in a tragic accident in a dam on a property at Cecil Plains, Queensland.

Craig will be remembered by his colleagues for his enthusiastic, co-operative manner and his desire to always produce his best in all that he did.

CAPTAIN KEVIN MOFFAT

Capt Kevin Moffatt, formerly an Education Officer at RAEME TRG CENTRE from 1975 to 1977, passed away on 7 Aug 83. Kevin is survived by his wife Linda and son Kevin.

Kevin was a very popular and active man and those who had the pleasure of knowing him mourn his passing.

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AND NOW FOR SOMETHING COMPLETELY DIFFERENT BY ANON.

On 1 May 81, 106 Fd Wksp was raised and 1 Mdm Wksp disbanded with this event, there are now three field workshops in the division for the first time since Vietnam. The stimulus for re-raising 106 Fd Wksp was, of course, the ODF. A Logistic Support Group was formed to support the ODF. A Fd Wksp LSG was necessary to support the LSG. 106 Fd Wksp is the main "donor" unit from which personnel and equipment are shadow-posted/earmarked for the Fd Wksp LSG.

TWO ROLES

As the roles, organisation and operating procedures of the two field workshops (106 and LSG) are completely different, different requirements exist depending on which "hat" is worn. All EMEIs and RPs and most publications are duplicated. There are two different sets of SOPs and Standing Orders. Medically, FE is required for 106 and CZE for the LSG. There are 126 pers in 106 and 71 in the LSG workshop. Some equipment is exclusive to 106, some exclusive to the LSG and some "dual hatted". The LSG Wksp performs unit repairs for its dependants, whereas 106 does not. When the LSG workshop deploys it has a repair parts section but no repair parts for its dependency. Confused? The dual hatted role does cause some problems, but these are being overcome gradually.

DAMOUR BARRACKS

106 Fd Wksp is located at Damour Barracks, Coopers Plains, Brisbane. As our dependency is at Enoggera on the other side of the city, an FRG has been established there to provide close support to 6 Bde and 1 Div units. At Damour Barracks, the unit runs its own Officers, Sergeants and Soldiers Messes. As unit messes appear to be a thing of the past, the current situation is looked upon with envy by other units in Enoggera with shared messes. Between about 20 and 30 soldiers live in at Coopers Plains. Apart from a det of 11 Sup Bn and an ARES Platoon, 106 Fd Wksp has the sole occupancy of Damour Barracks. In spite of the fact that the buildings and accommodation are rundown and maintenance a continual problem, a considerable amount of self-help has created comfortable living conditions and facilities. The news that the unit was not to be relocated into the Enoggera sprawl for several years was greeted with cheers.

FIRST SIX MONTHS

In the first six months after it was raised, the workshop grew from 60 to 126 personnel. At the same time, 1 Mdm Wksp procedures were being changed to those of an LSG and a divisional field workshop. Two major exercises, Platypus and K81 were held in this period and the workshop performed creditably.

About this time "Maggot" appeared. Maggot was a pig. A little pig — then a big pig. He was adopted by the Wksp. He fetched tools. He went on clearing patrols as a forward scout. He bailed up strangers. Dressed in a white shirt and bow-tie, he was guest of honour at a Sgt Mess dinner. He refused slops. He lined up in the mess queue with the rest of the workshop. He slept in soldiers' beds. He ate soldiers' webbing. He grew bigger. He attended OC Conferences. He grew too big for his trotters. The chaplain took him away.

6 BDE

In 1982, the unit conducted its first unit exercise in the 106 Fd Wksp role. In Jul/Aug 82, an FRG was provided for the 6 Bde Ex Diamond Dollar. The FRG was due to deploy on a Wednesday. On the previous Friday word was received about the M113 fleet being grounded with steering differential problems. On Sunday, the FRG was called to the rescue. With a lot of running around by duty staff, the FRG was duly warned, and rolled off to the rescue before 1000 hrs on the Monday, bound for Shoalwater Bay

Training Area (SWBTA). All FRG personnel, whether clerks radio mechs or cooks, became honorary VM for the week and participated in the hastily but efficiently organised assembly line. By Friday morning all 92 M113 had been inspected and modified where necessary. This performance allowed the exercise to start on time and earned a deserved "Well Done".

LSG ROLE

A week after Diamond Dollar, the unit received the Warning Order for the LSG Workshop to deploy by air and sea. Ex Steady Pack was a test of the 28 days operational readiness requirement for the Fd Wksp LSG. At the end of the 28 days, a team from HQ 1 LSG visited and evaluated the unit's equipment and personnel readiness and movement preparation. The workshop passed with flying colours. The Fd Wksp LSG then deployed to Wide Bay Training Area, and utilising remnants of 106 Fd Wksp as a control organisation, exercised for the first time in the LSG role on Exercise Spanner One. During this six-week period an FRG from 101 Fd Wksp was deployed to Enoggera to support 6 Bde and 1 Div units.

COMMONWEALTH GAMES

The day after returning from Ex Spanner One, the unit was supplying personnel for the Commonwealth Games. Damour Barracks' population soared to over 600 with the formation of the Games Family Transport and Logistics Company. The only side benefits of the Games was the procurement of a carriage (formerly the stage for Rolf Harris) for the RTF train.

1983 EXERCISES

After 1982, the events of 1983 have been a letdown. Apart from detachments on unit exercises, Ex Wet One and Ex Northern Search, exercise activity has been minimal. The unit deployment exercise was cut short when Wide Bay Training Area was closed due to rain. Unit training was largely attendance at the BE course at LWC Canungra and Driver Training. Exercise Diamond Dollar 83 has been the highlight of the year. The theme of the exercise was the withdrawal. An FRG was provided in support of the Brigade in a BAA. The MRG was located in a simulated Divisional Maintenance Area (DMA), under a HQ provided by 1 Div. During the withdrawal several night deployments occurred involving both the FRG and MRG. Eventually the FRG moved into the MRG location. It was an interesting exercise, in that the FRG/MRG operations are often talked about, but seldom practised for major exercises. Many lessons were learnt. HQ 1 Div EME provided an EME Forward Control with the Recovery Platoon under command. The group provided route clearance during the withdrawal and recovery support for a reserved demolition. The exercise was of considerable value due to the attempt by the brigade to practise doctrine. The workshop was under command of divisional organisation, the FRG was under command of the unit, but in support and under command for movement of the brigade. The logistic system employed was that for a brigade operating in a divisional setting.

SPORT

In 1982 the unit fielded a touch football and a cricket team. Although it was only the first year of sport for the unit, both teams did well. 1983 saw the emergence of Rugby Union, Squash and a Soccer team. All teams are up in the placegetters area of the ladders so far and the next few weeks should see some results. For a small unit compared with other competitors, the participation in sport has been exceptional — as have the results.

Fresh from exercises and the Commonwealth Games, the unit can put together a team for the SE Qld Minor Units Athletics Competition and came a gallant second to the Div Locating Battery.

The remainder of 1983 is devoted to individual training — mainly driver training, in preparation for 1984. Next year promises to be fully committed to exercises with little time in

barracks to produce or conduct individual training. At this stage there appears to be another Ex Steady Pack and Spanner One in the LSG role, a 106 Fd Wksp unit and brigade exercise and a 50-day ODF/LSG combined exercise.

102 FD WKSP (LT) MAKES A MOVE By LT M. SLIP

In February 1983, the 102nd Field Workshop (Light) moved from its old location at the western end of Lavarack Barracks to new accommodation at the eastern end, or as it is better known, Lavarack Stage II. The move was designed to increase the efficiency of the workshop by providing better working conditions, modern facilities and an increase in work space. The following is a summary of the recent history of 102 Fd Wksp (Lt); a comparison between the old and new sites; and a brief description of areas currently under investigation for future improvement and expansion.

Before the re-birth of 102 Fd Wksp in February 1981, the second line repair and recovery support for the 3rd Task Force (now 3 Bde) and non Field Force units in the Townsville area was provided by North Queensland Area Workshops operating from facilities located within Lavarack Barracks and at Jessine Barracks, Kissing Point. The Lavarack based facility was primarily a large transport compound adapted for use as a vehicle repair workshop, supplemented by the erection of two Lysaght Huts to accommodate the units Q and repair parts storage needs. The building at Kissing Point housed the unit's General Engineering Platoon.

In 1977 the necessity for an Operational Deployment Force (ODF) was recognised and the concept of re-raising 102 Fd Wksp to support this force became a reality. Personnel were posted to 102 Fd Wksp shadow positions within NQ Area Wksp and came under command for administration and were expected to deploy in support of the ODF should the need arise.

Once the ODF was raised in 1980 the frequency of personnel being posted to 102 Fd Wksp increased, which in turn caused a measure of overcrowding in the shared accommodation. Plans were made to relocate NQ Area Wksp into alternative premises whilst 102 Fd Wksp would completely take over NQ Area Wksp's old location within Lavarack Barracks, thereby gaining "independence".¹

The requirement for new workshop facilities within NQ was realised in the early seventies with site planning and design briefs completed in 1980. This new workshop was to be a single unit facility housing separate general engineering, vehicle and electronic/electrical work areas together with a large Q complex and administration area. The presence of two major workshop units (NQ and 102) in Lavarack Barracks forced a number of major amendments to be made to the original designs so that both units could occupy the same area but remain sufficiently separated to enable them to perform their different roles in support of NQ based units.

Unfortunately, due to financial limitations, the original plans could only be modified slightly, resulting in both units occupying the same site, separated only by chain wire mesh fencing. Each unit now has its own production areas, stores areas and administration offices, but share facilities such as: vehicle servicing bays, steam cleaning plant, spray painting booth, battery charging room and amenities building.

Some of the shortfalls in the amended plans were identified early in 1982 by the OC of NQ Wksp Coy, MAJ G. Duus and the then OC of 102 Fd Wksp (Lt), MAJ R.L.G. Grant. Changes to

the layout were proposed, compromises made where possible and general concern recorded for future information; resulting eventually in the 102/NQ facility as it exists today.

Late in 1982, a work study on the move of both units into their new accommodation was finalised and accepted, leaving only the actual move to take place as soon as the buildings were handed over in the first week of February 1983. The work study was aimed at moving both units efficiently and economically with a minimum of disruption to the needs of dependent units. The study also detailed recommendations for machinery layouts, storage requirements, and minor and medium works necessary to cater for the individual needs of each unit.

102 Fd Wksp moved into the new accommodation in February this year, with NQ Wksp Coy following in March. Being a light scales field workshop, it was a relatively simple matter for 102 to pack and move itself three kilometres down the road; set up shop and take in customers within a week. The incentive of course was to occupy the newest and most modern facilities available to any RAEME unit.

Many teething problems were encountered in the first few months of occupation but these were soon overcome and production output figures began to rise steadily. The lack of an AIU Store on the floor of the workshop; no phones; and security of stores were seen to be the problem of immediate concern and as such were tackled and solved by fabrication of security cages; use of K phones and runners; and rostering of after hours security personnel. Submissions for minor and medium works to offset deficiencies in power reticulation, security of stores, vehicle inspection/cleaning ramps, private car parking space and numerous other necessities have been approved and now only await completion in accordance to their priority status within 3 Bde.

The new workshop consists of three separate buildings, these being the vehicle/general engineering and administration building, the Q Store/Transport Offices, and the Electrical/Electronic Repair annexe. Each of these buildings is divided into two; one part each for NQ Wksp Coy and 102 Fd Wksp, separated from each other by either a chain wire mesh or a common wall.

The main workshop building is divided in two by a common service station, with NQ occupying the western end (right hand side of photo) and 102 Fd Wksp located in the eastern half (left hand side).

Perhaps the single, most significant physical difference between the two workshop areas, is that NQ Wksp Coy has modern, sophisticated overhead lifting facilities and as such has a roof section which is some 1.5 metres higher than the 102 section of the main building. No such luxury as an overhead crane was incorporated in the 102 building, as a field workshop is supposed to operate in garrison in the same way it would if it were deployed in the field. In hindsight, a small overhead crane capable of traversing the length of the building would have been beneficial in speeding up MUA exchanges and lessened the large dependency on recovery vehicles to perform heavy lifting tasks.

Many visitors to 102 Fd Wksp are astounded at the high standard of fixtures and fittings contained in the administration and production control offices within the main building. All offices and connecting hallways are fully carpeted and fully air-conditioned and each office contains either new or refurbished furniture. A large conference room, fully screened and tinted windows, modern fire protection devices and a view overlooking the workshop floor make the new administration section the best available to any RAEME workshop and perhaps the best in any

unit in Australia. Without doubt it is a far cry from the previous facility which was cramped, mosquito ridden and extremely uncomfortable during the eight humid months of the year.

Below the administration offices are the production control offices, repair parts store and control office, vehicle platoon work area and general engineering platoon work bays. The workshop is completely surrounded by an asphalt compound and incorporates a reinforced concrete apron to allow access to the floor for tracked vehicles. Each of the bays has a large roller door capable of accommodating the largest of military vehicles and providing a means of protection from the weather and after hours security.

To the south of the main building (top of photo) lies the EIR Platoon building. Here is housed the EIR and GE Platoon section offices, instrument and radio repair sections (airconditioned), electrical section and small arms repair bay. To alleviate overcrowding in this building, the majority of radio repairs are carried out in the three electronic repair vehicles (ERV) which are backed up to the eastern end of the building and draw power direct from the 415V mains supply. Prior to the opening of the new amenities block (not shown in photo), the EIR Annexe also housed the "Crocodile Pad" (unit canteen).

The Q Store/Transport complex (bottom of photo) contains the Q, transport and recovery sections for both units plus a duty room and trade repair office for NQ Wksp Coy. Unlike the main workshop building and the Annexe, the 102 Fd Wksp part of this building is located on the western end (right side of photo) and NQ Wksp Coy owns the eastern end. The reason for this "cross over" is that the eastern end of the building was purposely designed to accommodate the trade repair element of NQ Wksp Coy.

There are two vehicle compounds located beside the Q building, one for use by the unit transport section and the larger one for the parking of specialist workshop vehicles and recovery vehicles. These compounds relieve vehicle congestion around the main workshop compound which can be used exclusively for the parking of vehicle casualties. Gone are the overcrowded conditions inherited at the old workshop site where unit vehicles and vehicle casualties awaiting repair provided traffic flow problems and interfered with workshop, pedestrian and stores traffic.

The new workshop facilities have overcome many of the problems experienced at the old site, some however still need to be resolved with medium and minor works submissions having already been submitted and approved. All work stations are provided with a large range of power outlets and compressed air terminals. These improvements together with the open floor plan allows much greater flexibility in the loading and movement of jobs for Veh P1 and GE P1 who are the primary users of the main shop floor.

The welding bay, which used to be out of doors, is now under cover as is the lathe module; this is essential, especially during the wet season when tropical downpours restricted work around these two areas. Vehicle mechanics can now operate in relative luxury with vast expanses of floor space allowing them to work on casualties without having to rub elbows with the job next door. The three ERV can now be parked alongside their platoon location and still have ready access to mains power; previously they had to be sited 200m away from their platoon site due to lack of three-phase power.

In terms of location, the Lavarack Barracks Stage II units are somewhat isolated from the remainder of Lavarack Barracks. There are no gymnasium or swimming pool facilities nearby, whereas the old site was only 100m from the pool and 400m from the area gym. Naturally there is a lack of shade at the new location but this should be remedied in time. Unfortunately we had to leave behind the Wisdom Tree, where below those hallowed branches, many a can was consumed and many a wise word spoken.

With new lawns recently planted and growing fast and the recent completion of the superb amenities block, the new workshop is really looking a treat. The old workshop had a lot of character and although sorely missed by some of the longer serving members of 102 Fd Wksp, has been replaced by a more modern workshop which is slowly but surely building a character of its own. Now that the settling-in period is over, both the new and the old hands are beginning to treat their POGO surroundings as home.

1. For additional information on the role and characteristics of 102 Fd Wksp, see RAEME CRAFTSMAN, Volume 1, No 8, Jun 82 — "An ODF Workshop" by 2LT G.E. Harding.

UNEXPECTED — A NOTE FROM 1 SIG REGT WKSP BY THE BOYZ

Situated at Enoggera in purpose-built accommodation, HQ 1 DIV's 1st Signals Regiment provides the necessary communications for the major Field Force command.

Comprised of approximately 46 RAEME, RASigs (a couple or three) and RAAOC (all eighteen legs) personnel, 1 Sig Regt Wksp plays an important part in the Regiment. Located "slap-bang" in the middle of the Transport compound (we'll change that eventually!) the Wksp supplies the following to help the Regiment:

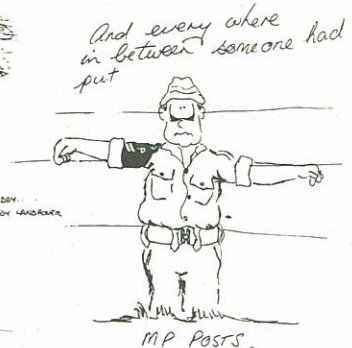
- Vehicle Repairs;
- Duty Personnel;
- General Engineering Facilities;
- Duty Personnel;
- Radio and Electronic Repairs;
- Duty Personnel;
- Assistance on the Sports Fields (of course, we're the best); and
- Duty Personnel.

As well as the above, we sometimes give them a hand "out bush".

A problem has been experienced recently with a couple of our Senior NCO's. For some reason, after 20 years service, the grass looks greener on the other side of the fence for our ASM, WO1 Ian Roberts (at present the only Tels ASM in captivity) and QMS, WO2 "Jack" Rubie. Ian is heading for the hills near Gympie and "Jack" off to the winter chill of Stanthorpe. We're sure that all who know Ian and Jack will wish them well.

The Wksp is involved in some part, whether large or small, in the majority of exercises run by the Div, the Regiment and financial constraints permitting, both.

EX DIAMOND DOLLAR



B.G.S.

Recently, after returning from Exercise Dazzling Dollar (sorry — Diamond Dollar) one of our unit personalities, an ex-Matelot no less, decided to give his first-hand impressions of Shoalwater Bay Training Area. To assist in the education of those who haven't had the "pleasure" of visiting the proposed Sun City Holiday Area and also to bring back "fond" memories to those of us who have had the odd trip or two we enclose his impressions for all to gaze upon — and wonder — and wonder . . .

Hopefully by the next edition of Craftsman we'll have our act together a bit more and be able to give a more serious look at the Wksp and the personalities who work hard to enable 1 Sig Regt to provide communications for the Division.

5TH BASE WORKSHOP BATTALION — OAKLEY

Congratulations go to CFN Michael Rowell, an apprentice radio mechanic who now holds the title of Army's Top Apprentice for 1983. Michael is currently undergoing his final year of training with us with a smile on his face, especially after just completing a gruelling seven days survival exercise at Tin Can Bay.

5 Base celebrated its 11th Birthday on 1 Aug 83 with a family barbecue. For the second year running the CO, LTCOL John Digweed organised his birthday to coincide with the festivities (although the age difference between the CO and unit vary only slightly).

One long serving member farewelled during the day's proceedings was SGT Lennie Stainer who received a silver service set from all unit members.

An especially noteworthy event was the participation of LCPL Bob Wrenn of this unit and LCPL Bob Fuller of 173 Gen Spt Sqn Wksp in the 114th Annual Bisley Rifle Shoot in the UK. Apart from travelling around the world leaving Australian Army stickers everywhere all members fared well and thoroughly enjoyed themselves.

Generally everything is running smoothly apart from hearing the odd complaint from members of the Direct Support Shop who state that "If we didn't have any pilots here we'd have 100% serviceability on aircraft".

AMEN — and Merry Christmas to All.



CFN Michael Rowell

THE CRAFTY SCORPION OUT AND ABOUT

BY
CAPT P. J. EDWARDS

During a very slow start to 1983, due to the M113 fleet being grounded whilst awaiting modification of the control steering differentials, the Crafty Scorpions of B Sqn 3/4 Cav Regt experienced more 1600 hr knock-offs and Thursday sporties than ever before.

The quiet times came to an end in May when the Squadron rolled out of the compound for Exercise WESTERN DRIVE, a 300 km armoured advance across the North Queensland plains between Richmond and Cloncurry. The area was suffering from drought until we arrived in Richmond, the start line, then the heavens opened and the worry of dust was lost in knee-deep mud as the Squadron ground to a halt to prevent severe property damage.

On the seventh day, with the rain easing, CPL Mick Roulston, CFN Byron Wauchope and the M816 were able to leave town (hardstanding) and return to the mud, bringing with them wild stories of a topless German girl and the Richmond Hotel.

The five-day advance saw the Technical Support Troop stretched to the limit, but with hard work and long hours we managed to return 95% of the vehicles to the battle. The ARVL crew of CFN Dave Taylor and his driver, CFN Faz Fazeldeen, not to be outdone by the M816 crew, stopped the heart of the Squadron OC by throwing a track and getting stuck across the main railway line.

The dreaded cockies, trying a piece of one upmanship on the spanners, set fire to the hessian screen on the wheel arch of the RPS Mk 5 during an echelon convoy move. The truck is now called the 'Flaming Roach Coach' and SGT Peter Egan has given up smoking.

The end of the exercise gave us two nights in the township of Cloncurry and CFN Stewy Fritsch destroyed his Errol Flynn reputation by being knocked back by three classys locals in one night.

Not long after the Squadron had returned home, we fitted our water wings and boarded HMAS Tobruk to marry-up at Shoalwater Bay with 3/4 Cav Regt for the 6 Bde Exercise DIAMOND DOLLAR. The sea voyage was not without mishap as the Recce Mechs struck again and tried to separate the ramp-to-ramp transfer with the tilt bed stand whilst reversing the M816 and trailer from LSH to LCH.

Once across the beach, the Tech Spt Troop was scattered from one end of the training area to the other with the occasional contact allowing for the transfer of information and anecdotes.

CFN Dave Taylor continued his traditional rain dance and finally had the opportunity to use the ARVL winch; LCPL Bruce Sinclair tried to drive my APC up a tree; SGT Ian Ruth bogged his APC(F) to the belly three minutes after the war ended; WO2 Rolly Kubale gained experience with the Armoured Regiment; PTE Geoff Frew got out of bed and LCPL Killer Kilmaster waved to a Leopard Tank (the enemy) as the barrel tracked his APC(F) from a range of 30 metres. (Famous last words, 'I thought he was on our side'.)

As we prepare for the annual EIS touring party, all plans are set for the Crafty Scorpions to trade in their tracks for wheels and drive to Cape York and Cooktown for adventure training 83. The stories from this trip are bound to prove interesting reading in the next issue of the RAEME Craftsman.

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DRAFT

HQ 3 BDE TSP — THE QUIET ACHIEVERS BY CAPT M. B. MCGINLEY

Some people will do anything for a command appointment and looking back as I gazed across the road at the Technical Support Platoon (TSP), I can remember thinking that, "Yes, it's a Command." After all, some people would be glad to have a Lysaght hangar in a dust-swept compound and it didn't take more than a glance to see all "the boys".

It struck me though that my predecessor, CAPT Errol Craig, didn't linger overly before moving up to civilization as SO3(EME) HQ 3 Bde. I can't help wondering if when he received or tried to make phone calls, that was when the KVAs, grinders and hammering started and, strangely, finished as soon as the phone call did.

Just as some background, HQ 3 Bde TSP is part of HQ Coy 3 Bde. HQ 3 Bde TSP is here to support HQ 3 Bde, 103 Sig Sqn, 3 Fd Sup Coy, 29 Combat Sup Pl and Brisbane-based units of 11 Fd Amb and 13 MP Pl. Throw in a touch of ODF: PT, some readiness checks, FRT's, K83 and a sprinkling of EIS inspections and it makes for a full year.

It started off interestingly enough with no SNCO's until early March and myself Administering Comd of the Coy from early February till early April. You could say that the Corporals were suddenly jolted into a rude awareness as their levels of responsibility soared to fill the control, co-ordination and advice functions of an ASM, Sgt Veh and Sgt Tels. I didn't just abandon them to total responsibility, but used to keep in touch, with at least a daily phone call to see that they were still there.

When I first detailed their assignments, the jaws hit the ground, but to their credit and my pleased amazement, the place operated like they'd been doing it for years (with a minimum of fuss).

It is perhaps a little strange to find the OC and all the SNCO's changed at once, but this was the situation. The new ASM, SSGT Bill Caswell, did, in fact, arrive in late January, but was destroyed at the first morning's PT. Two operations and five weeks later, he was back at the unit with his broken shoulder still in a sling. It's not easy being green, but although a tender 42 years of age, I still didn't expect him to burn out-that fast!

SGT Frank Poulton eventually turned up in March. To those of you that know him that statement is probably no surprise; while I was desperate for an SNCO, Frank was cricketing in New Zealand.

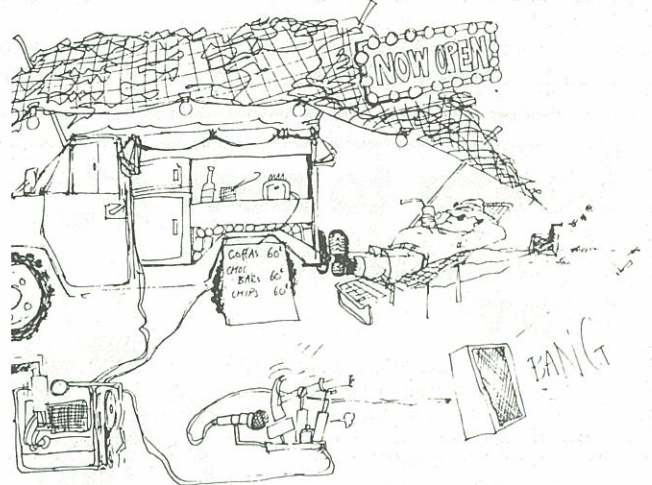
CPL Ken Phipps has been broadening his outlook with a short stint as an ARES Cadre Cse instructor and after the "amazing" stories he returned with, everyone wants to volunteer for the next one, for "experience".

LCPL Col Parsons also enjoyed the ARES experience and topped a mid-year Subject 1 Cse. He has decided though to test the world outside and is pulling the pin at the end of the year.

CFN Mark Thomas finally found a way to make up for working Thursday sports afternoons on short weeks by qualifying to compete in Inter-Bde basketball. He also drew a guernsey to Ex-TROPIC LIGHTNING in Hawaii for two weeks.

It may sound as though the greasers get all the lurks, but I think I should point out that the fitters are just too valuable to release. CFN Bill Cleland (Fitter) somehow managed the trip to Hawaii; must have been a moment's weakness on my part!

HQ 3BDE TECH SPT PL



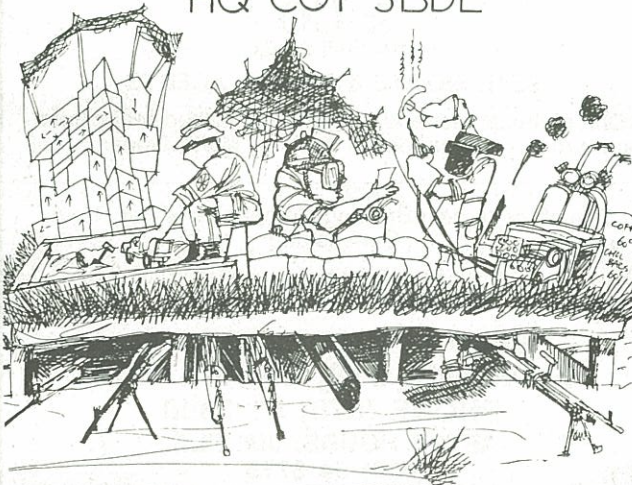
The year has progressed well for the TSP with resources occasionally stretched to bare minimum due to promotion, trade and education courses; FRT's in support of dependent units; Inter-Bde sports; the exercise in Hawaii; a couple of people Adventure Training on Hinchinbrook Island and Leave. A considerable improvement happened after Easter when HQ Coy moved from Western Lavaracks Bks to the Eastern end just across the road from Bde HQ. We now have the old 9 Tpt Sqn compound with offices, lots of covered work space, ramps, toilets!!!, stacks of telephones, power points, a bitumen yard and ready access to our major dependant units. Now, when I'm on the telephone, they park a Unimog outside the office or the B Veh section turns the radio up loud enough to entertain the whole compound.

In June Frank Poulton and CFN John Scotman laid claim to having taken the first Unimog to the tip of Cape York. They were only there as the FRT supplied to 103 Sig Sqn, whose truck it was, but I suppose it's fame by association.

I was wondering why when postings were coming up that the blokes kept trying to get me to postpone their moves. I'd always known that the TSP was the hardcore of the NQ Army Sports Fishing Club, but most have only got a 10 ft dinghy and "they" wanted to stay until the Marlin season. CPL Ken Phipps is the President of the Club, but everyone knows that he's only a figure-head and that it's his wife and son who catch the fish.

CPL Bill Purdie opted for discharge in Brisbane in May and was ably replaced in the B2 store by another RAEME Cockroach, CPL Joe Farrugia, from Adelaide Workshops Company. Joe arrived in time to participate in a RA Inf v TSP Rugby League challenge. It was originally a challenge between Defence Pl and TSP, but the "grunts" realised that their biggest, ugliest, meanest players were part of the Coy HQ and so they expanded it to a

HQ COY 3BDE



challenge by RA Inf. This broadened our scope as well and we were assisted by volunteers from the Coy Tpt section.

To show our confidence we only practised once, the morning before the game. I had enjoyed a pleasant afternoon the day before watching the infantry batter themselves to a pulp during their practice training session and was not unduly concerned as to the game's outcome. As my team of basketballers, soccer players, Aussie Rules types and innocents lined up, I could tell that it would be a close match. It was a bone-crusher; I know because the few occasions I found myself with the ball, my bones were crushed. Funny how the officers on both sides received particular attention; the crowds took delight in counting how many players could throw themselves on top of them. I think my best score was six!

A few dark horses emerged — CPL Bernie Sikora showed a flair for the ruck and CPL Gary Thornton showed plenty of aggression in the tackle, particularly when the Coy OC had the ball.

Well . . . with a team like that, we came second! It was a hard, close-fought, enjoyable game, but the RA Inf had an edge on

experience and, the biggest, ugliest, meanest players from Coy HQ.

Life isn't all fishing and football up here. There is the serious side with NBCD training and the entire Coy participating in a Marathon. Unfortunately, I was directed to take some leave during this period and I highly recommend Singapore and Malaysia at this time of year.

No-one was really rapt in NBCD training, but it's a fact of life and everyone applied themselves professionally throughout the week. The Marathon was a "volunteer" job and the TSP raced off early in the morning with the rest of the "volunteers". Everyone completed the half marathon to their credit and CPL Noel Pianta wrestled his ancient (Fitter) frame to the gruelling end 4 hr 15 min and 42 km later, not bad for an old bloke!

As this article was being written, there is frantic preparation going on for K83 in north-west Western Australia. Some of the details are a little vague, but we will definitely be going by either ship, air, road, rail, a combination of the above or none of the above. Flexibility is the keyword!

Whatever happens, it's going to be a sprint to the end of the year.

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SYDNEY WORKSHOP COMPANY 90TH ANNIVERSARY

Sydney Workshop Company, Mascot, celebrated its 90th Anniversary on 17 Aug 83 with a parade, display and barbecue.

The parade was formed from 20 members of the workshop and was commanded by Capt John Lehn. The parade host was the Officer Commanding, Maj Geoff Hopkins. Col W.I.N.S. Hicks-Hall, Commander 2 EME Group and Brig J.A. Hooper, CBE, Commander 2 MD were received on parade followed by the Reviewing Officer, Col F.J. Tonkin, representing the DGEME. The band was provided by the Pipes and Drums of 3RAR.

The parade was not elaborate due to the limited area available for a parade ground in front of the workshop. The inspection of the parade and band was followed by the presentation of the National Medal to SSGT Peter Conley. Col Tonkin then addressed the parade and visitors, giving a detailed history of the workshop and he then dedicated a plaque mounted in a stone cairn representing the original workshop built at Victoria Barracks, Paddington.

The parade was followed by morning tea and a historical display. The display included photos and texts together with some old equipments and items of historical significance to Sydney Workshop Company which were borrowed from the Corps Museum.

Visitors to the parade came from Brisbane and Puckapunyal and generally were past members of the workshop and as many previous OCs as could be located.

During lunch, the Sydney Workshop Company 90th Anniversary Port was on sale and many bottles were purchased as mementos of the day.

The final event was the cutting of the birthday cake. Mr Jack Weekes, the current workshop member with the most years service with the unit and CPL Neil Parkins, the newest member, together cut the ½ x 1 metre cake. The cake was baked and decorated for the occasion by Mr Tony Solway, the husband of unit member CFN Annette Solway.

The day was a great success, enjoyed by all and a worthy celebration of the 90th Anniversary. The success of the day is due entirely to the efforts of all members of Sydney Workshop Company who contributed all their support to make an excellent day.

In 10 years time, the Sydney Workshop Company will celebrate its centenary and reaffirm its position as the senior workshop in RAEME.



HISTORY OF SYDNEY WORKSHOP COMPANY

The history of Sydney Workshop Company can be traced to three locations — Victoria Barracks Paddington, Charles Street Leichhardt and Kent Road Mascot and it has involved seven changes of the title of the unit.

The original workshop was built at Victoria Barracks against the southern wall in 1893. Unfortunately this building was demolished in 1979 but the concrete floor and foundation can still be seen.

This workshop provided work areas for an assortment of tradesmen such as blacksmiths, carpenters, pattern makers, fitters and turners and tin and coppersmiths as well as an office and stores area in a 3000 square feet building. A second building of equivalent size was built in 1899 to provide an erecting shed, recuperator room and instrument room. The trades of wheelwright, canvas workers and armourers also became associated with the workshop around this time.

The lead up to World War 1 saw a greater involvement of the Paddington Workshop particularly Armament Artificers, in maintenance of Coastal Defences and Field Artillery. As late as 1964 there were still machine and hand tools special to Coastal Defence Artillery of the early 1900s on charge at Sydney Workshop Company.

World War 1 produced the title of 2nd Military District Workshop in 1914, and Ordnance Workshop 2nd Military District in 1916. The war involved the workshop in all aspects of equipment repair. Motor vehicles were still scarce but manufacture and repair of timber wheels was a major task as was repair and overhaul of field guns, instruments and small arms. Full use was made of the small arms range at Victoria Barracks for proofing of weapons. The instrument section was moved about this time from the erecting shed to atop the handball court to provide a field of view over the barracks wall.

The Ordnance Depot at Charles Street Leichhardt was constructed in 1923 and the wireless and instrument section moved to the top floor of this building in 1938. The reason for this move was to co-locate these sections with the Ordnance holding of associated stores.

Meanwhile the workshop at Paddington was growing with the erection in 1926 of the old Hurstville Drill Hall, formerly used as an additional workshop. This was referred to as the Saw Tooth Building and part of it is still standing and is in use as the VIP vehicle carpark at the Barracks. The construction of a mezzanine floor over the stores area of the original building at Victoria Barracks, to provide additional storage area, was completed in 1939.

In this pre-World War 2 period the Ordnance Workshop was expanding the Armament Artificers group to maintain the Shore Defences around Sydney where 9.2 inch guns were being mounted and 6 inch Naval guns were to be converted for land service.

Small arms fitting and maintenance was undertaken by civilian armourers at Leichhardt. Field artillery consisting of Mark 2 and Mark 4 18 pounders and 4.5 and 6 inch Howitzers towed by horseteams with ammunition limbers with solid steel tyres had to be supported so the wheelwrights, blacksmiths, pattern makers and moulders were very much in demand. Paddington workshop also carried out tank repairs, of which the most difficult task was to manoeuvre the vehicle into the workshop.

World War 2 saw the change of unit title to New South Wales Lines of Communication Workshop. The development of wireless and instrument, as well as radar and searchlight work continued at Leichhardt but provision of small arms and associated parts was taken over by Moorebank Depot.

The change of name to Eastern Command Workshops about 1947 and the grouping of other workshops under the command of Headquarters Eastern Command Workshops did not distract

from the role of Sydney Area Workshop. Rebuild of radar and wireless sets continued at Leichhardt where as vehicle, service station, general engineering and gun repair remained at Paddington. A resident electronic trade repair contractor was also accommodated at Leichhardt.

The title of Sydney Area Workshop was adopted about 1956 but the workshop remained split. In 1958 the current building, previously owned by York Motors, was purchased by the Government. The igloo roof, small number of stanchions and the associated buildings suited for workshop needs. The Mascot area also offered a prime central location for trade repair work. The Leichhardt and Paddington sections of the workshop moved in shortly afterwards.

The service station followed many years later in 1974 after a short stay at Randwick.

The reorganisation of the Army in 1973 created the final name change of the unit to Sydney Workshop Company.

The workshop has now been located at Mascot for 26 years and in that time there have been numerous attempts to relocate it. Now all these discussions of moving have been put to rest and it appears that Sydney Workshop Company will remain in Mascot for many years to come.

The history of Sydney Workshop Company is not complete and some detail may be challenged but hopefully with continuing research, together with guidance and the anecdotes from past members, the history will become complete. However, no matter how sketchy the recorded history of this workshop may be, there can be no doubt that the lineage of the workshop is traceable directly to the establishment of the workshop at Victoria Barracks, Paddington in 1893.

TECHNICAL SUPPORT PLATOON — 21 SUPPLY BATTALION By SGT RAY MORTLOCK

An article in the December '82 issue of this magazine has prompted the following article about another little known RAEME unit.

The reason for our relatively new existence (a mere 10 years under RAEME control), is to provide technical facilities to 212 Supply Company which is a Company of 21 Sup Bn, Moorebank. Technical Support Platoon, 21 Supply Bn, is our designation, but administrative command is from 212 Supply Coy.

The unit is located just north of and adjacent to the Great Western Highway at Penrith, approximately 54km west of Sydney. Penrith is a rapidly developing commercial and residential area with a concentration of industrial activity in neighbouring St Marys. It is 15km from RAAF Operational Command and an equal distance from the huge Department of Administrative Services (DAS) storage and the Department of Productivities Ammunition Facilities at St Marys. It is approximately 45km from Moorebank and serviced by both rail and road transport.

To justify our existence perhaps it would be easier if the origin of the unit was explained. To do this we must go back to the RAEME and RAAOC association with Engineers.

The first element of the Army Stores Service to be located in Penrith arrived in 1942 when a detachment of 10 Australian Workshops and Park Company (10 W & P) occupied what was then known as the Speedway. Large quantities of Engineer stores were brought in and the detachment developed and expanded during the remaining war years.

The area progressed with the construction of stores buildings, adequate amenities, roads, another rail siding, MT workshops, etc. The additional labour required for handling the greatly induced holdings was supplied by the inclusion of detachments from Two and Three Employment Companies, the members being mainly displaced persons from European countries. 10 W & P had outgrown its title which was changed to Two Aus-

tralian Engineer Stores Company (2 ESC). Once Penrith Depot was firmly established and in full operation, HQs of the Coy was transferred to Haberfield, and in addition the unit became Two Australian Base Engineers Stores Depot (2 BESD).

The old Speedway area was acquired by the Commonwealth on 13 Sep 45 and other adjoining land has been purchased since. The unit area now totals approximately 50 hectares (ha), of which 42 ha is enclosed by a cyclone wire security fence.

On 30 May 50 the unit name changed yet again to, Six Engineer Stores Regiment (6 ESR). Throughout the Vietnam conflict the depot was the transit and main issue depot for Engineer stores destined for that theatre, and on 1 Jun 73 was renamed Penrith Depot, 21 Sup Bn, upon amalgamation of the Supply Service.

In February 1981 the unit yet again was renamed, to its current title of 212 Sup Coy, but remained under control of 21 Sup Bn.

So, throughout 41 years of being, the unit has held six different name titles, and if you haven't heard of us we are not totally surprised.

At the time when RAAOC took control of the Depot in Jun 73, Tech Spt Pl became a RAEME responsibility.

The organisation of Tech Spt Pl is relatively the same as any larger workshop, but on a scale version. Our establishment is as follows:

- | | |
|---|-----------------|
| a. Offrs | — One |
| b. WO/Sgts | — Six |
| c. OR's | — Eleven |
| d. Civilians | — Twenty-two |
| e. National Employment Strategy for
Aboriginals (NESA) Apprentices | — Two |
| f. Special Youth Employment Training
Programme (SLETP) Employees | — Three to Five |

Our role and areas of responsibility could be considered wide and varied to the normal operation of a RAEME unit. The basis of our role is:

- a. Advice to RAAOC on serviceability of all depot stores.



Back Row: Mr J. Walker, SGT S. Mackie, SGT R. Mortlock, ASM WO2 T. Oakey, OC CAPT G. Hutchins, SSGT R. Wilson, SGT S. Smalldon, Mr R. Towns. 2nd Row: Mr M. Hicks, Mr A. Lindsay, Mr R. Murray, Mr W. Davis, Mr D. Byrnes, Mr A. Brossman, CPL C. King, CPL W. Golders. 3rd Row: CPL D. Slattery, CFN R. Stowpuik, Mr J. Gagic, CPL G. Wilson, Mr S. Bayley, Mr E. Olsen, Mr J. Warren, CPL D. Lancaster, Mr J. Gatt, Mr R. Lane. Back Row: Mr M. Ward, Mr K. Kennedy (head bowed), Mr F. Gianatti, Mr G. Smith, CPL W. Voss, CFN J. Glab, Mr B. Hillhouse, Mr D. Beattie, L/CPL S. Graziani, Mr J. Zakrajcek, Mr H. Taylor. Absent: WO2 A. Lewis, CPL R. Graham, L/CPL P. Furness, Mr C. Eckford, Mr T. McKenzie, Mr W. Shipp, Miss C. Murdoch.

- b. Pre and post issue technical inspections and cyclic inspections of depot stores.
- c. Unit repairs within our capabilities.
- d. Technical advice and assistance to supply personnel in relation to identification, technical maintenance, preservation and treatment and packaging of depot stock.
- e. Manufacture of pacing cases to suit depot requirements.

It all sounds extremely simple when on paper, but when you consider some of the types of equipments we handle, the mind really starts to wonder. To clarify what is meant by "some of the types of equipments", is as follows:

- a. General Stores — including barbed wire, star pickets, sandbags, water bladders, electrical transformers and all other types of defence stores.
- b. Bridging — including assault boats, outboard motors ranging from 9.5 HP to 115 HP (Harbourmaster), Medium Girder Bridges (MGB), MGB pier and span junction sets, Air Portable Bridges and Raft Sets (APB), Light Floating Bridges and Raft Sets (LFB), Light Tactical Rafts (LTR), Floating Foot Bridges, and more.
- c. Refrigeration — has what could be considered the most varied range of equipments of the same type, these of course being refrigerators, ranging from 2.5 cu. ft. to 1000 cu. ft. prefabricated. Maintenance of these equipments is virtually a trade on its own and requires a wide range of knowledge because it involves kerosene, gas, 12 volt, 240 volt, 415 volt powered units and also inbuilt auxiliary engines on the larger units, and just for good measure some equipments are fitted with 50/60 cycle conversion units. Refrigeration storehouse is also the home for our ever in demand Lightburn (cement mixer) washing machines, the dwindling supply of billy huts and air conditioners of varying sizes, shapes and names.
- d. Plant — when entering the field of plant one could compare it, in a lot of cases, to a trip through a museum because of the age of some of the stores ranging from cement mixers, generator sets of 7.5 KVA through to 125 KVA (excluding 10 and 15 KVA), towed and self-propelled rollers, 25,000 lb and 80,000 lb multi-wheel rollers, bitumen melting, pumping, mixing and laying plants, deep well pumps, water desalination units, rock crushing and screening equipments, rock drills, well borers, tunnel vapour dispensers, fuel dracones including the 51 ton floating barge, forest mills to a trailer mounted 60 inch sawmill with its own rail logging system.

If at some stage you have observed the sappers operating a piece of equipment which you did not recognise, it is more than likely that it had just departed from, was returning to, or had been stored at Penrith some time during its life.

All in all, the depot stores require KNOWLEDGE, which at times seems to be far above and beyond the norm, also very little of which is taught in Training establishments. To assist us to meet our needs and requirements, we, and our predecessors, have gathered together a technical library, which I am sure if we delved deep enough into, could provide the original plans of Noah's Ark.

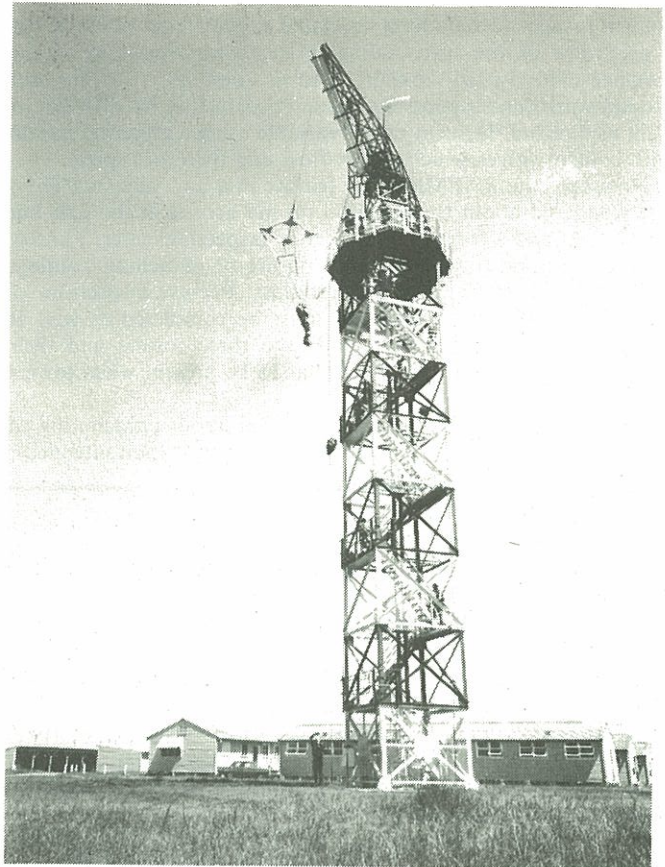
PARACHUTE TRAINING SCHOOL

By CPL BOB GRINTER

Parachute Training at RAAF Williamtown commenced in September 1951, when a joint RAAF/Army Staffed Parachute Training Wing (PTW) was formed as part of the School of Land/Air Warfare (SLAW).

The first course of 20 students was ground-trained at Williamtown, but actually jumped on a Drop Zone (DZ) near Richmond. By the time the second course started in March 1952, the now well-known Salt Ash DZ was in operation.

The standard training equipments used until the early 1960s



were the Irwin 28ft X type parachute and the Dakota aircraft, where today's paratroops are trained on five different parachutes and jump from the C130 Hercules (1962), the Caribou aircraft (1964), the Iroquois Helicopter (1974) and the CH47 Chinook Helicopter (1976).

The Parachute School, as it is today, was formed on 15 May, 1974 when the Army assumed full responsibility for all Service Parachute Training.

The School over the years, has trained in excess of 13,000 paratroops from the three Australian Armed Forces and eight overseas countries. During the course of the training, more than 173,000 descents have been made.

Despite the steady increases in parachute activities with minimal increases in training staff, the present high safety standard of the Parachute School is unequalled among establishments of its kind, and reflects the high standards demanded and maintained by those who have served in, and in support of, this Unit.

Having read the brief history of PTS, how does the training system work?

The School has a range of training aids which vary from ground level wooden aircraft mock-ups used to teach unit drills, and flight and swing trainers used to teach basic parachuting drills, to three substantial towers where jumping is practised under controlled conditions before the "real thing" is attempted.

Tower jumping is undertaken in three stages, first the Fan Tower which is a 30ft high structure where the student is allowed to descend at a controlled rate by using a fan scooped at either end which acts as an air brake. The aim of this exercise is to teach students how to land properly.

The second stage is the Exit Tower which has eight flying foxes running from it.

The student, strapped into a harness, carries out safety checks and upon leaving the tower practises his jumping drill.

The third tower, known as the Polish Tower, has about 112 steps with a platform height of 100 feet. In this exercise the

student is suspended under a simulated canopy from which he has a nice view of the surrounding district with Newcastle in the distance. This luxury is short-lived as soon he is to plummet groundwards (under control of course) correcting for drift left or right as directed. Descent rate is variable using a glycerine system with control valves which adjust flow and therefore speed.

How does the RAEME Fitter feature in a unit such as PTS? I too wondered about the question on my arrival in the unit but over a year and a forgotten number of inspections later, I know. Keeping in mind the adventurous nature of parachute training, equipment condition must be first class. Pre-use inspections of all training aids and accessories must be completed as well as weekly inspections, which include the three towers and their inbuilt safety systems. The Fitter has to be present when towers are being used.

I trust this article has given some idea about parachuting so those readers who enjoy a challenge, jump to it (pun intended).

UNDER NEW MANAGEMENT

By LT ROB BASFORD

101 Field Workshop, it would certainly appear, is in a constant state of change and progress. 1983 has so far seen a new OC Major Kym Grocke, a new QM Captain Aldo Poretti, OC FRG, ASM, ASM FRG, TQMS and the list continues on. Basically, the "brass" of the unit was changed and with it the introduction of many new ideas and policies.

In early February this year Captain John Gorman and Lt Rob Basford visited most of the units in 1 Brigade which 101 supports. The main idea behind this was to declare the unit "UNDER NEW MANAGEMENT". At first, some units were sceptical about giving us anything to repair — but this only lasted for a very short while. Soon after this tour, work started pouring in with FRT's being requested all the time. The results made the OC happy as the unit kicked off towards its aim for '83 of 500 hours production per man per year — perhaps!

Towards the end of April the unit had its first group activity for the year in mounting a Victoria Barracks Guard. The week's duty was highlighted on a number of occasions by a certain female exhibitionist exposing herself to some of the men at Lt Basford's guard at the front gate. Undaunted by the voluptuous young female, Craftsmen Dennis Holiday and Ian McDonald continued their duty without batting an eyelid. The tour of duty finished on a high note with an excellent march off by the guard which was filmed by a crew from Channel ATN7 who were preparing a documentary on Sydney.

The next set of activities did not occur until late June with the running of "EXERCISE CONSCIENTIOUS CRAFTY". This exercise, jointly conceived and administered by the unit training officer 2LT Steve Wagener and assistant SSGT Joe Morrison, was conducted as a lead-up to the unit's birthday celebrations on 1st July. "Conscientious Crafty" was designed to be competitive and gave an excellent incentive to the participants to aim at achieving high results in all the areas tested. It was run over a five kilometre course and included a number of stands. The variation of activities ranged from pure military skills such as stripping and assembling SLRs and navigation to the more RAEME type skills of FEME 1 fault finding and changing Land Rover tyres. The overall winner was CPL Richard Hatcher from GE Platoon with CPL Moe McPherson and CFN Doug Carne being placed second and third respectively.

The prizes from the event were presented at a party that night in which a more light-hearted competition took place. The "workers" took on the "officers" in a games night that included darts, pool and indoor bowls. The "workers" managed to produce the skills necessary to trounce the officers and so were allowed to start work at 9.00 am the next day with the management starting at a more normal 7.25 am.

On the following Friday, the 1st of July, 101 Field Workshop celebrated its 26th birthday. The day began with a parade in the morning followed by an inter-platoon sports competition with games including tug-o-war, volleyball, softball and a Land Rover tow. Vehicle Platoon under the command of WO2 Sam Walker, the overall winners, were presented with a trophy at the BBQ which followed.

After the week of hectic celebrations the unit got stuck back into its workload as well as gearing up for the bush training to be conducted towards the end of July in Exercise Road Runner. This exercise occurs once a year and tests the unit in convoy movements, deployment drills and working in the field as a workshop. Unfortunately, not much of the latter was achieved due to the constant harassment by a section of enemy from 5/7 RAR. The enemy constantly probed the positions taking every opportunity they could — including craftsmen such as CFN "Chucka" Horslen who was captured one night but refused to give information — or so we are led to believe!

The unit has another three major exercises coming up this year in which we are providing support. In mid-September an FRG size element under Captain Gorman is being sent to Broken Hill to support the 2nd Cavalry Regiment on Exercise Silver City. Later that month, the MRG under the OC is off to the same area to support the Brigade Admin Area Exercise — "Biscuit Run". In mid-October, the rear detail consisting of Lt Basford and his merry men are off to an all expenses paid holiday in the "Valley of Four Winds" at sunny Puckapunyal supporting 5/7 RAR on their Exercise Swift Tiger.

On the promotions side it would appear that the premier Field Workshop is the place to come for that next step up the ladder. So far this year has seen the following unit members promoted to the ranks shown: WO2 Worley, SGT Burgess, SGT Cramp, SGT Hatch, SGT Tootell, SGT Weight, CPL King, CPL Rooke, CPL Tomkins, CPL Warthold, LCPL Barnwell, LCPL Bryant, LCPL Johnstone, LCPL Losin, LCPL Moffat, LCPL Tweedale.

In conclusion, the Fighting Field Workshop is once again on top of its workload and carrying out its role by providing the much needed second-line repair support to the units of 1 Brigade.

101 FD WKSP G.E. PLATOON

As for most, I'm sure, the premier platoon has seen a lot of changes, and a year that's rapidly passing. To quote a veteran of three years here (and in the Army 3½, hey Johnno?), "There's been more changes here than in a child minding centre." From our very top G.E. member, Crafty Hesford (Blue 6'4"), to our illustrious leader, Beecky (WO2 Beeck, to his friends), we have seen about a 90% changeover (still can't budge Andy Page, and Bob Smith, to make it 100). We therefore have had a lot of new ideas and faces to cope with.

Three new corporals arrived virtually over the Christmas 82 period. They were CPL Hatcher (Hatch), CPL Smith (Larry), and myself. There was a lot of breaking in necessary, and after we had straightened the platoon sergeant out (Stevy), we began on "Beecky". The platoon standard became too high for Stevy and he was forced South to hibernate in Tassy. I'm told we had a CPL Sutherland (Dog), and CFN Moffet (Moff) on our roll for half the year though I only got to see them on their send-offs! I did hear from Moff later, asking about his ERL (for what?). Another loss was SSGT Morrison (Joe), to the office of assistant training officer. His application to rejoin GE was vetoed unanimously by

present members because of his actions with the enemy on Exercise "Road Runner" (another story).

The year began for GE with a lot of sectional organisation, and many more O-groups than I care to remember. However, from the start, GE set the example in both military and trade facets of 101 life, and the rest attempted to follow. The culmination of the military and physical aspect of our training, came on the exercise, "Conscientious Crafty". GE gained the highest average score, and "Hatch" came in with the best overall score. CPLs and below were eligible (delete "eligible" and insert "compelled") to enter the competition. Some opposition members complained of foul play, due to the promotion of CPL Weight (Allan), (Eagle), (Tom), to SGT just prior to the exercise.

To come to the most notorious incident (for want of a better term), of the year, we were faced with exercise, "Road Runner". In fear of harping on a point, though facts must be faced, GE showed them how, again! There was the lathe truck, manned by CFN M. Poppins (Mary! would you believe?) and CFN Carruthers producing quality output under constant threat (to turn their radio down!). We also came up with two "Road Runner Cross" medals, the most notorious recipient being CFN Ross Leggatt. Ross immortalised the phrase, "Can I just squeeze this last bit out?" during his capture, and gave 5/7 RAR (the enemy), an endless source of amusement.

As all soldiers know, war is hell, but that didn't stop killer CFN Macdonald (Maca) braving the odds, crossing the front, to go and play inter-service soccer. While this was going on, an ever-thoughtful CPL directed the backhoe to CFN Quick's (Flash), weapon pit to help him dig an O.H.P. pit. I still can't understand all the cursing, coming from that direction (including Bob, and kill, and corporals!), the next day, when we were moving out. My most frightening experience on the exercise, was the day our usually very quiet CFN Kemp (Steve) was told of his third strong point duty in four days!

Praise should go to our Platoon Comd (Beecky) for cutting out a lot of the crepe (pronounced whichever way you like!) Some questions may be asked however, when in his post-exercise report he writes, "with some foresight many problems may have been elevated."?! I think in the final draft he "alleviated" the error, though. Also, after the exercise a great honour was bestowed upon CAPT Gorman in being made an honorary member of GE (anything for our rest applications to be approved).

Our resident (very permanently resident, it seems) carpenter, LCPL Laws (Chippy) has again escaped a year full of exercises. Most of the unit has praise for our Chippy even if he is an Engineer (must have failed RAEME psych tests).

Last to be mentioned from within the platoon, though not least (some may argue against that), is CFN Anset (Reg), (very original with nicknames here!). He came back from his course after "Road Runner", and wondered at the commotion going on in the platoon. I had the fortune (???) to be earning HDA for platoon sergeant after the exercise and soon put his small arms course to good use (running the generator set section!).

The platoons running like a well oiled gear in the green machine, despite remarks of screws being loose, and we're mowing down 1983.

If Vehicle and EIR are the only production platoons the system can come up with for competition, how are we expected to stop chortling? To finish off our thanks go to the OC (MAJ Grocke), EME Ops (CAPT Gorman) and the CSM (WO2 Gascoyne) for all their efforts in aiding (who said, "and abetting?") GE platoon throughout the year.



"R&I/Production Control out bush on EX. ROAD RUNNER." Left to right: Capt John Gorman, CPL Chris Whant, WO2 Gary McGregor-Edwards, SGT Harry Souter.



"CFN Wayne 'CHUCKA' Horslen ready to be captured again by the enemy on EX. ROAD RUNNER."



"War is hell — the orderly room." Left to right: LT Hugh Green, CPL Peter Owen, CPL Mark Hiscox, CPL Peter King.



"It's going to take a long time to fill in this way." Left to right: WO2 Allen Gascoyne, WO2 Ty Braham.



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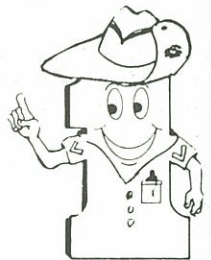
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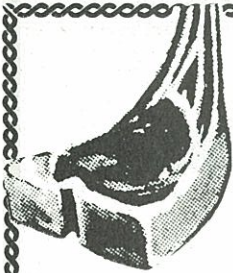
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Technical Support Troop of the School of Artillery proudly and with refrain of modesty give this account of their lives for you, the awe-struck reader to enjoy.

Somewhat reminiscent of a pimple, the School nestles atop North Head, Manly and enjoys panoramic views of the surrounding harbour. This land on which we toil shelters many native animals which range from the cute and cuddly wallaby to the aggressive goanna. Snakes, lizards and rodents are in abundance but this article isn't concerned with such, it's of the 21 men and women who work Monday to Friday combining to create a formidable, highly productive team which receives accolades for the way in which the gunners are kept contented with serviceable equipment.

From the Rapier technicians to the vehicle mechanics that curse Henry Ford, to the GE section which yearns for the demise of BHP, to the radar people who attempt to find themselves and the Ord Cell personnel who try and hide themselves, we are the School of Artillery Tech Spt Tp.

As all bands of merry men have leaders so do we; Captain Kevin Bell. CAPT Bell highlights this year with a forthcoming trip to Nepal, in which we all wish him a long and happy journey.

Our production control is processed by our ASM, WO2 Neville, a man who has served within this unit for eight years and gained distinction and respect for the way in which he's managed to stay here; though for some its more of a wonder in why he has stayed. Assisted by CFN Tim Stapleton, this troop could never get by without its mum.

Rapier section is controlled by WO2 Chris Elefsen with CPLs Tom Harlow and Steve Guest, LCPL Dave Carberry and CFN Smokey Dawson. This bunch of talented handy men do all that's possible to ensure the work is done to allow as much time as possible to play cards.

Radar repairing requires reason and wrath, and the men there inject this thinking when confronting the ANKPQ-1. If SSGT Grant Evans cannot reason out the fault then he orders CPLs Bob Bunbury and Phil Thompson to inflict wrath which leaves CFN Grant Vesper and Tony Hall to pick up the pieces.

GE fitters comprise SGT Mick Fardy who is enjoying England on Exercise LONG LOOK and CFN Pete Mottlee. They can use a lathe and could use a bathe. And with all this RAEME support, they themselves must have support and that's from the Ord Cell. Led by SGT Graham Clarke with CPLs Simon Kennedy and Laurie Hall, PTEs Darren Wallace and Andrew Maloney this section keeps RAEME nourished.

Outside work, many members excel at various sports and pastimes. WO2 Chris Elefsen is captain of the unit cricket team and has especially starred in the batting line-up. SSGT Grant Evans and CPL Simon Kennedy also don the creams for Wednesday afternoons.

CPL Henry Jenkins and CFN "Smokey" Dawson star in another type of ball game — 10 pin bowling. Both Henry and "Smokey" have played Inter-service and actively participate in the Wednesday competition.

Our rugby heroes are CPL Tom Harlow, LCPL Dave Portors and CFN Tim Stapleton who all played in the not so successful Middle Head rugby team. Led by a vigorous Tom Harlow, the team could manage only one victory in the season.

CFN Grant Vesper excels in another type of football — Aussie Rules. He represented the Army in the recent Inter-Service competition, and was selected in the Combined Services team. He also plays first grade for North Shore on weekends.

CFN Peter Mottlee is the unit's top downhill skier. He was selected in the Inter-Service team in 1982 and 1983 and on both occasions was named best Army skier.

CPL Bob Bunbury is the School of Artillery's gun orienteerer.

He too has competed in Inter-Service competition, and regularly beats the field on Wednesdays.

SGT Mick Fardy is one of the top golfers in the unit and played Inter-Service this year. It is widely rumoured that it was his golf and not good looks which got him selected on LONG LOOK this year.

Thus the RAEME and Ordnance men of North Head work hard and play hard, and can recommend a posting to the School of Artillery.



Back Row: CPL S. Kennedy, WO2 R. Neville, SSGT G. Evans, SGT A. Tobin, SGT G. Clarke, WO2 C. Elefsen, CAPT K. Bell, CPL B. Bunbury, CPL L. Hall. Front Row: CPL H. Jenkins, CPL T. Harlow, LCPL D. Portors, CPL P. Thompson, CFN G. Vesper, PTE D. Wallace, CFN P. Dawson, PTE A. Maloney, LCPL D. Carberry. Absent: SGT M. Fardy, CPL S. Guest, CFN P. Mottlee, CFN T. Stapleton.



Showing the unit in their sporting attire.

Back Row: Brian, Grant, Tubby, Clarkey, Chris, Simon, Kev, Andy, Bobby, Grant. Front: Smokey, Henry, Philo, Dave, Tom, Wally, Steve, Dave C.

1 TPT SQN WKSP TP

To those who are not aware of our existence or who we are, 1 Tpt Sqn Wksp Tp is located at Old National Road Holsworthy and is manned by ASM WO Paul Bosley, Sgt John McMahon, Cpls Mal Jamieson, Jeff Tierney, Terry Plunkett, Ray Kemp, Tony Old, Jim Whitby, LCpl Ward Pennington, Cfn Craig Blake, Charlie Stacey, Peter Kluge, Ian Campbell, Dick Clark, Robert Butcher and Pte Dave Watson.

Equipment breakdowns, failure and wear and tear occur in all conditions and notably within the RACT. As a consequence our workshop role is much the same as most units of our size, it consists of maintenance of all Squadron equipment which in turn ensures that the Squadron can effectively carry out its role of supporting 1 Bde.

Past years have gone by without any "Craftsman" record of 1 Tpt Sqn Wksp Tp events and happenings. Here are a few for 1983.

One happening which brought the occasional smile was on Exercise "Sharp Start" at Dubbo where instead of the Squadron tactical exercise intended it turned out to be an exercise in debogging Mack trucks and Land Rovers, Not a very "Sharp Start".

By the time "Craftsman" goes to print we will have been involved in Exercise "Silver City" at Broken Hill and then "Swift Tiger" and "Roller Ball". Throughout the year the workshop has supported eleven exercises all naturally with their ups and downs.

Personnel migration time is upon us again so those of us who are remaining take this opportunity of saying farewell to members and their families who are departing. Sgt John McMaha leaves us for Brisbane; Cpl Jeff Tierney and Cfn Ian Campbell to Bandiana; Cpl Jim Whitby to Tasmania; Cpl Mal Jamieson is heading to Brisbane and Pte Dave Watson is off to Puckapunyal. Amongst the hopefuls, LCpl Ward Pennington is looking towards Townsville.

To those who have left and those leaving we offer you and your families our best wishes for the future.

161 RECCE SQN SPT TP EX NORTHERN SEARCH AND ASSOCIATES

INTRODUCTION

During the period 28 Mar-7 May 83, 161 Recce Sqn supported three activities that were conducted in the Northern Territory. The activities were:

- Op NEURATION — a survey operation by 4 Fd Svy Sqn of the Tennant Creek, Avon Downs area;
- NORFORCE — an ARES unit that required aviation support for a long range patrol course; and
- Ex NORTHERN SEARCH — a reconnaissance of the area between Tennant Creek and Daly Waters and their surrounds by officers of 1 Bde.

ROAD MOVEMENT TO DARWIN

At 0700 on 28 Mar 83, after the usual pre-exercise panic of ensuring vehicle roadworthiness, packing everything including the mandatory 100 cubic foot fridge and trying to find a spot amongst all the green gear for necessities such as a Porta Gas stove and Esky, the road party, commanded by Capt David O'Brien, departed Holsworthy Heights on the first leg of its journey bound for Dubbo via Orange.

The drive to Dubbo was uneventful except for a train derailment outside of Katoomba that resulted in a coal hopper teetering on a slope five metres from the highway and enough coal to keep Liddell Power Station operating for a decade strewn over the countryside.

Day Two commenced at 0500. On completion of the three S's, breakfast and first parade servicings we were on the road again heading for Cunnamulla via Byrock. This was to be the day folks, the sort of day every convoy commander dreads. First up Captain Dave's vehicle blew a distributor, this was particularly embarrassing to him as he had earlier warned everybody to ensure that their vehicles were up to speed mechanically and stated that his vehicle would definitely make Darwin without mishap. It made Cunnamulla attached to the rear of a Wrecker, he made Cunnamulla by hitching a ride with the VM.

At roughly the same time, give or take an hour or three, the convoy 2IC, Sgt Des Fox and his co-driver then Cpl now Sgt "Robo" Ryan were motoring along blissfully listening to the drone of the Mk 5's engine when noises not unlike the beginning of World War 3 came from the area of the aforementioned



AT NORTHERN TERRITORY/QLD BORDER

From Left to Right: Cfn "Donga" Deveign, Sgt Bob Ryan, Pte Keith Miller (front), Sgt Des Fox (rear), Pte Darryn Aitken, Cpl Bruce Duffy, Cpl Steve Henderson (obscured), Pte "Mout" Moutsakis (front), Pte Craig Lubke (rear), Pte Mark Dixon (front), Pte Stephan Elenius, Pte Cliff Fraser, Cfn "Stretch" Hannah, Cpl "Blue" Wiltshire, Sgt Rod Perkins, Sgt Steve Smith, LCpl Bob Palmer, Sgt Bill Roche, Cpl "Sparra" Farrow and Capt Dave O'Brien.

engine. Those noises led to the now famous (in 161) quote from Robo, "That sounds expensive". After careful examination of the engine and following an oil leak to its source, it was discovered that a conrod had penetrated the side of the block and attempted to exit via the sump. The MK5 made Cunnamulla attached to the rear of another MK5 with Des and Robo hitching a ride in a Land Rover.

At Cunnamulla requests were made to 1 Avn Regt Wksp at Oakey for assistance in the form of a serviceable distributor, a serviceable truck and a recovery vehicle to evacuate an unserviceable truck.

The requested assistance arrived on Day Three and the convoy continued on its trek northwards.

Day Three's target was Charleville. We almost made it without incident. Much to the chagrin of our VM, Cpl Steve Henderson and his offsider, on loan from 101 Fd Wksp, Cfn "Donga" Deveign, a radiator and two water pumps required replacement.

Day Four, destination Winton. A relatively quiet day's driving for most. But for two vehicles who fell foul of a very deep hole that had developed at the end of the bitumen road, the quiet became thunder when their mufflers yielded to the heavy landing caused by the crater. Consequently, upon arrival at McKinlay, where the local service station just happens to be the town pub as well, the gas axe was employed for the first time to renovate the ruptured mufflers and associated exhaust pipes.

Day Five. This was the day everyone had been looking forward to, Mt Isa and a day off. Well, some of the day off. After the rough terrain that had been encountered and the distance travelled, a thorough non tech and grease was essential, after which it was into the Isa to see the sights and lubricate the tonsils.

The remainder of the trip passed with little drama. It is recommended however that any reader contemplating a journey such as this, detours around a place named Barry Caves. Libel laws preclude me from making comments on their style of running a business. Enough be said that as soon as our convoy arrived at the petrol bowsers the price on the bowser differed by four cents from that which the proprietor was charging on the paperwork.

DARWIN

The next 11 days were spent at Larrakeyah Barracks where the usual peace and quiet was shattered by the noise of four helicopters coming and going.

While most of us were servicing the vehicles, sightseeing and visiting the Casino, "Blue" Wiltshire accepted an invitation by the Navy to participate in one of their patrols. The patrol lasted a week and resulted in the boarding of two Indonesian fishing boats and a bag of sea-shells for Blue, which, after several days were a bit hard on the nostrils.

Our thanks go to Darwin Wksp P1 for the assistance given. Without their generous support our job would have been much tougher.

On the 19 Apr 83 it was back to travelling again. The next week was a series of setting up camp and pulling it down, while the Commander of 1 BDE, Brigadier Sheldrick and his officers carried out their reconnaissance exercise.

Anzac Day was celebrated at Mataranka, an idyllic camping area with hot springs and tropical vegetation. A short service was held with Brigadier Sheldrick delivering an oration after which it

was to the bar for the normal Anzac Day festivities. Staff of the establishment provided entertainment by way of a fashion parade in unusual attire. A garment modelled by a female staff member and constructed of beer can ring pulls proved to be very popular with the male members of the audience.

The next day we set off on the final leg back to Darwin where the vehicles were to be prepared for a cruise on HMAS Tobruk.

HARDLY THE LOVE BOAT

On 28 Apr 83 we were loaded onto the Tobruk and spent a leisurely eight days cruising around the top of Australia through the magnificent Whitsunday Passage while the pilots practised landing and taking off a moving ship. Not a single case of sea-sickness was reported.

CONCLUSION

At Brisbane we were back into the vehicles and driving the final thousand K's to Sydney and the end of a unique and educational trip that covered 7500 K's through Australia.

In conclusion our thanks to Cpl Wiltshire and Cfn Deveign for their tireless efforts.



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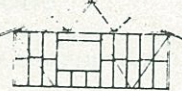
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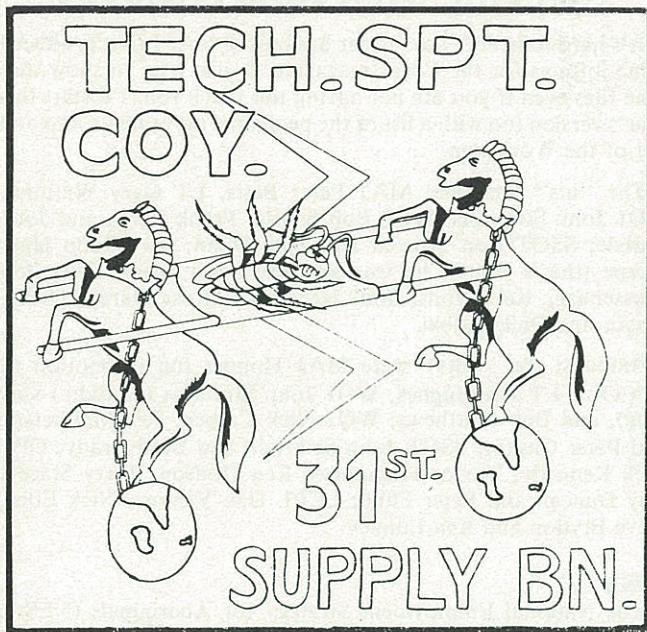
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TECH SPT COY — 31ST SUPPLY BATTALION By CAPT A.W.S. NADUDVARY

Since we last featured in these pages in Vol 1 No 8, the Coy has been active not only on the work and social scene but has been noted to be enthusiastically supporting the programme of increasing the country's population. Our congratulations to the Heafield, Tybussek and Marley families; first prize in the "Baby Stakes" goes to Fred Tybussek for creating his progeny in his own image — his wife tells us Junior is just like Dad, big hands, big feet and big mouth.

Our ever-increasing productivity achievements were punctuated by regular successes in the sporting/social arena. Drawing on our considerable experience in hydrodynamics (?) the Coy redesigned and rebuilt its raft for the Murray River Mad Hatter's Regatta Raft Race. The raft, Esra Tew 2, literally flew through the field of entries to take third place overall and first in its class. Our solicitors are currently preparing a breach of patent suit against Alan Bond and the designers of "Australia 2".

On the unit scene our team won the inter-Coy Tug-of-War and the inter-Coy potted sports trophy. The potted sports included Land Rover pushing and parking, football kicking, bowling for stumps, soccer, hockey dribbling, basketball, medicine ball throwing, grenade throwing (inert), sugar sack hopping and the obstacle course. The team's tactics, fitness and determination proved too much for the opposition. Just to prove that you can't win them all, we were trounced in the annual volley ball competition.

As I indicated in our previous article, members of the Coy continually strive for diversification in self-improvement. We are currently developing our skills in (and tolerance for) "taking the Mickey out of ourselves" in verse and cartoons. A selection of the best of these is included; the verse relates to the saga of a 500 watt generating set, the repair of which somewhat exceeded the One Time Repair Limit. Prizes are generally awarded for the best masterpieces, varying from two weeks brew room duties to a four weeks detachment as a GD Staff on a Subject 1 Course.

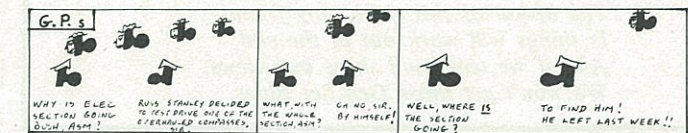
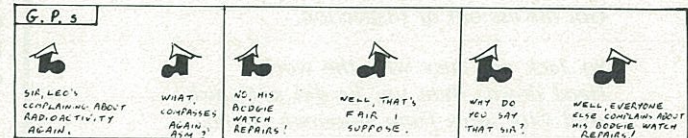
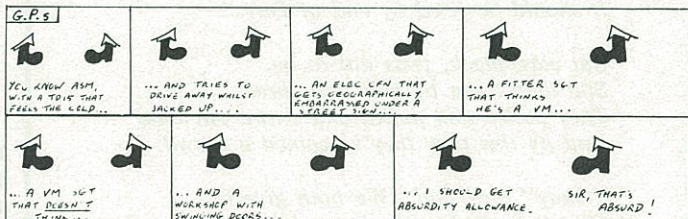
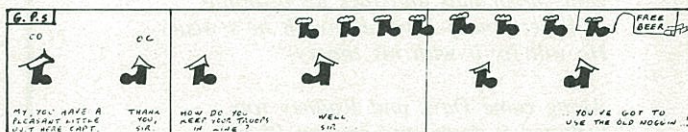
On a more serious note, the past 12 months proved to be

technically stimulating following the introduction of a diverse selection of new "B" vehicles. The new arrivals from Ford, Leyland, Mack and Mercedes were all vying for our undivided attention with velour seats, pushbutton radios and electrically raised tail gate loaders to name just a few of their features. It is interesting to note the swing to diesel engines, which are reputed not only for their superior economy but also reliability, longevity and ease of maintenance. True proof of their mettle however, will truly be judged 20 years on.

Having spoken of our activities of the past year, it is appropriate that I mention those who have recently joined us and those who are leaving our ranks. A warm welcome to the Coy to the following members and their families: Captain Mel Williams (new OC — Jan 84), SGTs Ken Ord and Bob Butler, CPLs Warren Penson and Peter Dernehl, CFNs Mark Whitmore, Jeff Bloomfield and Tom Mortimer. We hope your stay will be an enjoyable and fulfilling one. Unfortunately the Coy has/will be losing a number of its stalwarts: SGTs "Blue" Heafield and Darryl Cobb, CPLs Warren Penson (discharge), Chris (now Sgt) Roughley and Noel Pianta, LCPL Neil Richards, CFNs Rick Weir and Ross Boucher, Mr Lloyd Pickrill (medical retirement) and, CAPT Steve Nadudvary (retirement). Despite cunning (and untiring) attempts at fabricating his own rumours of a posting to: Perth, New Guinea, etc., the ASM WO2 Ross Gertzel doesn't seem to be going anywhere. I hope someone at DGEME will read this article. On behalf of the Coy I would like to thank those departed/departing, for a sterling effort in maintaining this sub-unit a pleasure to work in and be proud of. We wish you all the best in your future postings and endeavours.

On a more personal note I would like to use this forum, on the occasion of my pending retirement after 21 years service, to say farewell to those throughout the Corps whom I have the privilege to call my friends. I leave the Service with mixed feelings, for I am retiring not as a result of any dissatisfaction with past service but rather the uncertainties of the future. I shall remember my Service particularly for the enduring friendships and loyalties, for which the Service is noted for.

G.P.s — FOR WHEN THE BOOT IS ON THE OTHER FOOT!



But it is time for me to look not to the past, but to a future career and challenges. So Dear Friends, the next time you speak unkind words about Public Servants spare a thought for your erstwhile comrade who is about to join them. Farewell.

GEN SET BLUES **By Mr John Hughes**

*At Tech Spt there's rivalry,
As each Sub Unit tries to be
The best in workshop tall and old,
Which in the morning's bloody cold.*

*There's greasers, leckies, fitters too,
As each one tries to outdo
The other sections one by one,
And in the process have some fun.*

*Sarcastic comments do abound,
As pearly handles fly around,
Where will they land? and in whose back?
Oh no! Not him! That's gen set Jack.*

*The Leckies tried, The bosses too
Then said OK Arch it's up to you,
And though Young Pork and Pudgie tried
The Gen Set just sat there and died.*

*They stripped it once, they stripped it twice,
Rebuilt it too, but still no dice,
The air was filled with aerostart,
But still the Gen Set did not start.*

*They checked the plug, they checked the coil,
They even checked the bloody Oil,
And then about the hour of two
They packed it in and sent for Blue.*

*Along came Blue with Boots a gleaming
with carrot hair and face all beaming
"I'll get young Dave although he's weary
He will fix it with his theory."*

*Along came Dave and Rodney too,
Stripped it down and said to Blue
"This Coil needs changing straight away
It should be fixed by end of Day."*

*But alas, alack, twas not to be,
Still didn't run by half past three
They pulled and pulled and swore out loud
And by this time they've gained a crowd.*

*"Okay" they said "We both give in
Give it to Jack to have a spin",
So off it went to Mower Section
Got the ass out of Inspection.*

*So Jack got busy with the work
Head down, Bum up, he did not shirk
And with tools from storeman friend
He got it running in the end.*

*The Moral of this rhyme my friend,
Is things will work out in the end,
And if we team and share our views,
We won't get those Gen Set Blues.*

4 MD Jottings

ADELAIDE WORKSHOP COMPANY

It's hard to believe that a year has passed since I first produced some jottings for the Corps magazine. It just goes to show that time flies even if you are not having too much fun. I'll start this year's version too with a list of the personnel movements into and out of the Workshop.

The "ins" included: MAJ Peter Betts, LT Gary Watman, WO1 John Strautins, WO2 Bob Ientile, Frank Owen and Jock Carlyle; SSGT Ron Murrell and Jack Dihm; SGT John Haythorpe (that's funny, he was an "out" last year); CPL Bob Leysenaar, Kel Lyons, Jimi Hendrickx, Ross Darcy, Darryl Grigor and Phil Kadow.

Amongst the "outs" were MAJ Hopper (on promotion to LTCOL), LT Ian Hughes, WO1 John Strautins (he didn't stay long), and Bob Matthews; WO2 Nick Caspen, Tex McPherson and Peter Gaskin; SSGT John Seibright and Brad Brady; CPL Jack Kennedy, Trevor Humphrys, Ken Hodson, Terry Stacey, Roy Duncan and Peter Flink; LCPL Dan Vehlow, Nick Ebbs, Steve Brydon and Ken Lumley.

NESA

The National Employment Strategy for Aboriginals (NESA) has been operating since 1978 and has met with a large degree of success. With the aim of increasing employment and training opportunities for Aboriginal people in the public and private sectors throughout Australia, the scheme has resulted in as many as 40% of trainees gaining employment during or at the end of their training period.

Adelaide Workshop Company has been involved in the Scheme over the past two years and, to date, three Aboriginals have passed through. The latest addition to our unit is Dot Mallie who has been training since Nov 82 and is finishing at the end of August.

Dot has been trained in many aspects of the vehicle trade and has worked well as a Trades Assistant, Vehicle Mechanic for the past ten months. Already a member of the Army Reserve, Dot is now eagerly awaiting the results of her application to join the ARA. Next issue we will know one way or the other.

"HOPPING" OFF TO CANBERRA IS A FAIR "BETT" FOR PROMOTION

After two years and three months in the two-hatted position of Officer Commanding Adelaide Workshop Company and Senior RAEME Representative 4th Military District, Major (now Lieutenant Colonel) Paul Hopper was promoted and posted in June this year to Canberra. He took up the position of Staff Officer Grade 1 (Systems) in the Corps Directorate replacing Lieutenant Colonel Mike Caldwell. The previous Officer Commanding, Lieutenant-Colonel Cliff Johnston also went in the same direction, so beware, Major Peter Betts.

Major Betts replaced Lieutenant Colonel Hopper in the Workshop having finished a stint in the EME Division of Headquarters Logistic Command.

On 17 June this year the Workshop stood down for the afternoon to farewell the outgoing Officer Commanding. Many "short" speeches were made and Lieutenant Colonel Hopper and his wife Lynda were presented with some fine gifts.



"Hopping" up to get the better of Mal Davidson (the boots were Mal's way of finally seeing his OC eye-to-eye).

16AD REGT WKSP BROKEN HILL OR BUST

One hundred years ago miners used to migrate from the copper mines of Burra (approximately 160 km north east of Adelaide) to the richer silver and lead mines of Broken Hill by pushing a barrow loaded with their tools and belongings. Through the heat and sparseness of the desolate countryside they would push their laden barrow resting at small townships and waterholes on the way. The trip would take up to ten days depending on the fitness of the rough and ragged miner. This aspect of life featured significantly in the history of Broken Hill and it seemed appropriate that a barrow push over a similar route would honour the feat of those early miners. The inclusion as a competitive event turned it into a barrow race which would attract teams from all over Australia.

What is long distance wheelbarrow racing?, and how does one train for such an event were the obvious questions, and they remained unanswered until well into the race. Everyone from idle observers to long distance professionals and sports medicine consultants had their own views on how to train for and plan the race tactics. All of them were to be proven wrong.

The 'novelty' event was organised by the Broken Hill Centenary Committee as a curtain raiser to the centenary year celebrations spanning 1983. The race was officially called 'The Great Burra to Broken Hill Centenary Barrow Push' but was to be later dubbed by some as the 'Masochists Mad Mile'. Loosely, the rules were that a team of six barrow pushers were to push a wheelbarrow loaded to approximately 30 kilos a total distance of 355 km in five daily stages. The team with the shortest cumulative elapsed time would be declared the winner and receive a cheque for \$10,000.

16 AD Regt Wksp decided that it would enter a team but a call

for volunteers only turned up seven potential competitors. This number was insufficient for the depth required to absorb injuries and other unexpected withdrawals so Adelaide Workshop Company was approached for support. Within the day there were ten in the training squad and the RAEME 4 MD Team was born.

It was late September when the squad commenced its serious training. Development of the upper body and limbs was thought to be of paramount importance followed by long distance runs with the wheelbarrow at hand. Training was mainly limited to the picturesque but steeply undulating roads of the Adelaide Hills, however, excursions into the streets of suburban Adelaide were necessary especially over the Christmas block leave period. Training distances ranging from a mere 30 km to the more realistic 70 km were undertaken so that each squad member's performance could be closely monitored. The training schedule was to eventually dictate the race plan.

At some time during the preparation it was decided that the event would provide ample opportunity for the team to turn it into a charity drive and subsequently team and individual sponsorship was sought. Response from commerce and industry for team sponsorship was pleasing with most of the sponsors providing a running shirt and some providing financial donations. Sponsors included, Adidas, AGC Finance, British Aerospace Australia, Coca Cola, Stillwell Ford, National Australia Bank, Settlement Wine Co., Mitsubishi and the Pencoa Stud. A similar response was forthcoming for individual sponsorship.

The final selection for the team was made at Adelaide Wksp Coy Warradale on January 19, 1983. A one kilometre course was selected and the best eight runners were timed over 72 laps of the circuit with a laden wheelbarrow. The six fastest runners would become the barrow team and the remainder would become the support team. The fastest individual lap was posted by LCPL Geoff Lee with a time of 3 min. 16 sec. The team average was 3 min. 50, which was below the planned target of 4 min per kilometre. Herb Elliott had earlier predicted that the team that could maintain 5 min per kilometre would probably win the race — a statement which misled most of the competing teams. The team consisted of CAPT Ian Hughes, LCPL Geoff Lee, CPL Nick Byway (RAAOC), WO1 Mick Lappin, LT Gary Watman, and CPL Rob Bowring.

The support team was to provide transport, accommodation, catering and medical support to the team. In fact all the runners had to do was to concern themselves with running, everything else would be done by the support team. The magnitude of the support team grew as each contingency was considered and in the end it consisted of eight personnel, a Toyota Coaster, a Valiant



THE RAEME 4MD TEAM, L to R: 'Cuddles' Bowring, 'Stumpy' Lappin, Geoff Lee, 'Knees' Hughes, Gary Watman, Nick Byway, and the dreaded wheelbarrow.

Station Wagon, a 4 tonne CL, a trailer mounted generator, tentage and accommodation stores, and a 150 cu ft refrigerator. Support team personnel were: CAPT Mick Averay — Team Manager, MAJ George Watts, WO1 Ernie Hartshorn, CPL Gary Pearce, CFN Mick (Crunchy) Cronin, SGT Dave Amos, CAPT Eric (Jock) Ford RAANC, and PTE Derek (Spider) Wilkins AACC.

The scene was finally set for the start of the race. The team left Adelaide for Burra at 6.30 am and with only the trauma of leaving the number one runner behind, the team was in high spirits. Arriving in Burra at 9 am there was adequate time to indulge in a light breakfast, go through the motions of warming up and await the arrival of Geoff Lee. He eventually arrived at 9.30 much to the relief of Mick Averay who was to be first reserve in case of a late withdrawal. There were 24 teams entered and the RAEME team drew barrow number eight.

DAY ONE — Burra to Terowie. The first barrow was flagged away by Herb Elliott at 10 am. The distance of 63.3 km was to be the shakedown run against competition for most of the teams. Hot pre-race favourites for the race were the Dampier Salt Shakers from Western Australia who were the current record holders of the Blackrock Stakes, an overnight wheelbarrow race, held annually in the north-west of Western Australia. The RAEME team started steadily with each runner covering their designated kilometre leg in just under four minutes. There was some concern by the team as nine other teams flashed past during the 3 hr 55 min 51 sec., it took the team to finish. Were the other teams destined to burn up before the end of the race?, or was our race plan unsound? Finishing 16th after day one was demoralising and the fifty minute deficit would never be made up. Day Dream Motel from Broken Hill were stage one leaders with a run of 3 hr 2 min 20 sec. Dampier Salt Shakers were thirteen minutes further back lying in fifth position.



THE START. A pensive and nervous Ian Hughes (without Knee supports) awaits the flagging away from Burra by Herb Elliott.

DAY TWO — Terowie to Yunta. This stage was the longest in the race; a distance of 94.1 km and would probably sort the teams into their approximate end of race finishing order. Flagging away from the start was in the previous days finishing order and the RAEME team set off at 6.47 am. Initially the race plan remained the same so that each runner could be analysed using split distances for timing. The stopwatch indicated that each runner was running the first 500m some 20 sec faster than the second 500m — this was effectively a difference of 40 sec per km. After the first 10 km the team adopted 500m changes and 200m changes for uphill sections. The team improved to tenth fastest with a time of 5 hr 25 min 40 sec., and improved its overall standing to thirteenth position. Fastest time for the stage was Day Dream



Bob Bowring has just taken over the barrow from Nick Byway somewhere in the ranges outside Broken Hill. In the distance are three of the teams passed by the RAEME runners.

Motel with 4 hr 51 min 16 sec. The Salt Shakers remained in fifth position.

At the end of Day 2 injuries started to play an important role in how teams would finish. Some teams were already reduced to four runners and the extra burden would mean that they would slow down considerably. The RAEME Team were still obviously fit and were running within their capacity but it was now becoming apparent that the race was more a sprint rather than a long distance run.

DAY THREE — Yunta to Olary. As a result of a cracked barrow tray the previous day the RAEME team were re-allocated barrow number 11. The team set off at 6.46 am on its 80.6 km leg using 500m changeover points. At the first uphill gradient the team changed to 200m legs and intended to remain this way until disaster struck. The Toyota Coaster suffered a puncture but luckily the station wagon was immediately behind and the team was hurriedly transferred to the wagon and 500m changes had to be adopted until the wheel was replaced and the coaster caught up. The team probably lost about five minutes in elapsed time because of the puncture but finished with the seventh fastest time of 4 hr 24 min 24 sec giving it an overall position of tenth some 84 minutes behind the lead. Salt Shakers finished first with 3 hr 59 min 58 sec and improved their overall position to third. Clare Army Reserve, suffering from injury and lack of preparation dropped from 12th to 22nd position.

DAY FOUR — Olary to Cockburn. This was to be a day of maximum effort for the RAEME team gambling on the adrenalin factor to see it home on the last day. The team changed to a two vehicle drop-off system with 200m changes. It completed the 68.8 km stage in the seventh fastest time of 3 hr 39 min 09 sec but did not improve its overall position. Salt Shakers made their move and successfully stole overall first position from Day Dream by five minutes.

DAY FIVE — Cockburn to Broken Hill. The start was timed for 10 am so that the finish could be observed by the town folk of Broken Hill. There was an atmosphere of excitement and anticipation as the start drew nearer, everyone contemplating the hilly climb into Broken Hill. The RAEME team, having spent the previous afternoon at a Broken Hill swimming pool, were tensed up and ready to commit themselves to go through the 'wall'. Using two vehicles and changing every 50 to 100m the pace was frantic. It became a 49km panic dash. The changeovers and passing manoeuvres were executed in a state of frenzy. At one stage the Coaster had to take to the 'bush' to pass a slower team. The team managed to achieve a top speed of 24 km/hr (2 min 24 sec/km) and held that speed for 10 km. Mike Lappin pushed



Relaxing in the Base Camp just before the last day. In front Nick Byway meditates, Mick Lappin changes feet whilst Ian Hughes gets a rubbing down from Jock Ford.

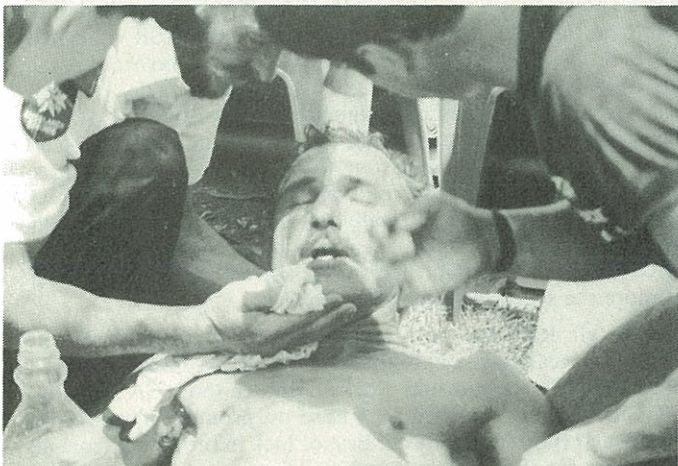
himself to the absolute limit and ran the last 5 km of the race oblivious of anything around him.

People lined the streets for the last 5 km to the finish line and the sense of achievement and realisation that it was all over was overwhelming. The excitement, the joy and the pain brought many a tear. Everyone was a winner and the people of Broken Hill helped reinforce that fact. All teams finished and even the injured (including an appendicitis case) left their injuries behind them to cross the finish line with the remainder of their team.

The RAEME Team completed the last stage fourth fastest with a time of 2 hr 29 min 11 sec to finish overall tenth. It was beaten out of ninth place by a mere eleven seconds. A sterling effort for a team that had to develop its racing technique 'on the job'. Salt Shakers came first by completing the 355 km in 17 hr 44 min 47 sec, Day Dream a further 19 min behind them.

An amazing race with some incredible personal performances from the 144 runners who took up the challenge and entered into the spirit of the race. If a similar event is held again there is sure to be at least one RAEME team entry. Especially now that the winning technique has been disclosed. Over \$1000 was raised for charity by the team and this is also a credit on top of their performance.

As an aside, the Day Dream team flew across to WA to compete in and win the 1983 Black Rock Stakes which goes to show that once the experience and technique is mastered anyone can become competitive in such a unique sporting event.



THE END. Mick Lappin collapsed on the finishing line after an heroic effort which took him to his physical and mental limits.

4 EME SVC UNIT By SGT W. BIRCH

4 EME SVC UNIT is located at Warradale SA, the unit's role is to provide technical support to other ARES units in 4 MD. At our annual field exercise (AFX) we deploy and work as a Field Workshop (Light).

AFX 83

Our advance party set off three days prior to the main body, under the command of Capt John Schulz. Our destination was Bakara which is 200 km NE of Adelaide, the training area was a private property called Eagle Run. On arriving at our home for the next 17 days, we set about our first priority "The Toilets". To our dismay we found solid limestone 3ft under the sand, but with a lot of hard work our masterpiece was soon finished. (Our hard work paid off as we were judged as having the best SAL's of all the ARES units within 4 MD and awarded the Hills Sanitation Shield.)

Our next task was to erect a 300 cubic foot fridge, which was packed in two large boxes. Slowly unbolting the boxes we found a giant Meccano set complete with instructions — fit all 12 sections together and you have a fridge, but that would have been too easy. In transit the condenser unit holding bolts had come loose and broken a gas line. Cpl (Stazza) Starick and his able assistant the Wksp ASM WO2 (Ossie) Oschmanns, within four hours had the fridge repaired, assembled and ready for rations.

Over the next two days we set up a track plan, allocated sites to workshop and unit vehicles. Then after two days of hot weather the rains came turning a dry dusty area into a quagmire. The next day the 816 was driving on the ring route when our illustrious recovery SSgt gave us a demonstration of bogging his wrecker (most embarrassing). To add insult to injury the boss made him fill in the 3ft deep holes he made.



CPL Starick ensuring vehicle camouflage correctly.

Saturday rolled around and the main body was due that afternoon, but before they arrived the advance party dashed down to Swan Reach to vote in the federal elections. When filling out absentee votes we confused the Electoral Officer who had asked our occupations. These ranged from fitters to electricians but when Staff Ray Diete, who is the ARA Cadre Staff QMS, said he was a soldier, the Electoral Officer gave up.

The real war started when the main body arrived around 1500 hrs. All vehicles were camouflaged, individual shell scrapes were dug and areas for our hutchies established. The next day we established our main weapon pits and erected a 100 metre barbed wire entanglement to our front. Listening posts were set up and gun pits manned.

The next phase of the camp was on-the-job training. As well as supporting three other units, 144 Sig Sqn at Murray Bridge,

approximately 100 km to the south, 8 Tpt Sqn and 10 RSAR 150 km to the north, we were allocated vehicle and weapons to repair from Adelaide Workshop Company. These were loaded to the workshop sections at a realistic pace by one of the Cadre Staff, WO2 Rick Heness.

The GE Section, with a complement of newer diggers, proved to be capable of the tasks allotted, repairing 130 weapons and other minor equipments during the nine days of training. These ranged from the SLR to the 84mm Carl Gustaff and a variety of general engineering tasks.

GE proved also to have its share of characters with Cfn "Preacher" Priest heading the list. He kept us laughing during

camp with his dry humour and manner, not to mention cleaning his teeth with Savlon D Antiseptic Cream after stand down one night. GE section leaders LCpl Jeff Hall, Cpl Jim Fisher and Stazza Starick deserve recognition for the long hours they and their sections worked. GE seemed to have a Section of GUNG-HO warriors all volunteering for patrols and gun picquets. This was proved when during an attack the enemy overran the main gun pit, GE stormed the attacking enemy catching them in a crossfire and destroying them. We should have let them through as the boss was the enemy leader.

During the camp we found out that one of our Eleccies, Lcpl Chris "Mac" MacIntosh had been accepted as an Officer Cadet, good on ya Mac and good luck.

5 MD Jottings

SASR WITH TONGUE IN CHEEK . . . By FRANGA

As the sun bursts over the sand dunes like an over-ripe orange, nineteen of the fittest bronze Australian jungle killers sprint through the fine white sands of Swanbourne beach. Past countless naked sun-worshippers they stride, not even glancing sideways, and plunge into the green-blue shark infested depths of the Indian Ocean, striking out for Rottneest Island (some 12 miles west). After a mere six miles A.S.M. WO2 Phil (The Killer) Pitchers (ECN 007) gives the turnaround and they butterfly back to the beach and they Fireman Carry each other back over the sand dunes to the workshops some 2 km away. These men are the backbone of the Special Air Services Regiment. The men responsible for the repair of all the Regiment's equipment and this is the only form of relaxation they get.

Men who were once happily plump, mild mannered members of other RAEME units have now been hand-picked (by chance) and flung together to fight oil leaks, damages, and the endless battle of repairing old aged equipment. The fight normally starts early January and quietens down towards late December. With the over-worked warriors doing battle in theatres of war all around Australia, this is where the term "Soldier-Tradesman" originated from.

The Regiments TSS is divided up into three sections. The Armoury, which is led by the fearless SGT Les Lidbury AAC (Almost A Civvy), with CPL Geoff Webby (long time SAS boy), CPL Des Milburn (new kid in town) and CFNs Craig Locke, "Spock" Viner, and "Jake" Jacobs as supporting act who can collectively repair, redesign, and manufacture or make dreams become a reality.

The MECH (sweat hog) Team comprises recently promoted SGT Ray Argat, and CPLs Ray Forsythe and Dick Fenton (congratulations, guys), with CFNs Spike Edwards, Tracy Wilson, Adam Bell, and not forgetting LCPL Rick Conn, and have recently been issued from Perth Wksp Coy CFNs Steve Walker and Mal Sandford. They are supported by electrician Barry Englishby and fitter Snake Napier, all of whom spend considerable time repairing and modifying the unit's fleet of normal "B" vehicles as well as the modified long Range Rovers, trail bikes and other strange vehicles used by the Regiment for various tasks.

The last (and by no means the least) section is the Marine Mech bay manned by CFN Andy Sears and myself. We pass the time of day looking after the Regts two 7.8 metre Sharkcat boats, Zodiac Inflatables, canoes, outboard motors, automatic sunburn cream dispensers, diving gear, compressors, etc.

All section members spend many heartbreaking hours lecturing on and supporting various exercises and courses Australia-wide, both in workshop and field situations. Versatility, patience, and imagination are the keywords in the long record of successful operations undertaken by the Tech Spt Sqn.

Extra regimental activities are well supported by workshop members. Numerous members are qualified "FREEFALL" rapellers, med aids, parachutists, divers, coxswains, drivers, long distance runners, short distance runners, and any distance runners . . . only recently CPL Des (Irish) Milburn volunteered to do the ASM's "Parrot Shooting" course, and was rudely awoken when kicked out of a HERC at 1000ft. (No parrots, just one galah . . . Irish issue.)

The workshop produced a high standard in the Regiment's recent PTTs, with a majority of "A" passes (nice one, fellas), and now only have to get through the Battle PT (Groan . . .). Other notable points made in recent months were, the lack of finesse shown when someone rolled the Sharkcat, trailer, and truck, and the surprising defeat of the RAEME SASR volleyball team at last year's RAEME Birthday. (Comment overheard at the time, "We had fitness, skill and good looks on our side . . . what went wrong?") The lack of imagination shown by SGT Argeat when applying for a free fall Para course and the sinking of a 50 ton barge off Rotto. It took four fitters and two oxysets, three hours and then needed the odd prayer (commonly known as "Special" Air Service) and finally the issue of the grey coveralls throughout the TSS. Some members have been mistaken for Telecom Technicians. Not necessarily the colour of the clobber but more the speed in which they move.

As in all RAEME units and contrary to popular belief, members do get posted out of SASR. Recently we have farewelled CPLs Doug Fleetwood and Porky Hibbert (now SAS TRPs), SGT Bill Campbell (posted to 4 Base on promotion) and CPL Dave Druett (posted to 1 Base). Best of luck in the future from all and thanks for the effort put in here.

I can hear a few more shots being fired so it's back to the war.

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6 MD Jottings

RELOCATION OF 6 EME PLATOON By CAPT N.D. HEATH

We have moved!

In June '83 the buildings occupied by 6 EME Pl at Waterloo Barracks Dowsing Point were handed back to 12 Fd Sqn and we set off for our new home at Brighton Camp.

Brighton Camp is situated approximately 23 kms north of Hobart on the Midland Highway and is the home of 6 Trg Gp.

Our new premises consist of two Lysaght buildings which were erected by 21 Const Sqn, whose presence in the area was marked by the familiar Red Rooster motif which appeared on everything that did or did not move.

The Lysaghts are fitted out as offices, lecture rooms and a Q store. In addition the Pl shares one of 6 Trg Gp's buildings and this area is used as a workshop.

The new building was officially opened on 26 June 83 by Brig J.C. Dean, the Colonel Commandant. Following the opening ceremony and a barbecue lunch with members of the unit, Brig Dean reviewed the passing out parade of 6 Trg Gp courses.

We are now settled into our new accommodation and are preparing for the business of training RAEME A Res members in Tasmania.

In October our overworked cadre, Sgt Castilaneli (Cas for short), will be farewelled and that former unit member and one-eyed Carlton supporter Sgt Fred Ratcliffe, fresh from a stint at Sydney Wksp Coy, will be welcomed back. Our best wishes to Cas in his new posting at 3 EME Svc Unit and many thanks for his efforts under such trying conditions.

Brig and Mrs Dean, whilst in 6 MD, attended a dinner at Anglesea Barracks officers' mess to dine out Capt Wally Pedder who retired from the A Res after 37½ years. Capt Pedder, who was a previous OC of 6 EME Pl, had held ever rank from Cfn to Capt with the exception of LCpl and WO1. We all wish Wally the very best for the future.

ARMY OFFICE JOTTINGS

Many members have moved, or are about to move from the Directorate this year. They are: LTCOL R.J. Bower, MAJ R.J. Fullford, WO1 J.W. Lyddiard and our very own (will of the wisp, Mr Rumor) SGT P.H. Adams. For all those leaving we wish you every success in your new appointments. On the incoming side we have WO2 C. Thomas, SGT R. Walker and promotions, formerly SSGT, now WO2 L.G. Wedd. CONGRATULATIONS!

On the sporting scene, the Directorate this year selected a team of its finest to enter the Army Office Volleyball Competition. With the incentive of a premiership win from the previous year, the team took to the courts, braving blizzard conditions. Just to show what good sports we are, we threw the first few matches, I guess that may have been our only mistake, the other teams encouraged by their defeat of DGEME forged ahead leaving us in overall 6th place by the end of the competition. Next round "we'll show 'em."

Footnote: Round 2 has commenced and score so far: LTCOL McDonough one stitch to the left eye, MAJ Gouldson twisted ankle and still nine more games to the finals.

As you all know the Corps has had a recent addition of 18 officers and 38 OR's from the WRAAC. From Army Office were MAJ D. Garbin, MAJ J.C. Woods, CAPT S.A. Heinrich and from nearby ACT Wksp Coy CFN Dos Santos. To all those who have chosen RAEME, the Corps welcomes you. Now for those who are just a little curious here is a list of our new Corps members:

RAEME WRAAC NOMINAL ROLL

MAJ D.M. Garbin, MAJ J.C. Woods, MAJ J.A. Watkins, CAPT M.R. Bakker, CAPT R.J. Bavin, CAPT M. Devery, CAPT M.P. Dibbs, CAPT L.J. Grocke, CAPT C.A. Hardman, CAPT S.A. Heinrich, CAPT M.M. Laspina, CAPT A.L. Martin, CAPT D.V. Ohara, CAPT K.J. Wrangle, LT S.M. De Courcy-Lys, LT G.B. Polkinghorne, LT S.M. Smith, LT B. Zerbe, SSGT L.J. Parker, CPL S.K. Button, CPL D.F. Goldfinch, CPL S.V. Kleehammer, CPL S.A. Knipe, CPL V.A. Lanagan, CFN S.L. Adams, CFN J.A. Atkinson, CFN C.J. Bennet, CFN C.L. Borshoff, CFN D.K. Boyd-Skinner, CFN K.C. Cambridge, CFN J.F. Castleman, CFN C.A. Chambers, CFN C.H. Cordingly, CFN J.E. Crummy, CFN M. Dossantos, CFN S.R. Errington, CFN M.A. Fay, CFN A.L. Hall, CFN J.F. Hendry, CFN J. Ingram, CFN R.E. Johnston, CFN C.A. Kearny, CFN S.J. McKeown, CFN L. McPhedren, CFN J.A. McGory, CFN N.M. Maddern, CFN L.E. Marsh, CFN G.L. Murphy, CFN J. Pitkin, CFN D.M. Potts, CFN W.D. Scottman, CFN K.J. Skelton, CFN J.M. Smith, CFN A.D. Solway, CFN Pearce, CFN T.M. Duffield.

Just to prove to all those who doubt Army Office is not, as most believe, all dedicated toil, logical and rational thinking. Some occasionally stray. Picture if you can, a small room with a "Coffee Vending Machine (CVM) in Building J, 4th Floor.

1. Dyno Tape notice on CVM

FAULTS RING 2468

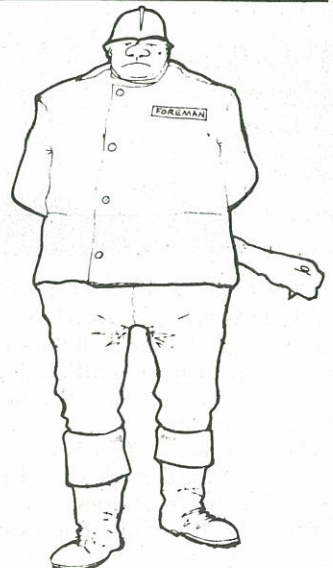
2. White Sticker appears (attached to the CVN by some genius soon to be located at W/CRAFT WKSP we believe)

FAULTS DOESN'T WORK HERE ANYMORE BUT I WILL GIVE HIM THE MESSAGE

3. White Sticker genius strikes again

THANKS FOR THE MESSAGE I.M. FAULTS

4. White Sticker genius beware the "TEA LADY AWAITS"



Secretary's Corner

THE ARMY'S GIRL IN A MILLION

Second Lieutenant Shelley de Courcy-Lys of Sydney's Victoria Barracks just might be a girl in a million.

The 21-year-old officer from Morningside, Qld, was recently chosen as the Army's first ever entrant in the RSL's Girl in a Million Quest.

The quest raises money for RSL charities and, with the finals in November, 2LT de Courcy-Lys is busy plotting her campaign to top \$28,000 raised by last year's winner.

"I've been enlisting the help of lots of old friends, who thought I'd forgotten them," she laughed.

"We will be raising money through functions, raffles and any other brainstorm," said Shelley, who has been in the Army for two years.

When she says "we", the other half refers to her quest manager, Major David Wilson, also of Victoria Barracks.

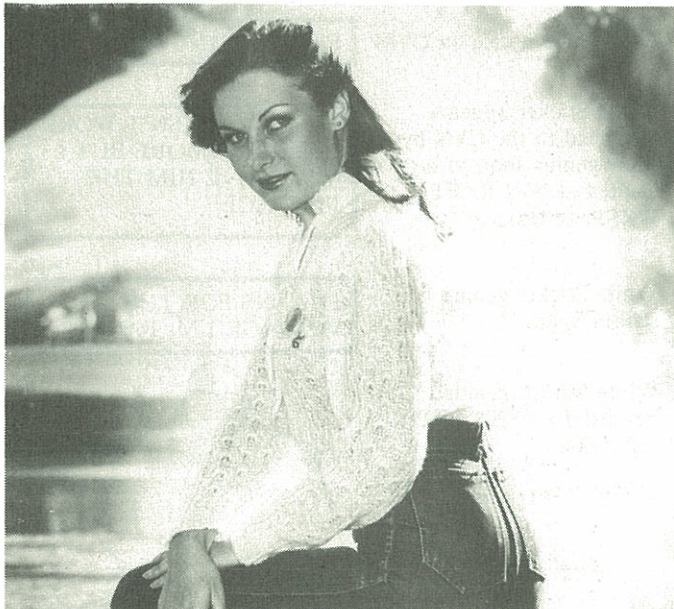
"I hope the Army really gets behind Shelley's quest. We welcome any ideas — and especially donations," said the Major.

Shelley is an administrative officer with the 2nd Electrical and Mechanical Engineer Group but away from the desk is quite an action woman.

She lists karate, tae kwon do, hang gliding and sailing among her favourite sports.

Shelley is in the running for prizes which include overseas holidays if her quest is successful.

And for Maj Wilson . . . "If I win, I hope he'll be happy with a postcard," she laughed.



LIFE WAS NOT MEANT TO BE EASY

The DGEME was travelling between the third and fourth floors in a lift at Campbell Park when the lift decided to stop and have a rest. The DGEME, using his initiative, opened up the cabinet which houses the emergency phone and rang the emergency number.

The reply was, "This is a recording, your call has been unsuccessful, please check the telephone directory." Lifts do not have telephone directories.

The DGEME, again using initiative, rang the DDEME, which

was the only number he knew (he has a steno-sec to make his calls).

Uncle Max sprang into action and using the full resources his position commands (himself and the part-time assistance of the steno-sec), rescued the DGEME.

We believe the DDEME may receive the Tea Ladies' Commendation for his heroic act of bravery.

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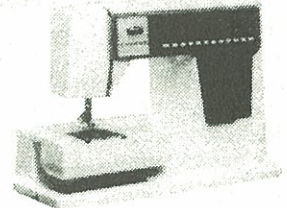
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The Directorate

By MAJOR D.R. COSSART

People often wonder who is in the Directorate and what do they do besides have daytime functions. This article should dispel a few rumours and prepare you for your future posting to the "Grey Sponge".

DGEME has responsibilities both to the Chief of Logistics (CLOG) and to the Chief of Supply and Support (CS&S) in Defence Central. He is responsible for the Army Electrical and Mechanical Engineering Service and is Head of Corps for the Royal Corps of Australian Electrical and Mechanical Engineers.

Within Defence Central the DGEME is responsible to CS&S for:

- contributing to the formulation of equipment engineering, maintenance and management policies, and after approval monitor their implementation within Army;
- contributing to the development of Single Service equipment and maintenance engineering policies;
- participating in Department of Defence studies relating to equipment plans, policies, systems and procedures;
- providing technical advice on equipment engineering criteria and maintenance engineering matters as required within Department of Defence — Central;
- providing technical advice on the design parameters and management of relevant Defence facilities; and
- providing advice on the financial aspects as they affect equipment maintenance and overhaul activities.

Within Army Office the DGEME is responsible to CLOG for:

- formulation of Army policies for maintenance engineering, material maintenance, modification and recovery;
- providing technical advice on equipment inspection, repair, modification, maintenance and recovery at all stages of the material cycle;
- direction, technical control and the effectiveness of the Royal Corps of Australian Electrical and Mechanical Engineers; this includes the responsibility for its policies, development, procedures, training, personnel management, organisation, method of operation and overall management, as well as quality aspects of maintenance and modifications undertaken by Army workshops and civilian repair agencies;
- providing technical advice to branches, directorates, commands and military districts on the operation and organisation of the Army equipment repair and maintenance service;
- contributing to the formulation of Army Office plans, policies and procedures;
- vote co-ordination for items of appropriation as delegated by the CLOG as Designated Officer; and
- the detailed management of all aspects of those items which comprise equipment for mechanical, electrical and electronic calibration, repair and maintenance.

DGEME is a member of:

- Equipment Management Committee;
 - Defence Equipment Calibration Committee; and
 - Joint Army/Air Force Committee.
- To assist DGEME in carrying out his responsibilities he has:
- The Directorate at Russell Offices,
 - The Maintenance Engineering Agency in Melbourne, and
 - The Director and staff of his Defence Technical Studies element in Campbell Park Offices.

The Directorate contains the following elements:

- Operations and Organisation Section,

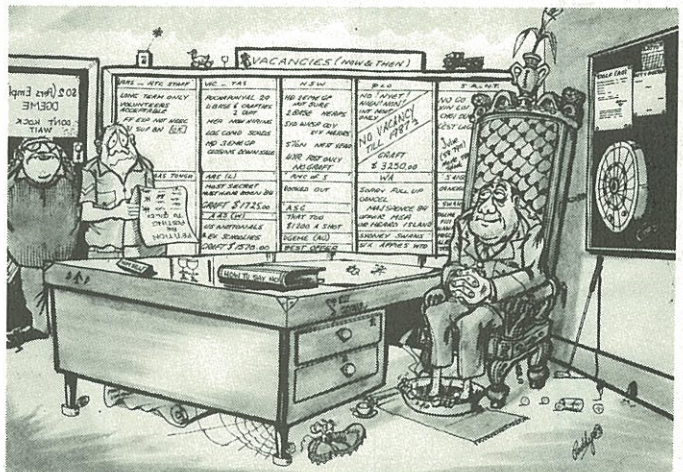
- Personnel Employment Section,
- Systems, Production and Finance Section,
- Inspection and Defence Co-operation Projects Section,
- Maintenance Engineering Liaison Section, and
- The Directorate Management Section.

The Operations and Organisation Section is responsible for:

- co-ordinating EME operations, organisations, establishments, contingency planning, war and mobilisation planning, static and mobile workshop equipment;
- facilities planning and development; and
- monitoring arrangements involving DGEME and other Directorates/Branches of the Army Office, MEA and other sources used by DGEME in the course of policy formulation and civilian establishments.

The Personnel Employment Section is responsible for:

- the management of personnel of the Corps of RAEME;
- trade structures;
- trade management, including ARes, civil schooling and overseas training; and
- co-ordination of training of RAEME personnel with other services and civilian establishments.



The Systems, Production and Finance Section is responsible to:

- develop, implement and monitor manual and EDP management systems and procedures for the control of RAEME repair and maintenance functions;
- assist with the formulation of major repair programme policy and planning; and
- provide input to and co-ordinate management of the Army portion of the repair and maintenance votes.

The Inspection and Defence Co-operation Projects Section is responsible to:

- formulate and co-ordinate policy for DGEME in relation to effectiveness of engineering support plans regarding trade standards and technical documentation quality control measures;
- ensure compliance with engineering practices and Corps Instructions; and
- supervise and direct work in relation to Defence Co-operation projects.

The Maintenance Engineering Liaison Section is responsible for:

- providing direct liaison between the DGEME and his staff and MEA; and
- providing a point of contact for Army Office and other services, branches and directorate's staffs for all maintenance engineering matters.

The following "Family Tree" will put the above into perspective and inform you of who the principal staff of the Directorate are:

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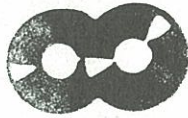
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George is a Ruston steam tractor. His owner, a doctor, keeps George on Army property, because he can't fit the old fellow into his yard. There is a workshop quite near George, so that Doc often asks advice about things mechanical. Don, a real tradesman who did his time under the Story Bridge on real boilers, had been heard to say that he wouldn't mind having a go at George if somethin' needed doing, so after a long chat with the Doc one day, he sidled up to Dave the WO2.

"The Doc's having a bit of trouble with George. The smoke-box door flange is rusted out at the bottom, and the plate between the door flange and the front tube plate is a bit crook, and the boiler inspector wants to have a look at the tubes. The Doc says he can get the tubes, expanders and mandrels. He'll get a flange rolled up too. Reckon the boss'd let us do a brush up on the boilers. Interesting for the appies, too, I bet the only steam they've seen is from the urn at smoko."

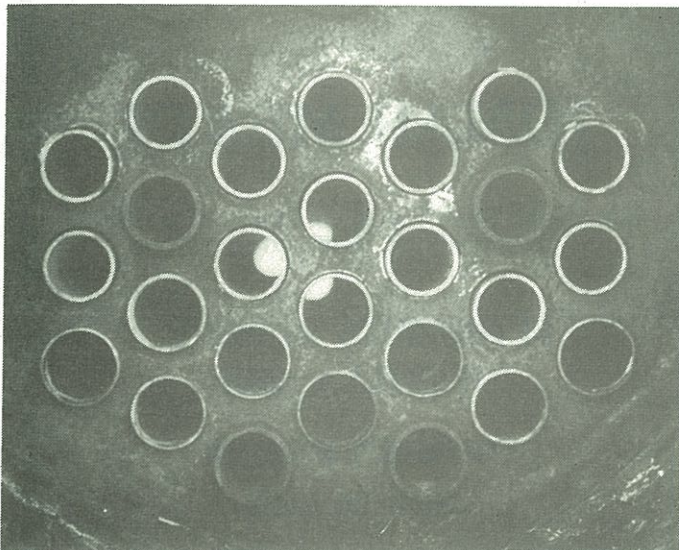
Dave the WO2 considered the matter. It could develop into a complete retube, which would take some time. The boss was keen on unusual, technically interesting jobs. And he seemed to have a soft spot for George — Dave had noticed him looking at the old beast a few times, gleam in eye. But it would need careful managing. The last "interesting job" the Boss took on had been a disaster — old Wrinkles had dropped and broken it, and they had had to get the Eutectic bloke to find out how to weld it up properly.

Next Happy Hour, Ron and Dave could be seen carefully sipping light, whilst noting the Boss downing a few supers (they had let the barman into the act). The Boss had missed lunch, and after an hour or so in the afternoon sun, he was no match for this pair.

"The Doc will get the flange rolled up, and all we have to do is take the old one out and put a new one in. The boiler inspector shouldn't find anything wrong, it's been holding pressure OK."

"Alright — but I don't want you there for weeks."

Unfortunately the boiler inspector wanted all the fire tubes replaced — so the next time the boss saw George, the engine was surrounded by a pile of rusty tubes, the very dirty lower half of Don was protruding from the firebox, and a dreadful hammering noise pervaded the scene. The noise eventually stopped.



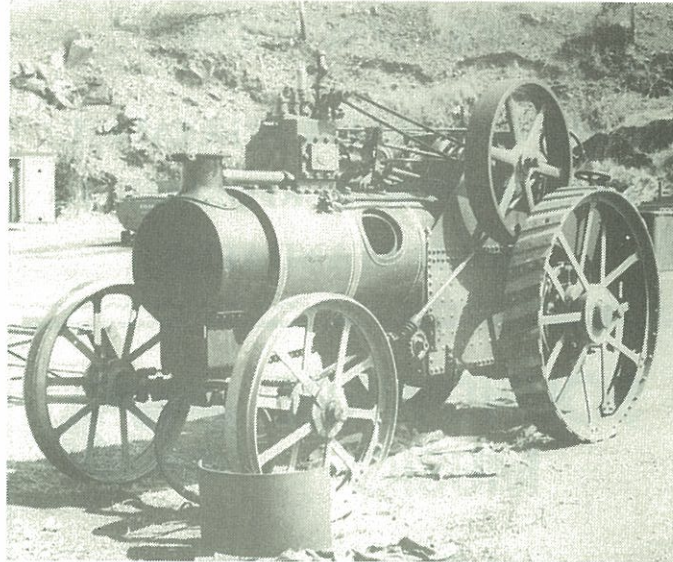
"G'day sir, gotta replace all the tubes."

"I see. How long will THIS take?"

"Well, if we had the proper kit, they'd be out in no time." Don quickly launched into a long technical discussion.

"What about these thick ones. Do you have to take them out?"

Don breathed a sigh of relief. The Boss was getting interested, despite the obvious fact that the job was going to take rather longer than he had thought. "No — they're stay tubes. They're OK."



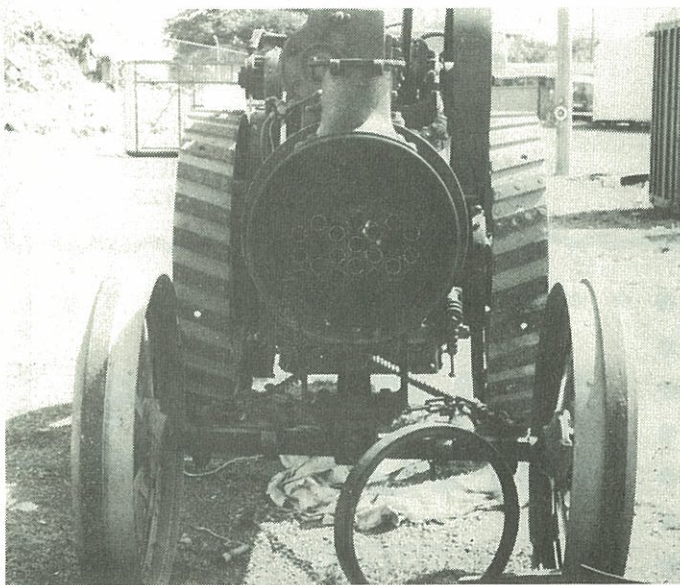
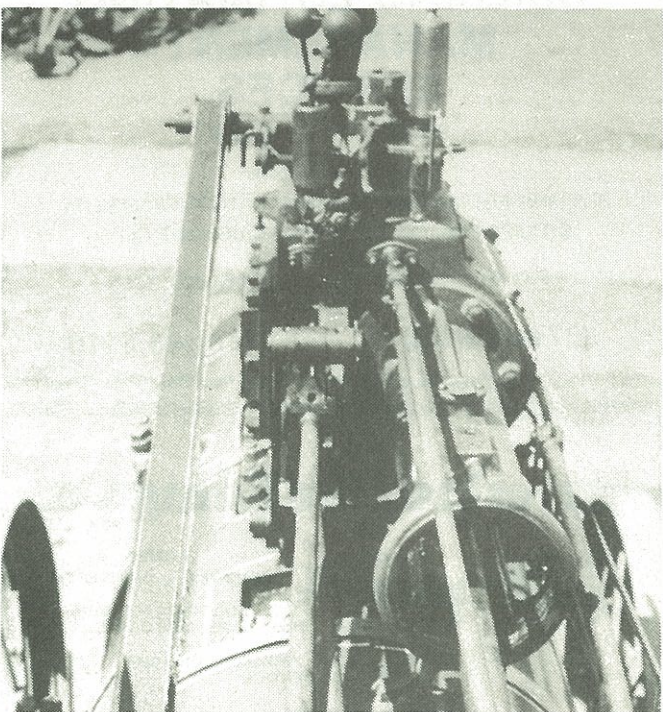
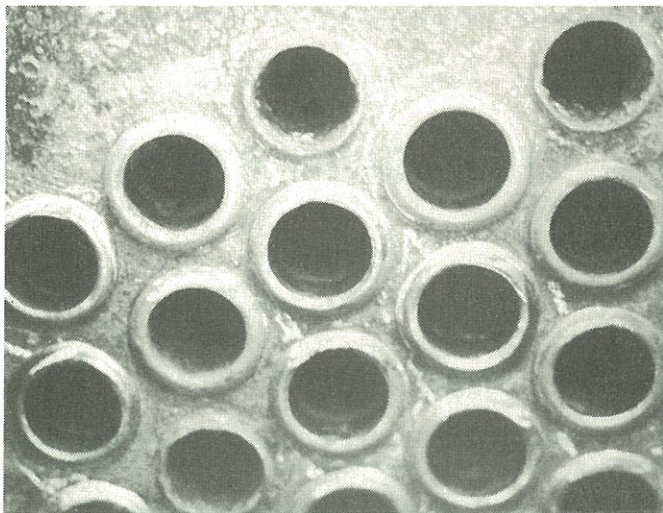
The Ruston boiler is a horizontal, cylindrical, fire tube boiler — that is, the hot gases are led from the firebox through tubes surrounded by water, and thence out the funnel. The tubes are 2" dia, and 1/8" wall (George was very Imperial). There are four stay tubes, with a heavier wall, screwed into the front and rear tube plates, on the lower side. The upper side has three longitudinal stay bolts, while additional stays are found at the firebox end of the boiler. The fire tubes are very soft steel, and are expanded by a tapered, three-roll expanding tool to a steam-tight fit in the front and rear tube plates — each tube plate being about 1/2" thick. The stay tubes and bolts keep the tube plates together. The whole boiler is lagged by wood planks, with a metal sheath around the wood.

From that day on, the boss was a constant visitor, monitoring progress as the old tubes were removed, the tube plate holes cleaned up, and the new tubes put in. The new tubes were annealed in a charcoal oven on the Doc's garden, and were a tight push in the firebox tube plate, but a bit sloppy at the other end. The tubes project about 3/16" from each plate, and at the firebox end are peened over carefully to prevent any cracking. Peening is not necessary at the smoke box end. Expanding and peening of the tubes at the firebox end went well, but the sloppy fit of the tubes in the smoke box tube plate caused some concern. It may be that Ruston used pre-expanded tubes. While the Doc has been able to get several expanding tools locally, he could only get two of the tapered mandrels needed to drive the expanding tool. The tool has three parallel rollers, set at a slight angle to the axis of the tool. The rollers ride on the tapered mandrel, and the whole tool, when driven by a hammer drill, forces the tube out against the tube plate, because the slight angle of the rollers causes the tool to roll itself into the tube, expanding the tube as it goes in. Ideally, a set of mandrels, each machined at a steeper taper, is needed. As only two were available, the expansion of tubes into the front tube plate was a slow business.

By this time the Boss was sucked right in, even suggesting that a couple of extra mandrels should be turned up. Dave the WO2 was

a bit relieved at this, as by now the whole shop seemed to spend more time watching George than doing anything else. Also, the electric hammer drill had burnt out, but the 2IC could be relied upon to be discreet (for a week or so).

The tubes were finally expanded, and the firebox door flange delivered. Before putting the flange on, the boiler has to be tested statically; this is done by filling with water and pressurising. A couple of tubes leaked at the smoke box end, but a few turns with the mandrel stopped the leaks. The front tube plate flange developed a persistent leak in the out rim, and a lot of grinding and welding was needed before water stopped dribbling out. The flange was welded on, and one Friday afternoon the Doc fired George up. Steam was successfully raised, and the old fellow trundled around the yard, accompanied by much blowing of the whistle, the Doc's ear-to-ear grin, steam perspiring from the washout plugs, and loud clanking noises (a big end pin fell out, but was discovered before the brasses were damaged). The boiler inspector came, approved, and went. The Boss obviously very pleased, and Dave the WO2 breathed a sigh of relief. That is, until a few weeks later he heard the Boss talking about an ancient (circa 1900) single cylinder horizontal diesel engine he had seen out in the country. Nothing has come of it yet, and Dave's hoping.



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FRG SUPPORT FOR THE RECONNAISSANCE REGIMENT — IS THERE A CASE FOR SECOND LINE EME SUPPORT?

By LT S. BROOK 5/7 RAR

The document *Armour Training, Volume 1, Pamphlet 3*, presents the doctrine of the reconnaissance regiment; but the doctrine itself is still in the process of analysis, development and trial. Just as the tactical doctrine of the regiment is, at present, under trial, so too is the administrative doctrine of which repair and recovery forms a major part. The pamphlet states that, depending upon the regimental mission or grouping, second line EME support elements, normally in the form of Forward Repair Groups (FRG), may be attached to the regiment and form part of A2 Echelon. The viability of field workshop elements being attached to the regiment and operating forward of the FEBA, as would normally be the requirement, is an issue which is currently under debate and is an area of the administrative doctrine which is yet to be widely accepted within EME circles. The aim of this paper is to discuss the need for close, second line EME support to the reconnaissance regiment.

In order to establish this need, it is necessary to analyse the EME support currently provided at unit level and to examine the adequacy of this in the light of the regimental role and the tasks which the regiment may be required to undertake.

First line EME support to the regiment is provided by the Technical Squadron, and by the technical sections attached to each reconnaissance squadron. Within each technical section is an artificer vehicle and a number of tradespeople whose function it is to undertake immediate minor repairs within the squadron and to inspect and classify repairs requiring longer-term repair action.

Technical Squadron itself contains two broad sub-groups; Forward Support Troop, whose function it is to effect first line repair and recovery beyond the scope or capacity of the Squadron Technical Section, and Main Support Troop, a larger and more static organisation which accepts the overflow from Forward Support and which is the major facility for the repair of unit minor equipment.

Technical Squadron is restricted to unit level repairs, that is, to adjustments, minor repairs, and replacement of accessible components and minor assemblies, unless special approval is obtained. This means that, should a vehicle break down due to failure of any major unit assembly (i.e., engine, transmission, transfer case, differential, final drive, etc.) which even during exercises occurs with surprising frequency, the unit technical support element cannot carry out repair without exceeding its authorised charter, nor without access to replacement assemblies. These are field level repairs.

This is not to say, however, that the regiment has no survivability, from a technical standpoint, due to the fact that it cannot fix itself should something break down. The failure of major unit assemblies, although more frequent than one would expect, is not so frequent that the regiment could not operate effectively without direct field level repair support for any period of time. It could, but it would need to accept that those field level repairs which did become necessary would need to be backloaded well behind the regimental AO to a point where Field Workshop FRG would be prepared to move forward to meet them. There is, as stated, some doubt as to the likelihood of FRG deploying forward of the FEBA. The regiment would lose the use of those equipments for some considerable period and the effectiveness of its reconnaissance squadrons may suffer as a result. The

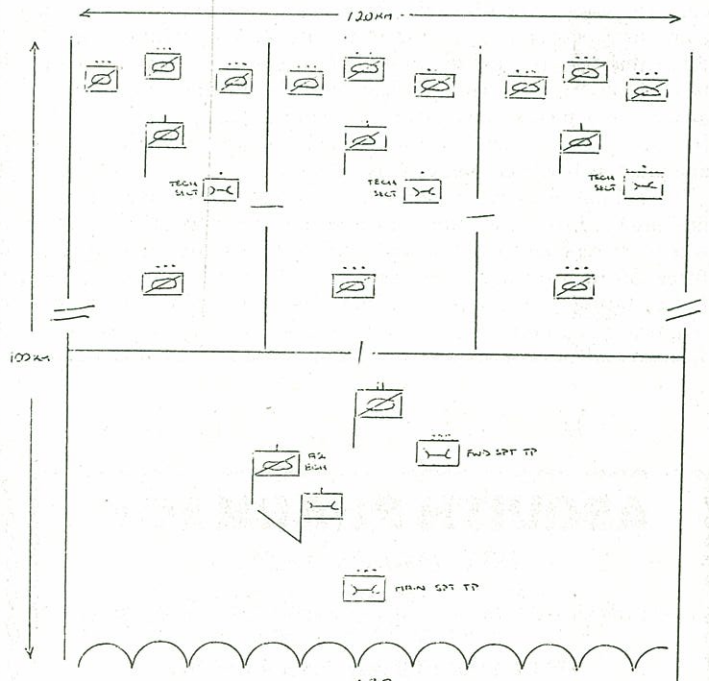
depletion of equipment numbers may, however, be acceptable to the unit commander, depending upon the likely duration of the operation and the need for maximum combat power. This factor will be discussed further.

An examination of the regiment's probable tasks during the phases of war is now necessary in order to determine whether it could afford to operate without the direct and close support of an FRG.

During offensive operations the regiment may be deployed as the basis of the covering force ahead of an advancing formation, with the task of undertaking medium reconnaissance. Depending on terrain, security, degree of search and rate of advance, the regiment may be required to cover a frontage of 120 km and may extend 100 km in length from the forward reconnaissance troops to the rear of A2 echelon (refer to diagram).

During the advance, the regiment will require the maximum availability of its equipment with repair facilities as far forward as possible. The usual procedure, when equipment casualties arise during forward movement, is for those equipments to be towed to, and left at back-loading points on the centre line to await recovery and/or repair by advancing support organisations. It is necessary to have repair facilities located well forward so that time spent by equipments waiting at back-loading points is kept to a minimum. In view of the distance which the reconnaissance regiment is likely to be deployed forward of the formation advance guard, that waiting time for field level casualties is likely to be considerable unless field repair is available within the regimental area of operations.

Time and space is less of a problem where the regiment is deployed as flank guard to an advancing formation as this would



DIAGRAMMATIC REPRESENTATION OF THE RECONNAISSANCE REGIMENT IN THE ADVANCE, THREE SQUADRONS FORWARD, SHOWING DISTRIBUTION OF EME RESOURCE

place the regiment closer to the formation main body and to the availability of second line support. When employed as rear guard, in defence of a formation's lines of communications, the problem is less evident still.

During defensive operations, the regiment is most likely to be employed as, or as part of, the covering force of a formation's defence or withdrawal. During these operations, at least initially, the regiment could be deployed up to 50 km forward of a divisional main defensive position and a further 15 to 20 km forward of the nearest available field level repair facility. The regiment may either advance to contact or it may establish a line of observation and await the enemy advance. Following the establishment of contact, the regiment's task may be either to monitor enemy progress and provide early warning, or to assist by delaying the enemy for a specified period in its advance toward the main position.

In the first instance the need is not as pressing, as during the advance, for the regiment to have maximum combat power available. The regiment's movement will be rearward and at a rate regulated by the speed of the enemy advance. The emphasis from an EME point of view will be on placing recovery facilities as far forward as possible in order to relieve troop vehicles of the requirement to recover from within their own resources. It is suggested that the regiment's own recovery resources would be adequate for this task.

The situation differs in the second instance where the regiment must impose delay. In order to do this, troops must hold their ground and cause the enemy to deploy for deliberate attacks. For this task the commander must have maximum combat power available and hence maximum equipment availability. The regimental commander must expect to take equipment casualties, there being a rough proportionality between the amount of delay imposed and the number of battle casualties which occur. It is suggested that the type of repairs required to vehicles after serious engagements, that is, damage caused by missiles and gun fire, would be beyond the scope of field repair and would in most instances require attention at base level. Notwithstanding this, unavailability of equipment, caused by simple mechanical failure could seriously jeopardise the regiment's ability to achieve its mission. Facilities capable of undertaking major unit assembly changes should therefore exist far enough forward so that major equipments can return to the task with minimum down time. Remembering also that the movement trend of the regiment will be to the rear (i.e., towards the formation's main position), it will also be necessary to have recovery facilities placed well forward. In this case regiment recovery facilities are unlikely to be adequate as battle casualties may be high.

Two situations have been identified where the regiment has a definite need for close, direct, field level EME support. These are when the regiment is employed, firstly as part of the covering force during a formation advance, and secondly as the covering force during a formation defence or withdrawal where the regiment must impose delay. In both cases, the regimental com-

mander requires maximum availability of his major equipments in order to achieve his mission. This field level repair support can be achieved in two ways, firstly by attaching an FRG, from a Field Workshop, under command of the regiment for a particular operation, or secondly by upgrading the status of the technical support sub-unit already contained within the regiment to unit workshop level.

The first option has advantages and disadvantages. As the need for close field repair support does not always exist, neither need the FRG. The regiment only suffers the administrative burden of this extra appendage for the duration of the operation for which it is attached. Against this advantage is the fact that because the FRG would not work with the regiment on a permanent basis, it would not be familiar with unit SOP, and this could hinder the smooth running of the repair chain and possibly other operations within the echelon.

The second option has the following advantages. A unit workshop is attached to, is administered by, and trains with its parent unit on a permanent basis, therefore it is fully conversant with unit procedures and SOP and will have practised the implementation of these. The unit workshop through familiarity and training would have the flexibility to regroup into further subsections for the purpose of supporting particular operations, or parts of operations, thus providing field repair well forward when the situation dictated, or allowing the bulk of the workshop to remain in rear with light FRT forward if this were the requirement.

The permanence of a unit workshop would allow the workshop commander the opportunity to plan more effectively such things as repair parts stock holdings and internal groupings in the light of the regimental commander's plan. This would not be possible in the case where an FRG was temporarily attached.

In order to become a unit workshop, the size of the technical support sub-unit would necessarily increase. This may have inherent disadvantages, as larger organisations are less easily hidden — as essentially forward of the FEBA — than are small ones. This disadvantage may be overcome by the relegation of unnecessary vehicles to the relative security of B echelon.

The reconnaissance regiment is an organisation with a difficult role. There is a need for the regiment to be supported by a close field repair agency due to the fact that it usually operates so far ahead of established support within the formation area, and that the time taken to remove equipment from the regimental area, repair and return it, is time that the regiment commander can ill-afford to lose. As to whether the second line support should be provided by FRG or unit workshop, both alternatives have merit, however I suggest that the second is the better of the two.

(Lieut Steve Brook is a Jun 79 OCS graduate. After an initial appointment as Trg Offr 2 Base Workshop Battalion he became the 2IC Technical Support Squadron 2 Cavalry Regiment in Jan 81. In Dec 82 he took up his current appointment as OC Technical Support Platoon 5/7 RAR.)

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Criteria: 15 years service as a member of the Reserve Forces (except that a maximum of three years as a member of the Permanent Australian Forces may be counted).

If you believe you meet the criteria for one of the above awards, write to: Medals Section, Central Army Records Office, PO Box 1932R, GPO, Melbourne, Vic. 3001.

Please provide the following regimental particulars: service number, rank, given names, surname, date of enlistment and date of discharge.

Please Note: The Governor-General's approval cannot be sought until the "Reserve Forces" (Naval, Army and Air Force Reserves) are brought into legal being. It is not known when this will occur but it can be expected that the approval and issue of medals will follow in the ensuing six months.

THE ART OF INDECISION OR A BEGINNER'S GUIDE TO ARMY OFFICE

If this is your first posting to Canberra, this introduction may assist in your understanding of decision-making rules, policies, procedures and customs as practised or not practised, as the case may be, at Army Office.

The first rule you must be aware of, is that decisions may be made at brigadier level, or above if avoidable. The really important decisions however can only be made at CA3 level, or if extra important, at CA2 level or below. These people own and control, the rubber "NO", "REJECT" and "RESUBMIT" stamps, as well as the ink pads.

One of the practices is to actively but subtly discourage decision-making. This is done through the provision of a standard list of reactions and consequences which may be applied, whenever someone is inexperienced enough to make a decision:

1. You can't say that — you don't have the authority.
2. Your directorate might decide that — but no one else will agree.
3. I don't understand the reasons behind your decision — write a paper justifying your decision.
4. You can't say that — you haven't considered the broader issues.
5. You can't say that — people will not go along with it.
6. You can't say that — you haven't considered the detailed issues.

7. You can't do that — not everybody will agree.
8. Your decision is accepted — but we can't implement it at this time.
9. You can't do that — it's been tried before.
10. You can't do that — it's never been tried before.
11. You can't say that — it's too far into the future.
12. You can't say that — you haven't considered the future implications.
13. You can't say that — it will have to be staffed to everyone first (or again).
14. Your decision is accepted but action will be delayed, postponed or deferred because:
 - a. it's too hard,
 - b. it costs too much,
 - c. we have no establishment cover,
 - d. we will lose manpower,
 - e. we don't know how to action it,
 - f. I'm getting posted,
 - g. he's getting posted,
 - h. I'm only new here,
 - i. he's only new here, or
 - j. you're getting posted.
15. You can't do that — you're new here and don't understand.
16. I agree with you in principle, but some aspects are doubtful. (Watch this one. If the decision was right, he's with you. If the decision draws flak, he warned you.)
17. I'm not so sure the Colonel/Brigadier/Major General or the CA3 would like it.
18. You're right of course, but I think we'll form a working party/committee to study it more fully.
19. You're right of course, but DGSUP, DTPT, DGLDP, the Camp Commandant, the Commonwealth Police, the Tea Lady or the Coffee Vending Machine will reject it.
20. Has this been approved by the AEC, AWC, CGSAC, SUCSUC or the LWP?

Regardless of the reaction you can be sure that you will never see your decision implemented in a two-year posting. (Please DG — Dear God — only two years.) You may however have to make or avoid exactly the same decision if you return in 5, 8 or 10 years' time.

As can be seen, the system is really conducive to decision-making. What should be realised is that people get worried if others make decisions — it destroys the peace and serenity of the Canberra lifestyle. So in the interests of a peaceful posting, the following tried and proven methods will maintain the peace and help you handle situations when you are requested to make a decision:

Rules and Practices

1. Don't make a decision.
2. Defer making a decision.
3. Refer it to someone else for a decision.
4. Pretend you've never seen it.
5. File it on the wrong file.
6. Wait for someone else to make a decision. (There are always newcomers) and then criticise the decision. (It shows you are on the ball — if the decision looks like a good one — use procedure 16 above).
7. Refer it to a committee.
8. Suggest a committee be set up to examine it.
9. Go for a walk.
10. Refer the originator to some 1972 correspondence (real or imaginary) on which he was not an addressee, and state the decision was made years ago.
11. Wait for three weeks. The problem may go away.
12. Give a verbal decision over the phone, stating you will confirm in writing — then don't. If it blows up deny the whole thing or say the other person obviously did not understand you.

13. Comment on the problem saying other aspects need to be examined before the decision is made.
14. If forced to commit yourself to paper, make sure a file copy is kept (on the wrong file), the original is registered out, but not sent and lift the float file copies.
15. If 14 is not practicable, make a decision, put your boss's signature block on the paper and have him sign it, or put your subordinate's signature block on the paper and make him sign it.
16. If asked for a decision over the phone — hang up.
17. If they ring back, complain about a poor line and hang up.
18. If they are persistent, ring them and tell them you'll go over to their office straight away — then go home.
19. If you are warned that they are coming to see you, get out of the office quickly.
20. If they catch you in your office, say you've referred the matter to your boss and he'll get back to them later.
21. If they want to see your boss, slip a predated minute in the bottom of his in-tray. When confronted your boss can plead ignorance, you can find the minute as proof of your concern, and your boss will handle it.
22. State that those matters are dealt with by your subordinates and refer them to your loyal men.
23. If all of the above fail, refuse to make a decision because they haven't provided the information requested by you in a minute sent last week. (When they have left, write the minute, pre-date it and send it off — do not register it.)

There may come a time, due to the experience of your superiors, subordinates and peers that you may be forced to make a decision. Everyone else having jockeyed out of the way. It should be only a rare occurrence as the system tries to weed out those with aberrant decision-making tendencies. When you make the decision, make sure it is radical and the exact reverse of current but outdated practices. At least you can be sure that any decision will not be implemented, will be objected to by everyone and may even be reversed. At least there will be no change.

I was wondering whether to submit this to "Craftsman" but couldn't decide. So I referred it to a colleague. He agreed with most of it but said some aspects were doubtful and in general it could be regarded as cynical. I couldn't decide if it was cynical or whether I should submit it. I think I'll leave it on my desk unsigned but marked to the SO1 (CRAFTSMAN). The CA3 can decide where it will go when he cleans my desk.

FOOTNOTE

The SO1 (Craftsman) nearly forwarded a copy to his superior for a decision, but instead referred it back "You should join the new club in Melbourne — The Apathetics and Procrastinators Club — when they get around to forming it. I'll leave that decision up to you."

The signature to the above was indecipherable, which I think adds a new way of avoiding recognition that a decision was made.

FOOT-FOOTNOTE

The SO1 (Craftsman) has deferred indefinitely any decision about including this item.

KNOWLEDGE

Have you every wondered why your boss asks funny questions and even when you know what he wants, you have to give him what he calls "the story", just so he'll have the full picture. Well read on.

*There is something I don't know
That I am supposed to know.
I don't know what it is I don't know
And yet I am supposed to know,
And I feel I look stupid*

*If I seem both not to know it
And not know what it is I don't know.
Therefore I pretend to know everything.*

*I feel you know what I am supposed to know
But you can't tell me what it is
Because you don't know that I don't know, but not
That I don't know it,
And I can't tell you
So you will have to tell me everything.*

This item was copied from 1978 Australian Staff College magazine "Tookarook" where it appeared under the title "the Staff College Guide to Clear Thinking or Obfuscation as a Military-Political Weapon".

AWARD

First I would like to congratulate Ian Stewart on his award. I feel honoured to be associated with Ian in this way.

I would like to thank all those with whom I have had the pleasure of working. This includes all from those old-timers who taught me my trade right through to the fine group of people with whom I now work and to the large number of people who have offered their congratulations.

I would also like to thank, and I can only assume, the General who recommended the award. Finally I would like to thank my wife and family who have put up with me and supported me over the years.

COL M.B. TINKLER (Uncle Max)



The Deputy Director, Colonel Max Tinkler, being presented with his AM by the Governor-General, Sir Ninian Stephen.

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THE MERITORIOUS SERVICE MEDAL AND LONG SERVICE AWARDS

By Major A.J. BALSILLIE

A Defence Department finding in 1981 determined that the Meritorious Service Medal was an award for meritorious or outstanding service and not the long service award it had been classed as since 1975. That determination attracted little publicity although it has two important consequences affecting a number of serving and former members, many of whom would be RAEME.

Firstly, some members both serving and retired now have an entitlement for the National Medal. The qualifying period for that award is now 15 years from the date of receiving the Long Service and Good Conduct Medal and not from the date of award of the Meritorious Service Medal which had been the practice.

Retired members who believe that they have an entitlement for the National Medal under the new policy should apply to CARO. Applicants would need to have been still serving at any time between the 14 Feb 75 and 19 Apr 82, that being the period of Defence Force eligibility for the National Medal. With the imminent introduction of the new defence service awards then presumably an early application would be advisable.

The other important outcome of the change in policy is that the Meritorious Service Medal is now restored to its former status as a special award for recognition of meritorious or outstanding service.

Instituted in 1845 it was always a highly prized and honourable award. For example, from 1854 it was awarded, with an annuity, for distinguished conduct in the field. The Distinguished Conduct Medal was instituted in 1862 to replace it for such instances.

During the first world war the qualifications were extended so that the medal could also be given for special meritorious service or acts of gallantry not in the presence of the enemy. This "immediate award" was received by 1174 members of the 1st AIF, many of whom followed the Royal Marine custom of using the letters "MSM" after their name. The British Empire Medal replaced it for this type of award in 1922.

The award was still of special significance until its cessation in the Australian Army in 1975 along with the Imperial long service awards. Commanding Officers in making their recommendations for the award were required to set out in citation form the reasons why the member had displayed ability, zeal and devotion to duty "above the average".

The Meritorious Service Medal has had a proud history and its recipients, a significant number of whom were RAEME, can rightly be pleased that the medal has now been restored to its proper status.

750 WO2 PHILLIP CHRISTOPHER SMITH

In a career that has spanned 34 years with RAEME, one of our well known and well liked identities has packed his tool-box for the last time.

Phil, better known to all as PC, enlisted on 10 Jun 1949 and after basic training was posted to 4 Military District Workshop in Oct 1949, undertaking vehicle mechanic training as a student with a local technical college and returning to the workshop in August 1951. His next move was to HQ Northern Territory Command in Mar 1954, returning to C Comd Workshop in November 1955 as a Corporal.

Aug 1957 saw PC move across the Barracks to 4 BOD and for a short time served with 104 Transport Platoon. 1959 saw a short stay at Puckapunyal, returning later that year to 5 Central Ammunition Depot, Gladstone S.A.

In 1961 PC was promoted to SGT and posted to 2 Base Workshop.

Field Force caught up with PC and in Dec 1963 he was enroute to Malaysia to serve with 111 LAA Battery LAD, which at that time was part of the air defence of RAAF Base, Butterworth.

PC returned home to 2 BOD in Dec 64 and was off to the war serving in 102 Field Workshop from Jun 1967 till Feb 1968, it was in Vietnam that PC was promoted to WO2.

On return to Australia PC has two postings in the Sydney area, one at Mascot and one with 19 Composite Regiment Workshop.

But the call of South Australia was too great and PC returned in Jan 1969 to serve the next 12 years in various appointments at Adelaide Workshop Company.

Finally PC was posted as Platoon Commander HQ 7 Military District EME Platoon in Jan 1981, returning to the U/L 4 MD for duty at 16 AD Regiment pending his retirement.

During his service Phil was awarded the GSM (1962) Malay Peninsula, Vietnam Medal, Vietnamese Campaign Medal, LS & GCM, MSM and the Defence Service Medal.

PC was always a gentleman ready to assist his soldiers and his peers. He will be greatly missed for his story telling ability especially about the Northern Territory.

Thanks and well done PC from all members of the Corps.

TO THE TROOPS AT THE BARRACKS
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CAPT Bell

FORESTRY PL

ART TREES

MECH TREES

WO1 Woodberry
WO1 Greentree
WO1 Birch
SGT Hipwood
CPL Park
CPL Branch
CPL Wood
CPL Green
CPL Olive
CPL Fleetwood
CPL Thorn
CFN Sherwood
CFN Palmer
CFN Underwood
CFN Thickett
CFN Plant
CFN Ashe

FLORA PL

ART FLOWERS

MECH FLOWERS

WO1 Bee
WO1 Tubbs
SSGT Seedwell
SGT Reed
CPL Potter
CFN Tulip
CFN Rose
CFN Yates
CFN Bloomfield
CFN Gardiner
CFN Creeper
CFN Berry
CFN Withers

AVIARY PL

ART BIRDS

MECH BIRDS

WO1 Avery
SSGT Finch
CPL Avery
CPL Dove
CPL Hawke

CPL Finch
CFN Martin
CFN Bird
CFN Drake
CFN Swallow
CFN Cock

METEOROLOGICAL PL

ART WEATHER

WO1 Summers
WO2 Rains
WO2 Waters
CPL Storms
CPL Light
CPL Day
CFN Winter

MECH WEATHER

PASTORAL PL

ART FIELD

WO1 Butters
SSGT Field
SGT Cobb
SGT Clodd
SGT Burrows
SGT Clay
CPL Oates
CPL Zecchini
CPL Hill
CPL Pollard
LCPL Land
CFN Farmer
CFN Wheatley
CFN Shepherd
CFN Farrow
CFN Brann
CFN Stone

MECH FIELD

FAUNA PL

ART ANIMAL
MECH ANIMAL

WO1 Kipper (Note A)
SGT Wildeboar
SGT Steer
CPL Fisher (Note A)
CPL Hind
CFN Butcher
CFN Stagg
CFN Hare
CFN Fox
CFN Moles
CFN Whiting (Note A)

STOCK CONTROL SECTION

ART CONTROL
MECH CONTROL

SSGT Savage
CPL Skinner
CPL Woolston
CPL Heffernan
CFN Breed
CFN Butcher

IRRIGATION PL

OIC
ART WATER

LT Brook
WO1 Poole
WO2 Levy
CPL Brooks
CFN Weir
CFN Wells
CFN Ford
CFN Banks

MECH WATER

Note A: May be filled by fish trained personnel.

**DEME (AUST) LIAISON LETTERS
OR WHERE ARE THEY NOW?**

By CAPTAIN JEFF HERON

WHAT ARE THEY?

I recently came across a couple of ancient copies of DEME (AUST) LIAISON LETTERS, Numbers 33 (Jan 61) and 39 (undated) — YES, THEY HAD TROUBLE WITH STAFF

DUTIES 20 YEARS AGO TOO! Unfortunately No 33 was incomplete, but the entire content of No 39 (mid-1963 version) was available.

These Liaison Letters were predecessors to this magazine, ceasing some years ago. The contents however were much more detailed and, in their own way, a fine example of the way it was.

For example, here is a list of contents from No 29:

- Part 1 DEME's Notes
- Part 2 Notes by Inspector RAEME
- Part 3 Admin and Corps Matters
- Part 4 Organisation
- Part 5 Personnel
- Part 6 Training
- Part 7 Workshops
- Part 8 Technical
- Part 9 Corps Personalities
- Part 10 Command and Unit Activities

In addition, six annexures listed awards, changes in appointments, course panels and other Corps information.

WHERE ARE THEY?

As can be imagined, even the distribution list would make interesting reading but it couldn't be reproduced here (it took a full foolscap page). Suffice to say, that out of 225 copies, RAEME Trg Centre received 10 and HQ Aust Army Force FARELF received four. The two Letters I found will be sent to the Corps historian for preservation.

WHO'S IN THEM?

I have selected snippets from various parts of No 39 for the interest of all readers.

Brigadier G.H.S. Moran was the Corps Representative Honorary Colonel and Brigadier J.C. Bendall the Director at the time of this Letter.

Captain F.J. Tonkin, Captain J.E. Faulks, Major (Provisional) P.R. Tremain, Lieutenant J.E. Hardwick and Lieutenant F.S. Curnow were among the candidates listed for Field Officer Tac 3 Courses or Junior Officer Tropical Warfare Courses during 1963.

WHAT ELSE IS IN THEM?

Part 10 is perhaps the most interesting of the Letter with articles like these:

- "Que Hao" by Major Gill — FARELF (mentioned again later).
- "Recovery of Truck Wrecker 5 Ton GS M543 Exercise Nutcracker" by Anonymous — 101 Inf Wksp RAEME (we're still using them).
- "Farewells to Colonel H.L.C. Martins OBE" enroute to his new appointment at DEME, AHQ from Eastern Command.
- "Challenge" by Anonymous — Puckapunyal Area Wksp (reviewed later).
- "A Day in the Life of RAEME" by WO1 C. Ferne, Central Command (who said Army DUKW's were no good?).

WHAT ABOUT SOME SOLDIERS?

Picked at random are some soldiers listed in course panels of 1963. Where are they now?

- Emergency for 1/63 Electrical No 1 (NEW) — 16109 CFN N.F. Tronson.
- 8/63 ARA Fitter and Turner Cl 1 — 232642 SGT D.J. Henrys, 18540 SGT J.M. Reimers.
- 5/63 ARA Instruments No 1 — 18627 CFN T.G. Thorpe.
- 5/63 ARA Radar No 1 — 342838 CFN R.G. Law.

QUE HAO?

Major Gill wrote in length on his "fortune" in spending a short period in Vietnam. Included in his fascinating article was the translation for Que Hao — "... the name of the national costume worn by the Vietnamese women who are generally agreed to be the most beautiful in SE Asia, perhaps with a little encouragement. I may amplify this in a later article. I WONDER IF HE EVER DID?"

CHALLENGE?

I include this article because it illustrates one of the attitudes that our Corps has always maintained — anything they can do, we can do better.

"On 4 Apr 63, 13 volunteers from Area Workshop Puckapunyal set out on foot from a point four miles south of Pylong. They were wearing No 4 Field Service summer dress with the lightweight webbings, pack and water bottle. The aim was to reach Broadmeadows camp 50 miles away in under 20 hours."

Suddenly 13 readers have horrible memories of a cold, cruel wind laced with fine rain which beat into their faces for exactly 18 hours.

The "challenge" stemmed from "an article in which President Kennedy of the United States suggested that the physical fitness of a trained, battle-ready soldier should be such that he could march 50 miles in 20 hours . . . LT Ross made the suggestion to some of the boys and in no time at all he had 12 volunteers." (You, you, you!!)

These were the five who made it but the other eight would be upset if they were not mentioned (CAPT Ford, LT Ross, SGT Lilley, SGT Beard, CPL Godfrey, CPL Russell, CFN O'Dwyer and CFN Rayner). After all, a team is a team.

I can add no further comments but perhaps one of the walkers might like to in a future edition.

WHAT ABOUT YOU PETER ABBOT?



CPL Ryan and SGT Lyons.



SGT Abbot, CFN Pickering and CFN Kernot.

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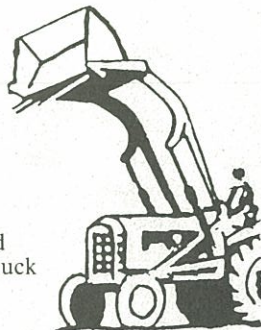
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TAD SATISFIES MANY NEEDS FOR CLIENTS, VOLUNTEERS

The lights are burning late in John Atkinson's garage. John is a supervising toolmaker in the aircraft industry, but tonight he's putting the finishing touches on what looks like the world's most elegant billy cart.

Company director Henry Baderle, meanwhile, is sculpturing a curiously shaped piece of foam rubber, and Telecom engineer Gordon Wormald is tinkering with a "Magic Button" door opener and a clutter of small electronic components.

All these people are technical volunteers of TAD, Technical Aid to the Disabled.

The billy cart is designed to help someone who can't bend to do her own gardening. The shaped foam rubber will gently support the legs of a bed-ridden multiple sclerosis patient, and also take the weight of the blankets. The electronic device will act as a signal communicator for a busy man who manages a disabled persons' hostel from his wheelchair.

TAD is a number of non-profit, charitable organisations which provide an engineering service to disabled people.

Its aims are to design, construct, install and maintain aids for disabled people when nothing suitable is available commercially; to collect and share information on disability aids; and to assist in finding funds or materials for aids in cases of hardship.

TAD operates in the A.C.T., New South Wales (Sydney and six country branches), Queensland, South Australia, Tasmania and Victoria.

TAD members make no charge for their labour, so a client is only asked to cover the cost of materials for a one-off, hand-made device which is custom-designed to suit individual needs.

TAD volunteers with other skills man a busy office in Ryde, raise funds, assist TAD community workers and help with everything from photography to technical drawing. More help is needed, and almost any skill can be put to good use, including business management and co-ordination.

The International Year of the Disabled gave TAD more opportunities to publicise itself, and the result has been a doubling in requests from potential TAD clients.

"We think that's wonderful," said George Winston, TAD's founder and executive engineer, "but we need more volunteers in all areas to meet these requests."

What do people get out of involvement in TAD?

The benefits to the client are obvious. In every case, the objective of a TAD aid is to provide a disabled person with a degree of freedom which simply was not available from any other source.

A blind person can now write her own cheques. Another can do her own ironing. A three-year-old girl with severe impairment to all her limbs now has free-ranging outdoor mobility, thanks to an electrically powered vehicle just her size. Bush-walking parents take their disabled child outdoors in a rickshaw designed for rough terrain. A woman prevented by arthritis from raising her arms can now brush her own hair, with a TAD-produced, long-handled brush shaped to her exact requirements. The list goes on, from simple but essential home hand rails to complex engineering projects: 400 within the Sydney area in the past 12 months alone.

At a recent Sydney seminar, volunteers talked about what TAD involvement gives to them. The comments varied, but they all centred on one word, satisfaction.

In some cases, careers have developed to a point where there is no longer any involvement in the skills for which people first trained. As one TAD member put it, "I'm a qualified engineer, but these days, I sit at a desk and deal with paper. It feels good to have a down-to-earth problem to solve, and to have tools in my hands."

Volunteers like John Atkinson are looking forward to retirement, when there'll be more time to devote to the kind of work and satisfaction TAD provides.

Other volunteers have already reached retirement, and they like the way they can continue to use their skills and keep in contact with a variety of people.

Many times, the relationship between TAD client and TAD volunteer develops into plain friendship between two people, or two families.

Some TAD people see retirement as a time for paying dues to society: "I feel an obligation to help, because I'm able-bodied and I've enjoyed that situation all my life. Now that I'm retired, I have more time to do something about that obligation."

Another volunteer summed up her involvement this way: "It's the satisfaction of seeing a disabled person do something that wasn't possible before."

Would you like to join these people?

For more information, including the quarterly journal, contact TAD, P.O. Box 108, Ryde, NSW 2112. Phone (02) 808 2022.

To help, or get help, from TAD, contact the organisation nearest you:

SYDNEY — as above.

NSW CENTRAL COAST — 107 Maidens Brush Road, Wyoming 2251

NSW HUNTER REGION — 48 Carnley Avenue, New Lambton 2305

NSW CENTRAL WEST — 294 Peel Street, Bathurst 2795

NSW ORANA REGION — A. McFarlane, North Barrabadine Road, Dubbo 2830

NSW ILLAWARA — 5 Craig Mor Way, Keiraville 2500

A.C.T. — RMB 901 Burra Road, Queanbeyan 2620

VICTORIA — TAD VIC, 52 Thistlethwaite Street, South Melbourne 3205

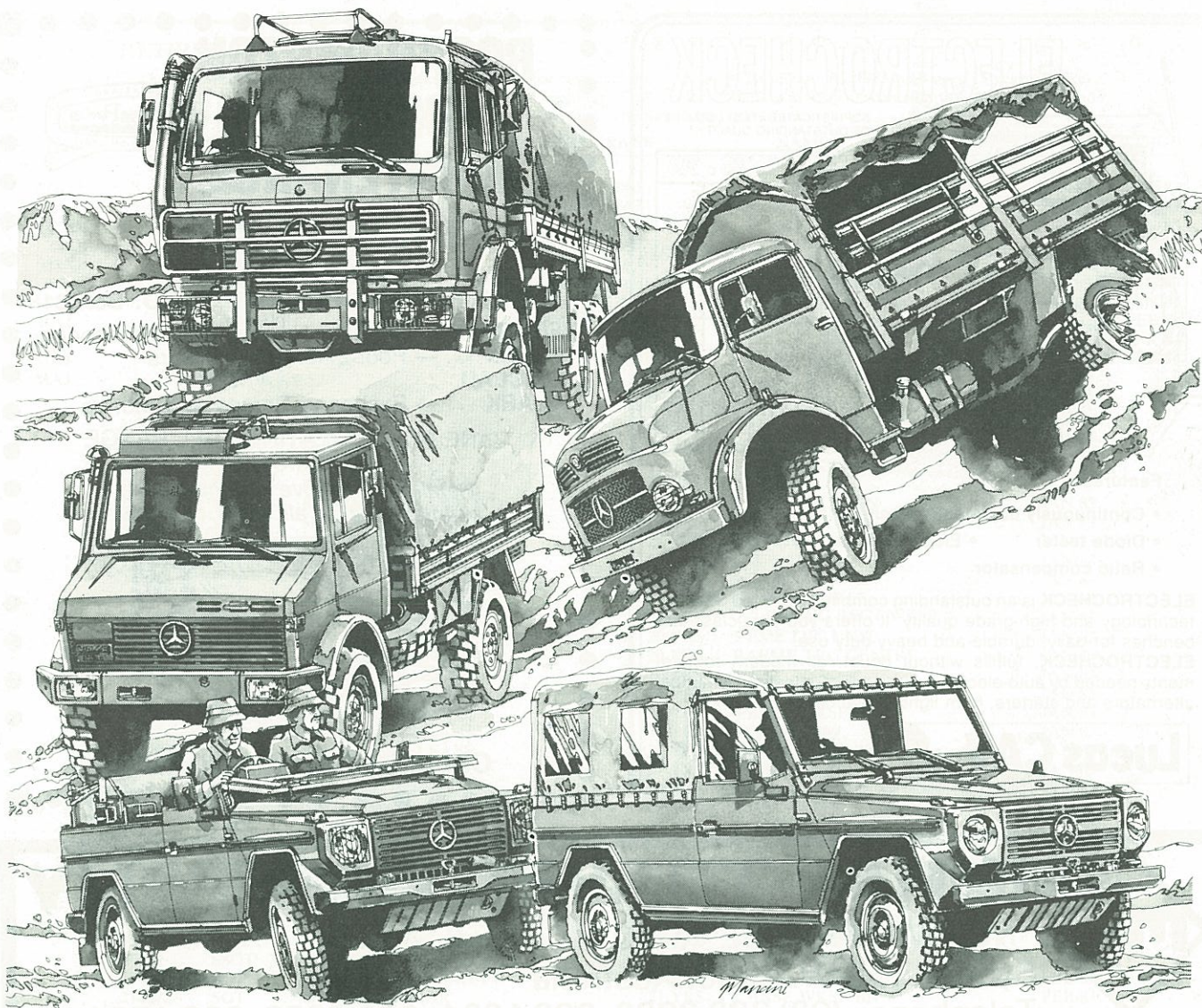
TASMANIA — P.O. Box 155, Bellerive 7018

QUEENSLAND — P.O. Box 127, Spring Hill 4000

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