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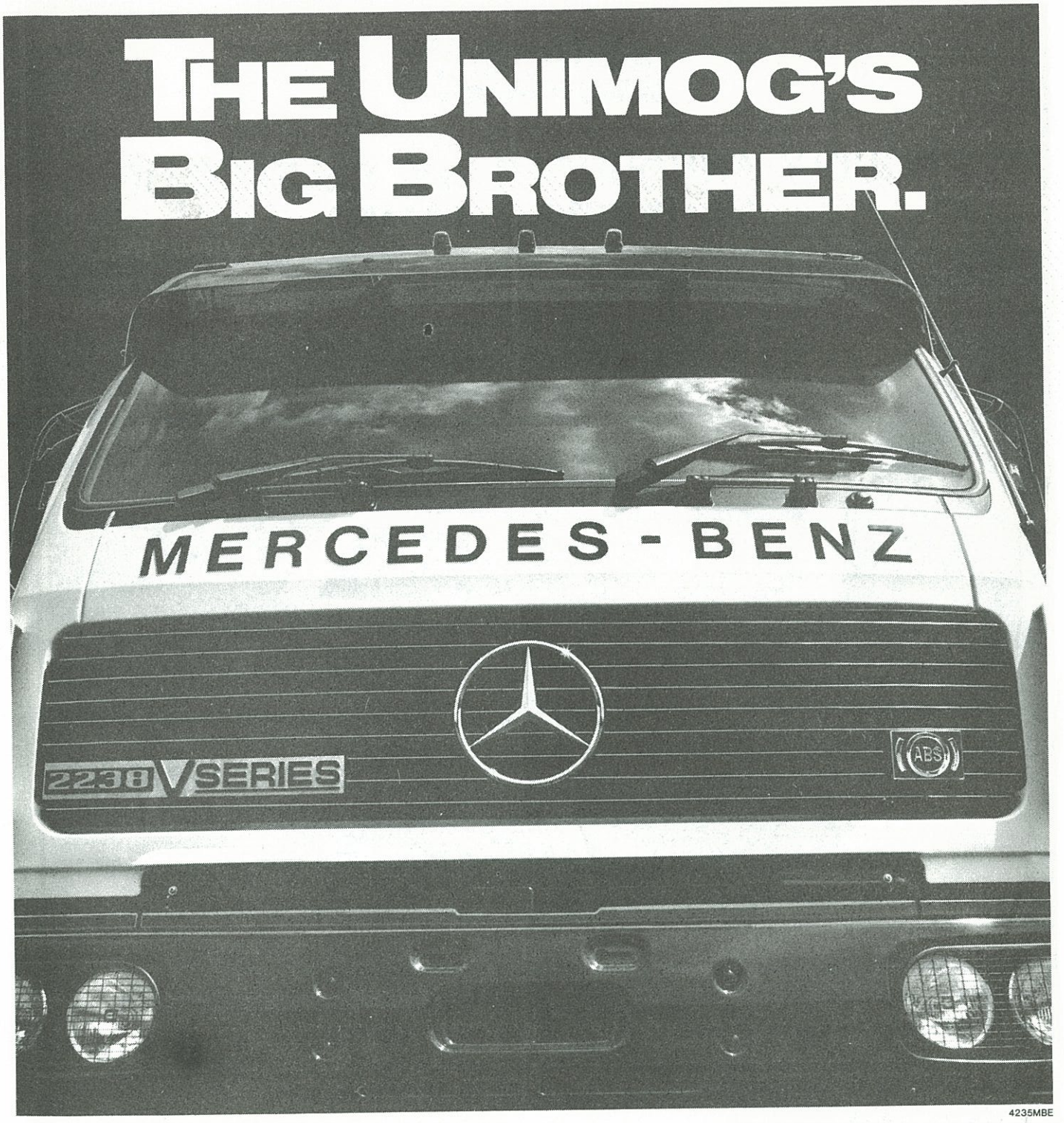

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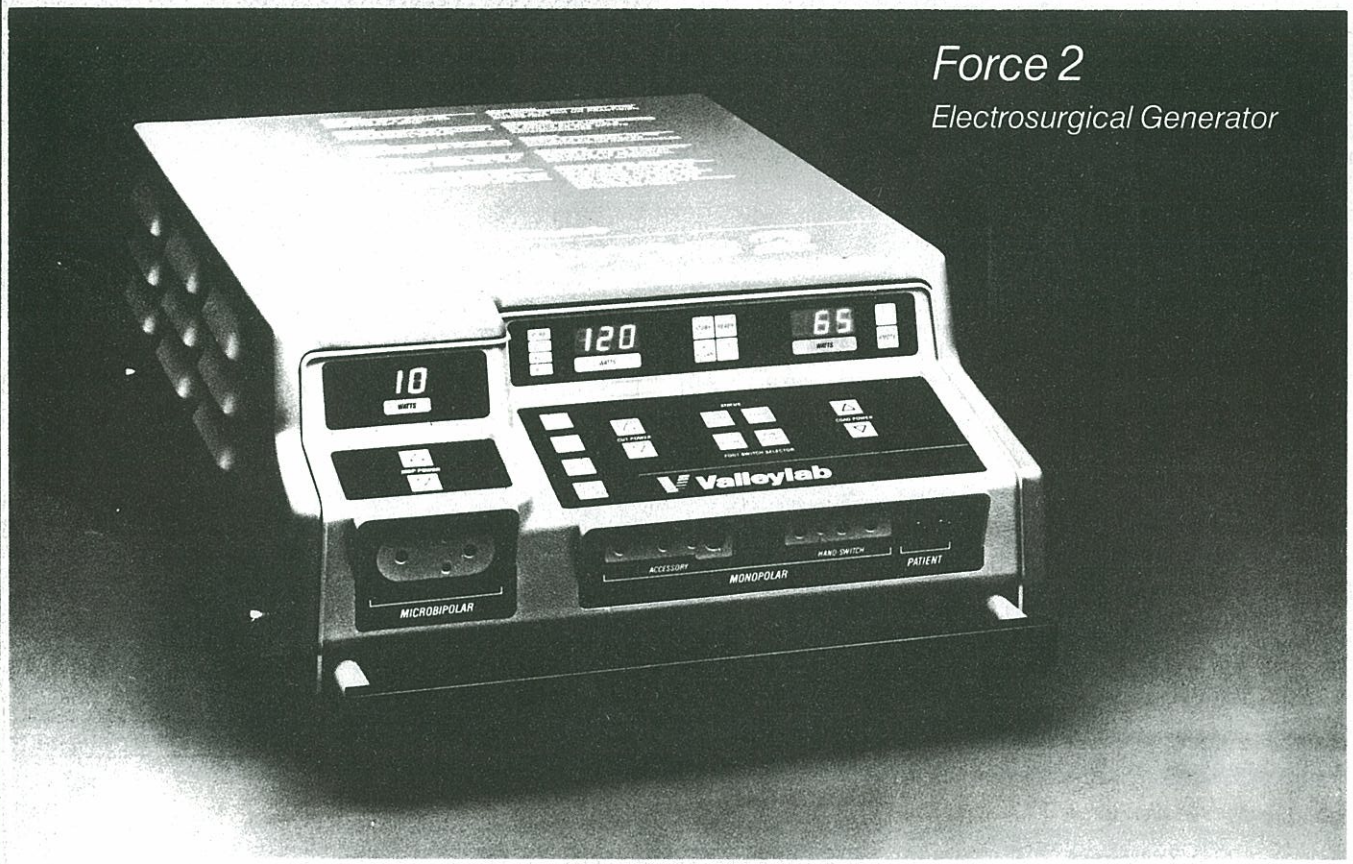

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THE MAGAZINE OF THE ROYAL AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS

NUMBER 15 **1986**

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Editorial

The RAEME Banner Parade was a stirring and successful day. The Banner will provide a rallying point for the Corps. It will remind us of our history and will inspire us for the future. The debt we owe our predecessors in establishing a proud tradition of service must always be acknowledged. The day went well and both planning and execution was faultless. The soldiers on parade set a standard of dress, drill and bearing second to none. Congratulations to all those involved on a professional effort.

Keep those articles coming in and in particular plenty of photographs. Most articles are enhanced by photographs and I find it difficult to believe that individuals and groups can go and see so much of Australia and other countries without taking a photograph. If you have a photograph or two, put it with your article with (PLEASE NOTE) a suitable caption identifying the people, place, time and activity.

RAEME ASSOCIATION NOTES

The Fourteenth Annual General Meeting of the RAEME Association (NSW) was held at the Homebush Training Depot on the 28 February 86.

Again, the Barbeque was a rousing success prepared by Ken and Alan Clarke.

Ther has been a couple of changes in the Association Office Bearers.

The elected Office Bearers for 1986 are:

Patron:	Brig. Harry Martins. O.B.E. (Ret).
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If further information is required on any matter may be obtained from:

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COVER: The Prince Philip Banner

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THE BANNER PARADE

On Tuesday 20 May 1986, His Royal Highness, The Prince Philip, Duke of Edinburgh, Colonel in Chief of the Royal Australian Electrical and Mechanical Engineers (RAEME) presented the Prince Philip Banner to the Corps at a Ceremonial Parade held at the RAEME Training Centre The presentation of the Banner represented the Corps service since its inception in 1942.

Brigadier John Dean MBE (RL) the Representative Colonel Commandant was host to His Royal Highness, The Prince Philip, the CDF, the CGS and other dignatries. Special guests included the DGEME UK Major General Boyne MBE and the DNZEME Lieutentant Colonel Abbott MBE. Brigadier Conrad Ermert, the DGEME accepted the Banner on behalf of the Corps.

The parade was made up of four guards each of 63 troops from every state in Australia. Troops holding ground were made up of ARES and ARA members of the Corps. The tradition of Troops Holding Ground is to protect those members of the guard who form a hollow square. In ancient times a unit so formed was vulnerable to surprise attack, this necessitated the posting of sentries whose duties were to "hold ground". The Parade Commander was Lieutenant Colonel Ron Dyne and the Parade RSM was Warrant Officer Class One Garry O'Brien.

Over 5,000 spectators watched as the Banner was marched onto the parade ground. After being recieved on parade His Royal Highness, The Prince Philip was invited to inspect the parade by the Parade Commander. In ancient times because allegiancies often damaged, the Legion Commanders, by means of personal inspection, established direct contact with each soldier. This served to clearly identify himself to each man so that they could rally to him during the ensuing battle. The troops then formed a hollow square and the Banner was uncased and draped over the piled drums. This part of the Ceremony is also traditional as the drum was considered to be a pagan instrument, not to be used in religious ceremonies. The piling of drums serves to ensure that they will not be beaten during the service. The Principal Chaplains with the assistance of the local Chaplains then blessed the Banner. After the Banner was recovered from the drums by the Senior Major, Major John Gorman it was given to His Royal Highness, The Prince Philip who handed over the Banner to the Banner Ensign, Lieutenant Brett Greenland. After the Banner was slow marched back into line His Royal Highness, The Prince Philip addressed the parade saying:

> First of all I would like to congratulate everybody on parade on your smartness and turnout. I think it was Napoleon who said that an Army marches on its stomach. It he'd been alive today I'm sure he would have added that it moves and fights with its equipment. And as the variety and complication of Military equipment escalates so does the problem of its maintenance and repair. We may live in a so called throw-away society but that certainly doesn't apply to Military equipment. There's never enough of it in the first place and in a war situation the opposition is doing its best to damage or destroy it, and furthermore re-supply in times of crisis is never reliable. The maintenance and repair of military equipment calls for very special qualities of management and technical abilities in addition to military skills, particularly in the stress of battle. Action is urgent and it has to be imaginative and quick. If all other factors are equal it is the side that can make the best use of its equipment that will gain the upper hand. Ever since the Corps of the Royal Australian Electrical and Mechanical Engineers was formed in 1942 the officers and craftsmen of the Corps have provided this service both in peace and in war with gallantry and conspicuous success. I'm proud of the fact that I was invited to become Colonel in Chief in 1959 and I value this special connection with the Corps very highly. It therefore gives me particular pleasure to present this Banner here at the Corps School and Training Centre and I am delighted that Veterans of World War II, of Korea, the Malaysian confrontations and Vietnam are present to witness the occasion, and I hope ths Banner will come to be seen as a symbol of all that is best in the history and traditions of the Corps.

Brigadier Conrad Ermet then replied on behalf of the Corps saying:

> Your Royal Highness.
>
> All members of the Corps of Royal Australian Electrical and Mechanical Engineers, both past and present, are honoured by your presence today, as our Colonel in Chief, and by your presentation to us the Banner which bears your name.
>
> The Corps was formed in the depths of war in December 1942. In its 43 years of Corps has established a proud tradition of duty, loyalty and service.
>
> The Prince Philip Banner will ever remind us of our Service and to the traditions of our predecessors.
>
> On behalf of all members of the Corps of Royal Australian Electrical and Mechanical Engineers I accept the Prince Philip Banner. We receive it with pride, we will parade it with reverence and it will inspire us as we forge our path into the future. This occasion marks a milestone in our Corps history and we thank you for the great honour you have bestowed on us today.

After the Banner was marched past in quick time the Parade advanced in review; honouring the age old tactical manoeuvre called the "Attack in Line" in which the Colours were positioned in the front centre of the formed troops and the unit then advanced a distance of 50 paces towards the Reviewing General. This advance with the Colours to the fore was a gesture to the General that the Regiment bore him no harm.

During the parade music was provided by the band of the 3rd Military District.

Following the Ceremonial Parade the Banner was marched under escort to the Officers Mess where it was lodged by the Banner Ensign. The Banner will be available for use by the RAEME units. An instruction is currently being prepared by DGEME to cover its usage and movement.

After the troops were dismissed a light luncheon was served in each of the Messes. During this time His Royal Highness, The Prince Philip met a cross section o the Corps members, both serving and retired. He then attended a luncheon in the Officers Mess with the official guests.

The day was a momentous occasion and a milestone in the history of the Corps. The success of the Parade reflected the tremendous effort of the entire Corps plus many others including Army Office, Headquarters 3rd Military District, Units within the Albury/Wodonga Military area, the Prime Minister and Cabinet Department and the members of RAEME Training Centre.

The parade rekindled the camaraderie of all Corps members. A day we will not forget.

A CORPS HISTORICAL OCCASION COMMEMORATED

RAEME BANNER PARADE PAINTING

1. In May 1986, HRH The Prince Philip presented The Prince Philip Banner to the Corps at a ceremonial parade to be held at Bandiana.
2. A reputable artist VERNON JONES, has been commissioned to create a painting which will record this most significant event in the history of the Corps.
3. From the original, a quantity of full colour prints are to be produced and will be made available to members and friends of the Corps.
4. Finance for this undertaking is to be by a mixture of Corps funds, advance sales and redeemable debentures.
5. Redeemable debentures will allow you to make an interest free loan of $12.00 to assist in financing the undertaking. The debenture will be redeemable any time after 19 May 1986 or alternatively may be converted at any time during its life to an advance purchase (or normal purchase).
6. Advance sales will allow you to order and pay for a copy of the print. Advance sales are also costed at $12.00.
7. The Corps fun will be asked to make up the shortfall between costs and revenue from advance sales/redeemable debentures. It is hoped that the Corps, as a body, will exhibit such pride in this event as to preclude any approach to Corps Funds.
8. Cash/Cheque/Money Orders should be payable to the RAEME Corps Fund. Serving members (and those who will still be serving in July/August 1986) need ony identify themselves by Army Number, Rank and Name. It will be sent to your unit. Civilian members/friends and past members should also include a postal address. Please indicate whether you wish to make:

   a.) an advance purchase; or
   b.) a redeemable debenture, with the purchase option.

9. Returns should be sent to

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10. A future issue of RAEME Craftsman will advise when sales will revert to the Corps Shop at RAEME Training Centre.

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"FREEDOM OF THE MUNICIPALITY OF STRATHFIELD GRANTED TO 2 EME SVC UNIT"

by MAJ. R.H. MILLBANK

A wet Saturday afternoon in September was the auspicious occasion for the Officers and Men of 2 EME Services Unit to receive the Freedom of the Municipality of Strathfield.

For the 60 men on parade and the 40 personnel carrying out supporting duties the granting of the Freedom was a culminating event to several months preparation. Personnel from the three depots which form the unit had carried out separate rehearsals right up un l the day of the parade because of the distances involved. 2 Comm Z Recovery Platoon and the HQ parade at Homebush, 103 EME Company at Leichhardt some 12 km away, and 111 EME Platoon at Adamstown in Newcastle (150km north).

However, strong unit pride and a knowledge that the reputation of the Army and Army Reserve, and in particular RAEME, would be judged by the public performance brought out the best in everyone.

The Host Officer was Brig. R.S.P. Amos, R.F.D., ED. He received the Reviewing Officer, His Worship the Mayor of Strathfield, Alderman Rod Rimes and the Town Clerk, Mr. Keith Manwaring, and the Director General, Electrical and Mechanical Engineers Brig. C. Ermert.

The Music for the parade was provided by the Band of 1/15 Royal New South Wales Lancers who themselves have links with 2 EME Services through repair support at many exercises over many years.

The parade was commanded by LTCOL Brian Windsor, who is addition to being the Commanding Officer of 2 EME Services, is also the CDEME of 2 Div. The Guard Commanders were unit OC's, MAJ. Paul Handel (103 EME Coy) and CAPT. Bruce Breckenridge (111 EME P1).

The Granting of the Freedom, highly prized by the unit, was incorporated as the highlight of a weekend of celebrations by the Municipality of Strathfield marking their centenary.

At the conclusion of the ceremony an all ranks BBQ was held in the Homebush Drill Hall at which past and present members of the unit, families and friends celebrated the honour bestowed upon the Unit. This function was attended also by the Mayor, Alderman and Distinguished guests including the DGEME and the Comd. 2 MD, Brig. A. Baker.

By coincidence 1985 is also the centenary of the raising of the first volunteer contingent to serve overseas at the Sudan at which some of the citizens soldiers of the New Municipality served.

The Mayor in his address to the unit spoke of this fact and also the part played by successively the Militia and CMF in forming part of the fabric which the Municipality had woven over the last 100 years.

Replying on behalf of the Royal Corps and the Unit the Colonel Commandant spoke of the service of the RAEME, and he recalled that his Father had seen service in World War 1 in the area of operation where PTE George Cartwright, later an Officer of the 4/3 Battalion who served at Homebush in the 1930's, had won his Victoria Cross.

At the conclusion of Brig. Amos's reply the Scroll granting the Freedom to the unit was marched on parade and shortly afterwards, with the rain continueing to fall, the unit exercised its right. Chief Superintendant Bruce Dutton providing the Police Challenge on this occasion.

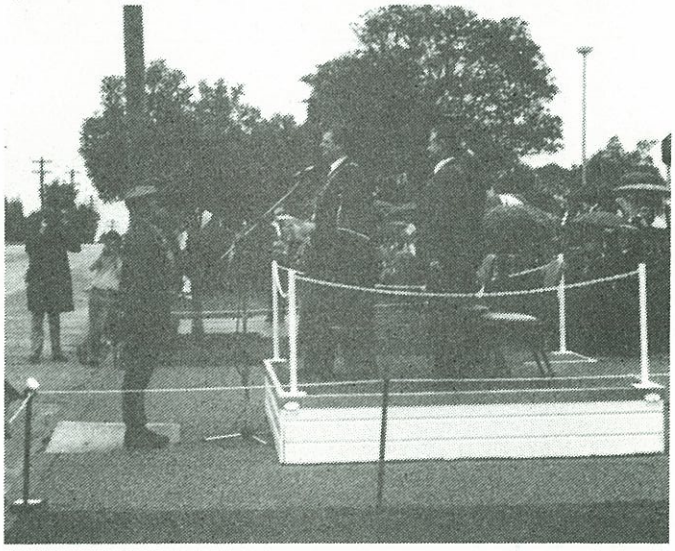
Whilst it is a comparative young unit, being raised in 1975, 2 EME Services Unit traces its ancestry back to the raising of the Citizens Military Forces after World War 2 with creation of 1 Corps Troops Workshop at Leightonfield near Liverpool.

1 Corps Troops Workshop moved to the historic Homebush Drill Hall in 1957 thus making the link between the Corps and the Municipality of 28 years.

Although 2 EME Services unit were being honoured, the Council of Strathfield was also recognising the presence of the Army in the Municipality of over 70 years. The historic Homebush Drill Hall, built in 1916, and the home of the famous 4th Battalion for 25 years, is the depot occupied by the unit.

The ground the Drill Hall is built on was bought by public subscription by the citizens of the Municipality for £481-10-5d on 31st April 1915.

ALD. Rimes escorted by LT. CO. Windsor commencing the inspection of the Unit.



On behalf of the officers and men of the unit, LT. COL. Windsor accepts the scroll from ALD. Rimes.

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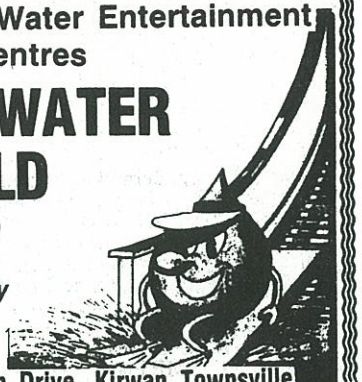

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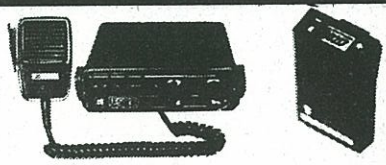

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VISA

A TOUR OF DUTY IN THE MIDDLE EAST

by Major Frank O'Brien.

Introduction/Background

I had an idea that I may have been inthe running for a tour of duty with the United Nations Truce Supervision Organisation (UNTSO) when my boss, LT.COL. Cliff Johnston walked into my office at Corps Training Wing (RTC) and left a coded message on my desk which read "UN 5 DEC". This incident took place back in March 85 and in essence informed me that I had roughly 8 months to prepare myself and family for a trip to one of the mission areas in the Middle East. The news wasn't unexpected though, after all didn't all the other Wing Si who had left before me get an overseas posting?

There is no question that I am one of the fortunate members of the Corps in gaining a trip such as this, as previous UN Military Observers (UNMOs) tended to be selected from a pool of Arms officers rather than those with a Services background. To the best of my knowledge there have been only two other RAEME officers in UNTSO before me, namely; MAJ. Kev. Riely (84/85) and MAJ. Mike Prain (85/86). At the time of writing this article, Mike Prain was still serving out his tour of duty as an Operations Officer with HQ UNTSO in Jerusalem (see his article in this edition of the "Craftsman").

Without going into too much detail on the history and organisation of UNTSO (I'll leave that to Mike), I will concentrate mainly on the operations of Observer Group Egypt (OGE); UN Outposts in the Sinai Peninsula; locations of military interest in the Sinai; and a brief description on the survival of an Aussie family living in the Land of the Pharoahs.

Arrival in the Mission Area

Once out of Australia, UNMOs are responsible for their own administrative arrangements, hence I was relieved to find that my signals had indeed found their way into the hands of an Australian officer in Jerusalem who met myself and family at Ben Gurion Airport (Tel Aviv) and escorted us to our hotel in Jerusalem. Tired as we all were, nobody slept during this part of our trip as there was much to see and a lot to take in as our driver recounted the history of this section of highway leading inland to Jerusalem. Relics of past battles, such as the "home-made" armoured cars used during 1948 by the Jews to escort resupply convoys bound for the besieged city of Jerusalem, lay on both sides of the road and stand in testimony to those who died in the first of the "modern" Arab-Israeli conflicts.

A total of eight days was sent in Jerusalem, during which I was introduced to the normal march-in procedures, operational briefings, driving tests and border crossing procedures. After having my first duty station confirmed as being OGE, arrangements were made to have a UN vehicle take myself and family south to the Israeli/Egyptian border and then across the northern Sinai to the Suez Canal and on to Cairo. The route of our trips across was in fact the same route (but in reverse) that countless attacking armies have used over the ages to enter Palestine and beyond. The sights encountered during our eight hour drive, included the Palestinian refugee camps along the Gaza Strip, Bedouin camps, masses of damaged and abandoned military equipment such as armoured vehicles and field artillery pieces, remnants of the old Bar-Lev Line along the east bank of the Suez Canal, and finally the dust and noise of the Middle East's largest city — Cairo.

OGE Operations

Following the end of the British Mandate over Palestine in 1948, UNTSO was established for the purpose of supervising the truce called for by the UN Security Council. In 1949, after the conclusion of the General Armistice Agreements between Israel and its Arab neighbours, UNTSO was given the task of assisting the parties in the supervision of the observance of these agreements. After the Israeli/Egyptian conflict of 1956, Israel denounced its agreement with Egypt and following the 1967 "6 Day War" further denounced the agreements established with Jordan, Lebanon and Syria. In accordance with a consensus adopted by the Security Council in July 1967, UNTSO military observers were stationed on both sides of the Suez Canal and following the establishment of the second United Nations Emergency Force (UNEF (II)) in October 1973 (after the "Yom Kippur War"), were placed under operational control of the Commander UNEF (II).

The conclusion of a peace treaty between Egypt and Israel on 24 July 1979 (Camp David Accord) saw the end of UNEF's mandate in the Egypt -Israel sector and as a result, UN forces (with the exception of UNTSO) began their withdrawal from the Sinai. In a statement issued on the same day, the UN Secretary General declared the withdrawal of UNEF was without prejudice to the continuing presence of the UNTSO observers in the area and that it was his intention to make arrangements to ensure the further functioning of UNTSO in accordance with the existing decisions of the Security Council. As a result of this decision to remain, UNTSO established the Observer Group Egypt, which is based in Cairo and manned outposts in Ismailia, El Arish, El Nakhl, El Melize and Saint Katherine.

The main function of OGE is to provide a UN presence in Egypt (primarily in the Sinai), a task described in UN circles as "Showing the Flag". There are no UN forces stationed in the Sinai to carry out the task of manning a buffer zone (such as UNIFIL in southern Lebanon) as this responsibility has been invested in an organisation known as the Multi-national Force and Observers (MFO) — an independant "peace-keeping" force set up following the Camp David agreement. MFO, as its name suggests, comprises armed forces from various volunteer nations (including a RAAF element) and operates in a narrow zone along the Egyptian/Israeli border.

UN Outposts in the Sinai Peninsula

Unlike Observer Group Lebanon (OGL), Observer Group Jerusalem of (OGJ) and Observer Group Golan — Tiberius (OGG-T), OGE can truly lay claim to having a full international representation among its grouping of UNMOs as it is only in Observer Group Golan — Demascus (0GG-D) and OGE that officers from the USSR armed forces can be found. At present time there are some 52 foreign officers from 15 countries serving with OGE; countries represented are: Argentina, Austria, Australia, Canada, Chile, Denmark, Finland, France, Ireland, Italy, Netherlands, Norway, Sweden, USA and USSR.

UNMOs are rostered for duty at each OP on the basis of one week on followed by one week off — a very successful scheme which I hope to convince the Australian Army to adopt following my return from UNTSO. When diagnosed fully, this system is quite fair considering that UNMOs must remain on duty 24 hours a day for seven days straight — a period during which there is no contact with their families or the outside world.

Most of the outposts consist of two large caravans (similar in size to large shipping containers), an external toilet/washroom facility, fuel storage area and a small recreation area. The outposts are surrounded by barbed-wire fences which have been reinforced with two or three tiers of concertina wire and are usually located within areas patrolled by units of the Egyptian Army. The two caravans are capable of providing sleeping accommodation for up to four UNMOs although the facilities are usually only occupied by two or three persons.

At present there are only five outposts manned by OGE (four in the Sinai and one in Ismailia) but plans for a sixth (to be located at Abu Rudeis on the east bank of the Suez) are well advanced and hopefully will be completed by end of Mar 86. The distances between each of the OPs is considerable (see sketch of AO) and an extremely reliable radio net is essential to ensure contact with the "world" can be made at any time and under any conditions. The radio system in use employs three radios (two VHF and one HF) in each OP plus a repeater station located close to the Suez and although it is rare to have good communications on all three frequencies at any one time, there has not yet been a situation where an OP has been isolated due to no radio contact (touch wood!).

As was mentioned earlier, UNTSO — OGE is not responsible for manning a "buffer zone" but instead carries out its role in "providing a UN presence in the Sinai" by conducting regular patrols along the maze of roads which criss-cross the Sinai from east the west and from north to south. These patrols are made daily and normally consist of one UNMO from each OP operating independantly along pre-determined routes within his particular OP's area of responsibility. Coordination and control of this patrolling activity is the responsiblity of the SUNMO (Senior UNMO) based at OP El Melize — the Net Control Station (NCS) for OGE operations in the Sinai.

When one UNMO is out of control, his "Op mate" remains behind in the OP to man the radios, prepare the meals for the day, and generally keep the place clean. Most UNMOs do not relish this aspect of OP duty but I find it can be beneficial in that it provides me with the opportunity to learn how to cook a decent meal (no-one has died eating my kangaroo stew yet!) and allows time to catch up on some necessary reading. The negative side of being the "inside man" is generally evident on those days when there is a sand storm (non-stop cleaning). Whether on duty as the cook/radio man, or put on patrol along some sand-swept corridor of bitumen, UNMOs have to become adept at operating alone in remote locations.

Locations of Military Interest in the Sinai

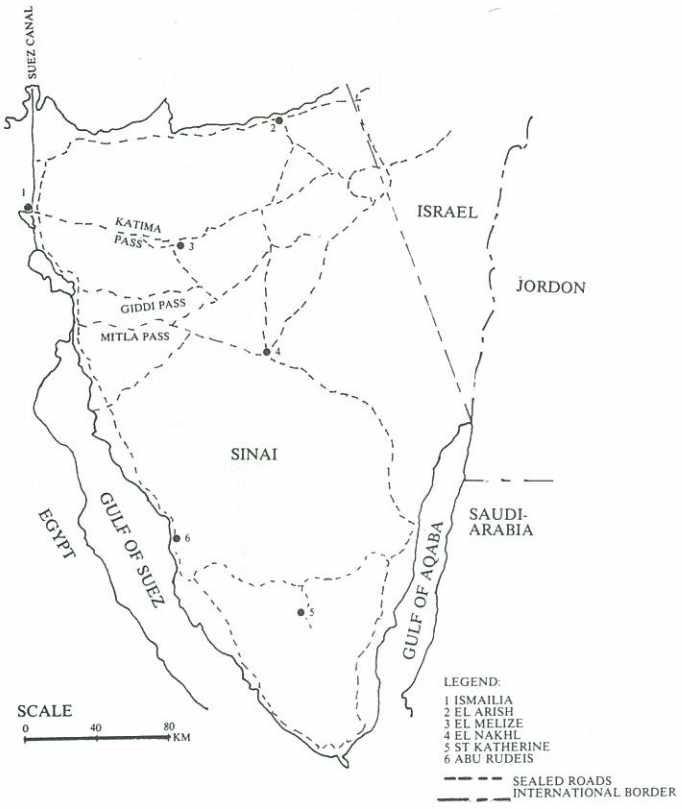
One of the most rewarding aspects of a tour of duty with UNTSO is that it provides officers from foriegn countries the opportunity to increase their understanding of the situation in the Middle East and to view, first hand, the position of tactical importance in recent conflicts. The Sinai perhaps

offers the greatest interest to the avid student of military history in that most of the old defensive positions and equipment casualties left behid after the 1956, 1967 and 1973 Arab — Israeli conficts still remain, virtually unchanged.

UN patrol routes take UNMOs into such areas as the Mitla, Giddi and Katima Passes where much of the fighting during the past three major wars was centred. These areas are still considered to be of a great tactical and strategic importance and access to them is restricted to regional military units, local Bedouin tribesmen and sanctioned UN patrols. The importance of these passes plus full descriptions of the battles which took place there are well documented in books written by both Arab and Israeli authors, but perhaps best explained in the book titled "The Arab-Israeli Wars" by Chaim Hertzog — a book often carried on patrol by UNMOs as a principle source of reference to the "ground".

The Sinai is probably best described as a huge outdoor military museum specialising in displaying the results of armoured and mechanised operations on a grand sale. Not all of the "exhibits" are accessible though, as many of the tactiful and defensive minefields laid during these conflicts still remain; the majority of which are unmarked. Only the more intrepid would venture too far off the roads in these areas, and only the foolish would engage in souvenir hunting.

OGE AREA OF OPERATIONS (AO)



Life in Cairo

After a week-long stint of duty in the Sinai, UNMOs leave the Asian continent, cross the Suez and head or the largest city in North Africa — Cairo. This transition from the total isolation fo the desert to a city of some 12 million inhabitants is nothing short of a culture shock wich alwasy leaves me with a feeling something akin to that which might be experienced by a "time-traveller".

My family (wife and two teenagers) have adjusted marvellously to what I can only describe as a radical change in lifestyle from that experienced in Australia. Problems such as finding accommodation, shopping for necessities and dealing with the non-english speaking locals have all been overcome and we are truly enjoying the opportunity that we have been presented with.

Planning trips to tourist attractions such as the Pyramids and Giza, the Valley of the Kings in Luxor or a trip down the Nile River seem to take up most of our free time and it often appears as if there are not enough hours in the day to do all the things that we would like to. Shopping is an educational event not to be missed — anything can be purchased at the right price if you have the patience to find it, run a quality check on it, and finally haggle/barter with the trader to get a fair deal for both parties.

Site of an abandoned artillery ammo dump for 105mm ammo. Ammo is still "live". Taken at El Nakhl in March '86. Jeep is my normal patrol vehicle.

Soviet T-54 tank. Location: 2.5km east of El Nakhl (middle of Sinai). Date: 11 March '86. UNMOS are from Norway (left) and US Air Force.

Conclusion

There is much to recommend a tour of duty with the United Nations here in the Middle East, and although I can only speak about my first three months of duty with OGE, I am looking forward to my next three months as the new SUNMO (promotion is fair-dinkum fast here mate!) with OGE, followed by my last six months in one of the other duty stations (Lebanon, Israel or Syria).

Do not believe that a tour of duty with UNTSO is reserved only for officers with an Arms background, it is open to volunteer officers from all Corps — just ensure that your circle "UNTSO" when completing your annual PR19. Finally, a word of advice to anyone fortunate enough to be selected for a tour with the UN — read as much as you can about the Middle East before you arrive in the mission area.

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BRITISH COMMONWEALTH BASE WORKSHOP

by LTCOL A Chapman (RL).

The following is intended only as a brief unofficial history of the British Commonwealth Base Workshop, a large integrated unit of considerable interest and importance in the general history of RAEME, if for no other reason than that literally hundreds of AEME and RAEME personnel served in the unit during the period of its existance, from 1946 to the time of its closure in 1956.

Apart from its function as an Occupation Force Workshop, and later as a Base Workshop for the British Commonwealth Forces engaged in the Korean War, it was of importance and value in several other regards:—

It afforded valuable experience to Field Rank Officers in command, conduct, control, and operation of an integrated unit operating in a foreign country.

It afforded Junior Officers and NCOs in charge of workshop sections, practical experience on a large scale.

It, along with many other Occupation Force and United Nations units throughout the country, provided steady employment for many thousands of indigenous personnel during a vital period in the recovery of their nation after cessation of hostilities.

After surrender of Japan in Aug. '45, the country was occupied by Allied Forces of World War 2, notably the U.S. and member nations of the British Commonwealth.

Research into the subject suggests that the first AEME personnel to arrive as part of the Occupation Force was an RAE Regt. LAD. Also that the first AEME workshop to be established in Japan was 34 Bde. Workshop.

This unit was formed largely from AEME personnel who were serving on the Netherlands East Indies island of MORATAI when the war ended, many being recruited from 13 Aust. Adv. Wksp. AEME. 34 Bde. sailed from MORATAI on 13 Feb. '46 and on arrival in Japan, was established in the KURE area of Southern Honshu, approximately 20 miles from HIROSHIMA.

In June '46, the main body of the U.K. Occupation Force also arrived in KURE harbour from Madras, INDIA. This force included a draft of 6 officers and 180 other ranks from 10 Base Wksp. REME, and on arrival in JAPAN, combined with 34. Bde. Wksp. AEME, to form an integrated British Commonwealth unit.

During the ensuing few months, strength of the British Commonwealth Forces increased and as a consequence the repair workload became heavier. During Oct. '46, the workshop was enlarged, and to build up the workforce to required strength, it became necessary to recruit Japanese tradesmen from as far away as KOBE and OSAKA.

On outbreak of the Korean war in June '50, British Commonwealth Occupation Forces became British Commonwealth Forces Korea, with Base HQ. in KURE. The workshop was now the British Commonwealth Base Workshop, and to cope with the added workload from KOREA, was enlarged still further.

HQ. and No. 1 Shop, along with quarters, messes, and the various other essential administrative elements remained in the KURE area, while No. 2 Shop occupied a large Japanese locomotive workshop building, adjacent to the RAOC Vehicle and Gun Park at HIRO, 7 miles from KURE.

A prime function was now the Base Overhaul and repair of all types of vehilces, guns and other equipment used by the Commonwealth Forces in KOREA.

On instruction from "Q"Br., HQ, BCFK, specific Base repair programs were undertaken, e.g. "100 Trucks, ¼ ton G.S." or "50 Trucks 3 ton G.S." etc.

These vehicles would be concentrated at No. 2 Shop, HIRO, stripped to the bare chassis, and after return of fully reconditioned MUA's from No. 1 Shop, KURE, were reassembled, rewired, road tested, and returned to the Vehicle and Gun Park, HIRO. Similar procedure was adopted with regard to "A" vehicles, guns etc.

During the decade or so of it's existence, approximately 7,500 "B" vehicles were Base overhauled by the workshop, and in addition the unit handled a proportionate commitment of Armt., SA., "C" vehicles, instruments, telecommunications equipment, etc. Also Field Repairs for Commonwealth Units located in the Base area, were carried out.

In addition to the machine shops, No. 1 Shop at KURE contained several other large and important sections, e.g. textiles, wood-working, rubber, telecommunications, instruments, the armoury and the Ordnance Stores Section.

As part of the Administrative complex, in addition to the quarters, kitchens and messes, etc., referred to earlier, there was also the RAP., Security Guard Section, and a number of facilities for sport including tennis and basketball courts, swimming pools, recreation huts and the cinema.

Total strength of the unit at the height of it's activities was approximately 2000, made up of more than 300 U.K., Australian, Canadian and N.Z. Military personnel, and about 1650 Japanese male and female civilian employees.

During the term of it's existence, the unit was visited by a number of high-ranking officials, including:—

Lord CARRINGTON, MC., Parliamentary Secretary to the U.K. Ministery of Defence.
Maj. Gen. F.M. HEXT, CB., OBE., Inspector REME.

In the case of most of the larger Base units, Command was in the hands of an Australian officer, with a British officer as 2i/c.

Lt. Col. J.C. TURNER (AEME) was the first CO of the integrated British Commonwealth Workshop, and his successors and their respective terms of office are as follow:—

Lt. Col. J.D. McCUTCHEON	19 Feb. '47 - 12 Jan. '48.
Lt. Col. D.V. GOLAND OBE	13 Jan. '48 - 25 Aug. '49.
Lt. Col. A.J. EVERINGHAM	26 Aug. '49 - 17 Mar. '51.
Lt. Col. L. JONES	18 Mar. '51 - 15 Feb. '53.
Lt. Col. H.L.C. MARTINS OBE.	16 Feb. '53 - 24 Mar. '54.
Lt. Col. H.B.K. BURGH ED.	25 Mar. '54 - 16 Feb. '55.
Lt. Col. A.A.S. CHAPMAN	17 Feb. '55 - 5 Jul. '56.

Run-down of the unit began early in 1956 and Britcom Base Workshop finally closed on 10 Sep. of the same year.

Several major articles of interest were sent back to Australia during the close-down period, and are now located in the MOORBANK/INGLEBURN area. Hopefully these items will remain as a lasting memory of a large Army workshop in which many RAEME personnel served. The items referred to are the two Japanese 50 mm Naval cannon, the Officer name board at 2 Base Wksp. Bn., MOOREBANK, and the Gateway structure across the entrance to 101 Fd. Wksp., INGLEBURN. The latter item was origianlly erected across the main entrance to Britcom Base Wskp at KURE, and in this position carried the name "STURDEE BARRACKS", in honour of Lt. Gen. V.A. STURDEE CBE., DSO. Colonel-in-Chief of the Corps of RAEME, prior to H.R.H. The Duke of Edinburgh, accepting the title.

In conclusion, an extract from a letter dated 10 Sep. 56 from Britcom Base Wksp's senior Japanese employee, and its Chief Interpreter, Mr. "Bill" Morita, is apt and of interest.

> "Workshop doesn't exist anymore in KURE, and only Britcom Store Section is operating in the workshop area. Capt. Self is leaving KURE today and he will be the last workshop personnel. I am leaving workshop today too, to be employed by a Ship building yard at HIROSHIMA where I live. I have been employed by British Commonwealth Forces for 9½ years, which makes me sad to leave."

Those of us who served in the unit can understand how "Bill" felt.

EXERCISE JAWS FOUR
BY
LIEUTENANT M.S. CULLEY.

1. Members of 1 Base Workshop Battalion attended a Basic Underwater Divers course in the Byron Bay area over the period 19 - 25 Oct. 85. The course was run in conjunction with the Professional Association of Diving Instructors (PADI) and was taught by Mr Greg Riddell and Mr Brad Stumer.
2. Having arrived late on a Sunday afternoon, the troops quickly established our home away from home and adjourned to one of the local hotels. Many were a little nervous of the fact that Byron Bay has a reputation as a Grey Nurse breeding ground. In the end, it turned out that the only danger was to have a large breakfast of eggs and greasy bacon before a dive.
3. Our accommodation stood apprroximately thirty metres from the beach with an absolutely breathtaking vista. In fact, the view and the atmosphere was so inviting, a request for extra food and time (2 - 3 months) was sent to the Adjutant. NOT APPROVED!
4. We commenced the course with a safety lecture and then an explanation of the equipment. Then we all trooped off to the pool for our initial training phase. All went well and we progressed from snorkelling to scuba in no time.
5. The following day involved another pool session and then a ocean dive. After a somewhat demanding surf entry (very hard in Fins!) we snorkelled out to the wreck of the "Tassie II" and examined the wreck and its plentiful marine population. The exit from the surf proved a littled difficult too, with LT Mike Culley (pride still smarting from smashing a canoe on the previous adventure training trip) managed to lose a fin.
6. Wednesday proved to be windy and overcast with very choppy seas. Halfway through a hearty breakfast, dive team one were informed that they were diving in approximately 25 mintues. Appetities now diminished, the intrepid divers trooped off to don their suits, all feeling a shade of pale green inside.
7. This morning dive proved to be unforgetable for most. Unforgetable because meeting Mr Bob Beale of Cape Byron Underwater Services is indeed something that most will remember. Mr Beale has an eccentric way of launching his Dive boat. Thirty miles and hour flat out in reverse, jam on the brakes and literally hurl the boat from the trailer into the surf. We were aghast at this, but worse still was Mr Beales unnerving habit of turning around and talking to the divers whilst negotiating very dangerous seas. However as time progressed Mr Beale turned out to be one of the most competent helmsmen and divers anyone had seen.
8. By the time we had reached Julian Rocks, everyone was feeling a little uncomfortable. Once underwater, the motio sickness was lessened, but this didn't stop WO2 Brad Brady from having a repeat of his breakfast. Most disconcerting at 15 metres down! CFN Julie Hendry neglected to inflate her bouyancy compensator on her return to the surface and quickly realised how heavy the scuba equipment can be.
9. We all completed a number of dives on the Julian Rocks, which is a Marine Sanctuary. The size and colour of the fish vary greatly, and the species are too many to name. Large turtles and even bigger rays were spotted. LCPL "Benno" Benson and CPL Kim Holland brought raw meat down with them and attracted a number of hungry and inquisitive fish.
10. In conclusion, the entire week was well spent. All the aims of arduous and adventurous training were achieved, all participants enjoyed themselves and more importantly, we all qualified! Thanks go to Mr Greg Riddell and Mr Brad Stumer of their help and instruction.

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Z.B.E. - THE FAMILY

By CPL B.R. Wilson

There are many RAEME units with which one may be posted, but if you want an experience that will be imprinted on your mind for all eternity, your should endeavour to be posted to Singleton Workshop Platoon. But only if you are good enough.

During 1985, there were many manpower cuts within the Army. The Singleton area did not escape this Governmental decision, as most units within Singleton were hit with cuts, all except the Workshop. Why? Because this unit excells all other RAEME units and must be protected at all costs. If cuts were made to the Workshop, irrepairable damage would occur. Not to the Workshop alone, but to the many, many units which depend upon Singleton Workshop Platoon for their existence.

The area of responsibility of the Workshop starts from the Colo River, just North of Windsor and stretches Northward to The Queensland border, with its Westward arm reacing out as far as Narrabri and up to Goondiwindi.

If a ratio of Area per Soldier was to be calculated, it would most likely be found that this Area of Responsibility covered by Singleton Workshop Platoon is probably in itself a record, as the posted strength of this unit is so small and the area coverd, so large. How then, can this unit operate so effectively, if there are but a handful of personnel to cover such a huge area? It is the soldiers themselves, not working as individuals, but together, as a team, a Family.

It takes a very special kind of soldier to become a part of the Singleton Workshop Platoon Family. Highly motivated and conscientious to a tee. Not being afraid to work hard for little return, except for the self gratification of a job well done, and all being able to help each other out in time of pressure. They work hard and they play hard, whether it be on the floor working, or on the sportsfield. All of the members perform to the best of their ability in whatever they do.

The workshop floor caters for not only vehicle repairs of the surrounding units, but also for units on exercise in the Singleton area that are in need of second line repairs. It is not often that the exercising range area isn't playing host to any units on exercise and on many occasions two or three units can be on the range simultaneously, which can increase the workload for the mechanics dramatically. The highly experienced mechanics rarely stop until the job is completed and on some occasions working long into the night, knowing only that the job has to be done to the best of their ability. Some jobs do however require special tools, and if these are not held in the tool store, the Floor personnel do not take long to overcome these problems, for they hold the masterful art of improvisation. This is the key to all successful Field repairs. Anything, anywhere, anytime. They are highly trained and motivated and ready to do battle with any mechanical monstrosity which may cross their paths.

The General Engineering Section is a myriad of machinery. The workload put through this section can put some civilian counterparts to shame, and the quality of their work is of the same professional standard whether it be a basic welding job or involve intricate machining of which the success of the job is wholly and solely dependant upon the knowledge and expertise of the operator. Many people sneer at the Fitter and Turner, but no unit can operate successfully without them, least of all Singleton Workshop Platoon. The range of equipment to be repaired,varies to such a degree, that the members are not just Fitters, but Jacks ot all Trades, and the master of them all. From SLR's to outboard engines, from gasoline cookers to aluminium welding, the G.E. Section handles the lot, with pride and precision.

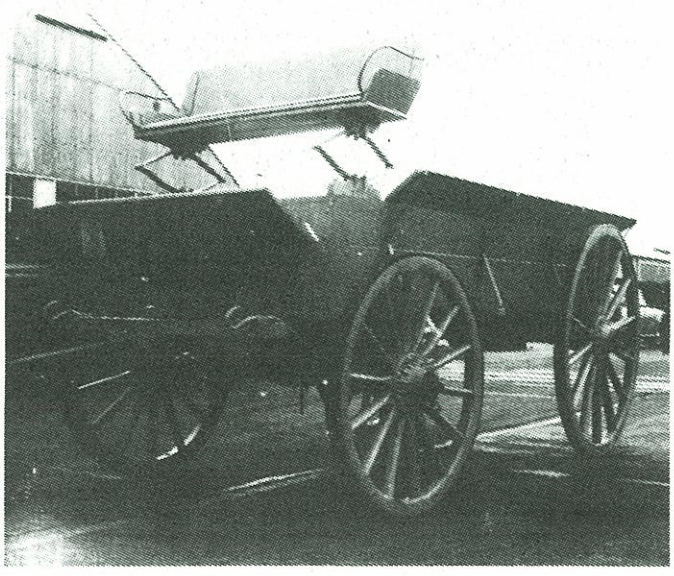
As with any RAEME unit, Singleton Workshop Platoon has an Electrical and Tels mechanic within their ranks. At any one time, you would see a maze of DART equipment, lined up outside Tels. A never ending battle on the part of Tels Mech., but fight he does. With the constant pressures of the ever failing and outdated circuitry used on our Firing Range, he endeavours to keep the downtime to a minimum by keeping in constant contact with Range Control personnel, just waiting for the first sign of another breakdown. The Firing Range would be the most frequently used facility within Singleton. The unit Electrician, not only faces vehicle electrical work, but also performs repairs to domestic electrical appliances held by units. This is a tall order, when there is only one electrician on strength. As well as keeping up with all the latest technology, he must also perform all the tasks of the section leader as well as the worker. A back log of work would not take long to accumulate if he were to go on leave for only a short time.

Before any work is passed to any section, the equipment must be inspected, and to do this, the Inspectors must be fully conversant with all EMEI's and writings pertinant to the equipment, and should have a working knowledge of that equipment. The Inspectors of Singleton Workshop have all these qualities, and more, for the job starts with them and finishes with them, and very few unit complaints have been heard. A lot of equipment has to be inspected in-situ, and the inspectors travel to these far off units to carry out their work, and cannot forsee what is awaiting them. This is when their prized quality shines out. Common Sense. Singleton Workshop Platoon thrives on common sense, right down to the very last digger.

With such an abundance of work to be carried out, it is not humanly possible for any of the sections to do it all. A lot of the work is farmed out to Civilian Contractors. The Contract Repair Supervisors of Singleton Workshop Platoon, can travel hundreds of kilometres a day, in the performance of their duties. It is rare to see all of the Supervisors of Singleton office, all at the one time, for they are out and about all day, tending to all of their many Contractors. Theirs is a tiring and never ending job, for to look after the Army's interest, and at the same time, keep the Contractors happy. Their paperwork tends to follow them home at night, for there is just not enough hours in the day. The Supervisor faces a lot of frustrations every day, trying to compete with civilian repairs by their contractors. They have a special quality which keeps them going. You can not put a name to this quality, but it brings results, and with each vehicle that comes from a tradehouse, the quality gets better and better, with more value for money.

The Ordance Corps also plays a part within Singleton Workshop Platoon, namely the Repair Parts Store, without which, this RAEME unit would be lost. Their job being the never ending task of where ever possible, supplying spare parts, to keep the workshop operational. Although a lot of common items are held in stock for immediate issue, many have to be demanded through the Supply System. With Singleton being so far from the main storehouses, this should normally take a lot longer, compared to more central workshops, but due to the dedication of our RAAOC members this time factor is dramatically cut down. When holdups do occur, it usually stems from the transporting of the parts to Singleton. But once these parts arrive at our store the team is back in action and no time, the required parts are available for pickup by the requesting section. So it seems that the Director of RAAOC must also screen their members for this posting as well, and they are considered to be proud members of the Workshop family.

As in all Military Establishments, Singleton Workshop Platoon has a number of Civilian employees. While the Military members are at times involved in non-productive activities, such as parades, lectures and physical training, the Civilian members carry the load to keep the production figures up. This in itself is a highly regarded quality in the civilian. Each of the Civilian members are part of the Family and no matter what job they have, it is performed with professionalism and pride, to keep up the Family's highly regarded reputation that it has in the area. Many slurs are made in regard to public servants, on their attitudes to their work, but at Singleton Workshop Platoon, these slurs have no foundation, for the Civilian members are a main factor in the success of Singleton Workshop.



The Workshop runs its own recreation club, and has an excellent social calendar. Members wives participate regularly and with this atmpsphere, it cannot but help the workshop Family grow stronger.

Singleton Workshop Platoon is held in high esteem by the civilian population of Singleton, for they partake in community projects, which other units dare not touch. One such project being the complete erection of a playground at a local pre-school, which previously had only a sandpit for the children. Close relations are also held with the local constabulary, by having social days together. It is public relations at its best, and is only found at Singleton Workshop Platoon.

The Platoon had recently been presented with a super size flag, to be flown on its own custom made flagpole. This flag is of great sentiment and held in high esteem by its members, for it was presented to them, by their own Officer Commanding, Capt. P.G. Cook, on his marching out of the unit in Dec. 1985. It is embellished with the Star of David, together with the letters Z.B.E. on a background of the RAEME and RAAOC colors. Many members all over Australia have curiously wondered about this emblem.

For those still unknowing, it dates back to the early settlement days of Singleton, when a carriage was manufactured by Z.B.E. (Zuchini Bros. Engineering) and decades later showed up at Singleton Workshop Platoon. Whilst restoring the carriage, the members found this emblem. embellished on a plaque, and adopted the name. Z.B.E. is noted throughout Singleton and now flys high on their own flag, which holds pride of place in the hearts of all its members.

To be posted to Singleton Workshop Platoon, means to be posted to the best workshop that RAEME has to offer. I feel sure the DGEME screens all prospective members before posting, and takes only those though enough to participate in such a worthwhile posting. Once you have spent time at Singleton Workshop Platoon, you are fulfilled with the feeling of accomplishment, for it is hard, and yet it is easy. The hours can be long, but you don't mind. Soldiering in RAEME is not just a job, but a way of life, and if you want more out of your life, give DGEME a call, and hope that you have all the special qualities, that it takes to be a member of the Singleton Workshop Platoon Family.

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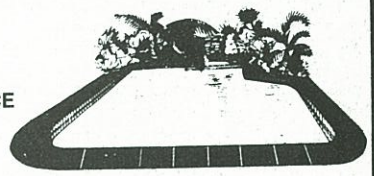

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OBITUARY
LIEUTENANT COLONEL MAURICE VINCENT RICE
(Rtd)

by COL. D.V. Goland OBE (R).

Lieutenant Colonel Maurice Vincent Rice collapsed at his post of duty as Secretary of the Regular Defence Forces Welfare Association at eight o'clock at night on the 13th of March 1986 whilst he was engaged in voluntary overtime in connection with the welfare of the Association members.

He was addmitted to the Queen Victoria Hospital where he died on the 16th March 1986 following an emergency operation thus ending a life time of loyal, devoted and energetic service to his Country his comrades and his friends.

Maurice was sixty-nine years of age at the time of his death, he was born in the Town of Maldon in Victoria and joined the A.I.F. in 1940, he served in the Middle East with the 2/4th Army Field Workshop and was commissioned through an O.C.T.U. In 1945.

He was posted at the end of the war to what was then the Victorian L of C Workshop (later to become the 3rd Military District Base Workshop) as An Administrative Officer and served at Broadmeadows for many years before being posted to the R.A.E.M.E. Training Centre at Bandiana. He ended his career as a Staff Officer on the Staff of the D.E.M.E. at Army Headquarters in Melbourne.

On his retirement be became Secretary of the Victorian Branch of the Regular Defence Forces Welfare Association where his extensive knowledge of military and civil administration, his meticulous staff work, his devotion to duty and his humanity has won the admiration of all concerned with the Association.

Loyalty and service have always been a characteristic of the Rice family, Maurices father was Postmaster at the Town of Maldon for many years and in addition to Maurice two other brothers serviced in the 1939/45 war, one brother was killed whilst serving in a British Commando Unit on the Lebanese Coast and the other, a Graduate of the Royal Military College Duntroon was severely wounded in Syria.

Maurice is survived by Kay, an ex Royal Army Nursing Sister whom he married in 1946, two sons and three daughters, the tradition in maintained by "Robbie" the eldest son who is a Lieutenant in the Submarine Service of the Royal Australian Navy.

The death of Maurice virtually at his post of duty in the service of others typifies his attitude to life and he will be long remembered and sorely missed by all he served so long and well.

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EXTRACT OF SERVICE
3/40018 HON. LT/COL. (MAJ) M.V. RICE

Born 10 June, 1916, Married, 5 children, educated at Castlemain High School. Enlisted CMF 1938 after being employed as a clerk in civil enterprise/employment.

(Infantry) 1939 32 Inf Bn (2 months) CPL
1940 Inf Trg Bn (6 months) Sgt. Instructor
1940 43 Inf Bn (3 months) WO2 CSM

1940 - 1943 2/4 AFW AIF Sgt.

Middle East 1 Sep 41 - 17 Jul. 42.
New Guinea 6 Dec. 43 - 4 Jul. 44.

1943 4 Aust Armd Bde Gp Wksp (5 months) RSM.

AEME	6 Sep 43	AO	2/6 Aust Armd Regt Wksp AIF
	10 Nov. 43	AO	1 Aust Tank Bn Wksp
	1 Jun. 45	AO	1 Armd Regt Wksp
	20 Feb. 46	AO	Victorian Line of Communications Wksp
	11 Mar. 46	AO	South Command Area Wksp
	1Jul Mar 46	AO	RAEME
	14 Oct. 47	ADJT	3 Military District Wksp
PMF	1 Jul. 49	LT	(AUST STAFF CORPS) ARA
	4 Jul. 49	T/CAPT	RAEME
	1 Jun. 50	ADJT	3 Base Wksp
	1 Jul. 50	CAPT.	RAEME AUST STAFF CORPS
	1 Aug. 53	ADJT	RAEME Trg Centre
	10 Aug. 54	T/MAJ	RAEME
	1 Jul. 56	MAJ	
	20 Jan. 59	DADEME	MGO BCH AHQ
	1 Apr. 63	DADEME	HQ Southern Comd.
	26 Feb. 64	R of O	RAEME Southern Comd.
	11 Jun. 66	Retired	Hon. LTCOL.

Letter to the Editor

Dear Sir,

I am aware that an appropriate obituary will appear in our magazine for Lt.Col Maurice Rice (RL) but it may be appropriate to record for posterity that Maurice had a wider fame.

One would suspect that all members of our Corps would know that the RAEME March is an arrangement of Lilliburlero and The Back Room Boys tunes.

The recent passing of Maurice Rice recalls a period when another tune was sung, particularly at the RAEME Training Centre, and long before the Corps March became official.

In the early 1950s young soliders arriving at the Centre would come before the Adjutant, Capt, Maurice Rice, an efficient administrator who was viewed by them as having a fierce countenance and appeared to be forever present, particularly when one had or was about to get into trouble. Maurice in fact was at that time an unrecognised friend and set many a young soldier back onto the right path just as he loyally helped hundreds in the RDFWA in later years.

At the same period Victoria suffered frequent potato and onion shortages and unit cooks were issued with rice as a substitute. Consequently rice in some form or another was served with almost every meal. As it is not uncommon for soldiers to grumble about anything in general, the excess of "rice" was too much and so was born the song sung to the tune Bye Bye Blackbird. It was sung with great gusto but never more so than at course break-up parties. As best as I can recall I believe Capt. David (then SSGT) "Scholar" Watkinson was responsible for the lyrics:

Pack up all my gear and kit
Bandianas up the s...
Bye Bye Bandi
Rice for Breakfast, rice for Tea
No more Maurice Rice for me
Bye Bye Bandi
No more climbing up the great big mountains (Huons Hill)
Will be drinking beer from crystal fountains
Rice for Maurice Rice for me
Bandi, Bye Bye.

It was with some pleasure only last year that I discussed that song and those days with Maurice at a Victoria Barracks Officers Mess reunion.

N.M. COOPER,
MAJ.

SUPPORTING THE BRIGADE TECHNICAL SUPPORT PLATOON, HEADQUARTERS COMPANY 6TH BRIGADE

By Craftsman Gary Voltz

Having been here almost three years I felt that it was time to let the readers of the Royal Australian Electrical and Mechanical Engineers Craftsman know that we exist. I can hear it now, "Where the hell is Headquarters Company 6th Brigade"? I asked the same question when I received my posting order to this unit. Those that have been here know where we are. To enlighten those who don't, the 6th Brigade makes up the most of the Enoggera Area in mostly sunny Brisbane. The Headquarters Company 6th Brigade is right in the middle of it all.

As we begin 1986 we have 15 members in the workshops. They are:

a. The Boss, SSGT *Lloyde* (The Old Grey Fox) *O'Hearn,* ASM and leader of this fine Technical Support Platoon (TSP) and implementer of many new ideas and schemes (some of them work).

b. PL SGT, soon to leave is SGT *Laurie* (where is he??) *Loone* heading of to hide at 72 EW Sqn, Cabarlah.

c. Vehicle Section is lead by CPL *Rhett* (Rats) *Turley* (who came back from leave one week early? A proud new Dad to son *Curtis*). Working him hard are LCPL A. J. (*Doug*) *Fairbanks* (ex-Nasho, ex-Engineers); CFN *Steve Aviant.* Both have been here longer than myself. Doug is now part of the Inventory, having been here around four years. CFN *John* (Rotund One) *Wood,* accomplished servicing recently returned from a three month holiday with 5 Fd Svy in Western Australia. He is getting married in February this year (ex-Transport).

d. Repair Parts Store is headed by CPL *Eric* (Harry) *Harrison* who just recently found his way out of the jungles of Canungra to here. The other resident Roach is PTE *Joe* (Skeg) *Laraaker,* a new arrival from the Roach Hatchery at Bandiana. CFN *Clark* (Superman) *Thompson* (T.E.S.G.) is reluctantly filling the position of B1 Storeman.
CPL *Steve* (Hells) *Wells,* the Tow Truck Driver from 1 Armd Centre, Puckapunyal occasionally gets a recovery job and runs 816's into the ground on a leisurely trip from Brisbane to Jardine, Cape York Peninsula and return. Still waiting for his Mack.

f. Electronic Instrument repair is left in the hands of CFN *Gary* (Voltzy) *Voltz,* resident RAD MECH who has had to adapt to assisting VM's change brake shoes and other minor repairs. He is finally getting married in Jan. 86. Working with him is CFN *Paul* (Andrew) *Bourke* (ECT) who runs up many days leave to visit his fiance in Sydney.

g. In Receipt and Issue we have CFN *Ross* (Sandgroper) *Moignard* also a proud new dad and ex-civilian Auto-Electrician.

h. General Engineering is commanded by CPL *Hans* (Smallgoods) *Bentzen* and his cohort in crime CFN (*Charlie* (All-round Sportsman) *Moir whose imminent depature to 1 Sig Regt Wskps leaves the Headquarters Company Cricket Team minus one good player and the Workshops Volleyball Team short one shark.*

In late 1985, we farewelled the following personnel:

a. CPL *Jim* (Jimbo) *Nicholoson* who elected to take his discharge and head to the bush on the north shore of Noosa to grow vegies hydroponically. Six years service.

b. LCPL *Michael* (Ando) *Anderson* who has taken the Big D in South Australia to return to the family farm in O.B. Fla and hopes to eventually set up his own busines of Forward Repair Team style to service the local famr machinery. Nine years service.

c. CFN *Tim* (Squeezer) *Reynolds* who left us to make a big move to 1 Sig Regt. Wksps. He will be wedded this year in September.

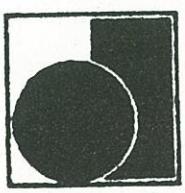
WHAT WE DO — EVERYTHING AND MORE

As we are responsible for the maintenance of 6 Fd Sup. Coy, 11 Fd Amb, 139 Sig Sqn (vehicles and generator sets) as well as our Transport's vehicles and our own, the workload can be quite over-bearing. Also being Field Force means many exercises ranging from of short duration up to major exercises. Our big exercise is Exercise DIAMOND DOLLAR which exercises the whole Brigade and parts of the 1st Division. This is where we really earn our bread and butter by keeping as many, usually all, the vehicles and equipment under our care mobile. The rest of the year is taken up with a constant flood of repairs from the units. In addition to all this, we do gardening (heaps of it), innumerous duties, guides to A Vehicles on CPX, labourers, support to many minor units and exercises, PT every morning ,trips to exotic places like Kununurra, Hawaii and Shoalwater Bay (If you're lucky, you miss out on Shoalwater Bay).

Detachments are not uncommon and deplete our already low numbers. Somehow we manage to get the work done, have a social life and have heaps of fun.

Comraderie is always high no matter what they throw at us and we always manage to leave them shaking their heads. Espirit De Corps and a sense of individuality makes us unique. So if passing through come and see us. Fellow Craftsmen, past and present are always welcome.

See you soon.....



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31224 MAJOR A.J. BALSILLIE, MBE

On 22nd July 1985, Major A.J. Balsillie, MBE, retired from the Australian Regular Army. This retirement, after 40 years of continuous service, marked the end of an era in Australia Military history, and for the Corps, the loss of one of our best loved and most dedicated members.

Andrew John (Jack) Balsillie enlisted as an RAEME apprentice on 10th July 1945 in the days before the establishment of an Army Apprentice School. His five year apprenticeship was undertaken at the then Victorian Lines of Communication Workshop, Broadmeadows, and on its completion, Jack served at the Workshp as a Fitter Armament.

By November 1957, Jack had attained the rank of Warrant Officer Class Two and was posted from Broadmeadows to RAEME Training Centre, where he served until August 1959, as an Assistant Instructor in armaments.

Jack's first full-time association with Artillery Corps came in 1959 with a posting to Malaya to serve as Officer (Warrant Officer) in Command, "A" Field Battery, Light Aid Detachement (LAD) and 101st Independent Field Battery LAD. While in Malaya, Jack spent many off-duty hours searching World War Two battlefields for relics and shipping those of historical value back to the Australian War Memorial in Canberra.

His greatest find, and certainly that of most historical significance for Australian Military history was the locating of the site of the "ROSE FORCE AMBUSH". Using war diaries, and other accounts, Jack found the ambush location, and shipped back relics of this, the first action of the Second World War between Australian and Japanese Troops.

After serving in a number of postings in the rank of Warrant Officer Class one, Jack was granted a Quarter Master's Commission in 1967 and was appoianted the rank of Lieutenant.

1969, 1970 saw Jack, with the rank of Captain, serve on the Headquarters First Australian Task Force, and Australian Force Vietnam, in South Vietnam. During this time, continued his historical work for the Australian War Memorial.

From 1970 until 1972, Jack held postings at Third Base Workshop Battalion, Broadmeadows and the Third Cavalry Regiment, Townsville, but in April 1972 was posted back to commanding an LAD with an Artillery Unit, this time Fourth Field Regiment. The Regiment clearly was predominantly manned by members of the Royal Australian Artillery Corps (RAA), but while he was posted there, Jack saw that he and his LAD became as much a part of "4 Field" as any of the gunners. To this end, he worked tirelessly to keep the Regiment's equipment in peak condition, and in doing so, earned a unique respect from the members of the Regiment and the Artillery Corps itself.

While serving with "4 Field", Jack was promoted to Major. He was held in such esteem by the Regiment, that on more than one occasion, Jack administered command of the Unit in the Commanding Officer's absence — an unprecedented honour for a non-Artillery Corps Officer.

Jack was posted away from "4 Field" in 1977 and from 1978 until late 1981, he served as Officer Commanding, Sydney Workshop Company. Part of the role of the workshop was to support the Royal Australian Survey Regiment, and through dedicated support, Jack developed a close assocation with the Survey Corps.

As his final posting, Jack commanded Puckapunyal Workshop Company rendering the same exemplary service in his final active-service years, as he had throughout his career.

For his extraordinary services commanding supporting workshops, Jack was appointed an honorary member of the Royal Regiment, Australian Artillery, and as an honorary surveyor of the Royal Australian Survey Corps. His services to the Australian War Memorial were recognized by the award of an MBE (Civil Division). He was the longest serving member of the RAEME since its existence as a Corps and also the last soldier with continuous service in the Asutralian Regular Army from the Second World War.

Major Balsillie will no doubt continue as an active supporter of the Corps and is already involved in further researching RAEME history. His long and dedicated career, spanning the ranks of Apprentice to Major, serves as an example to all Corps members. His exemplary service in LADs and workshops embodies the role of RAEME in its support for the fighting elements of our Armed Forces.

Lieutenant Matthew Conlon.

On the day of his retirement from Active Service, Major Jack Balsillie, seated on a 25 pounder Field Gun, is driven around his last Command - Puckapunyal Workshop Company.

Major Balsillie spent much of his career working on guns, supporting Artillery Units.

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MAJOR GEOFF HAWKER, AM

Major Geoff Hawker joined the Army in 1948 and was commissioned in 1964.

In the years from 1948 to 1964 he was posted to 14 units and in the 21 years he served as an officer he had some 17 appointments across a broad range of EME Command and staff appointments.

Unit his retirement, he was the last serving member of the first intake of Army apprnetices and he carried with him the loyalty, dedication, commonsense and energy that were teh characteristics of many of the early apprentices. These traits enabled him to contribute significantly to the Army over his nearly 38 years of service.

Major Hawker's achievements and services were recognized by the award of the Military Division of the order of Australia in the Queens Birthday Honour in 1984.

Geoff intends to live in Canberra on retirement from the Army and will continue working.

THE MOST UNORTHODOX CRAFTSMAN FOR 1985

By MAJ. T. Beaton.

Without a doubt the title for the most unorthodox craftsman to join the Corps in 1985, must belong to Cfn. S.W. Crock of 102 Field Workshops. Alhtough the member physically arrived at his unit on 3 Sep. 85, he was not officially enlisted into the Corps until presented with his RAEME badge by the DGEME, Brig. C. Ermert on 22 Nov. 85.

Cfn Crock or "Snappa" to his friends, successfully passed a trade test for under water recovery mechanic conducted at the Edward River Misson on the York Peninsula on 2 Sep. 95. Accompanied by Cpl. Kevin Swatten, "Snappa" was then flown to his new unit in Townsville with the assistance fo 162 Recce Squadron. However, as the unit has little call for his capabilities as an underwater diver and game catcher, he was relegated to the position of unit mascot. Needless to say that the request to have Cfn Crock as the unit mascot was passed through official channels and has been formally approved by Army Office and The Parks and Wildlife Service of Queensland.

"Snappa" in a male Crocodilus Estuarine (Saltwater Crocodile) measuring 1.22 metres in length and weighing approx. 15 kgs. To cater for Cfn Crock's special accommodation requirements, the unit has erected an enclosure within the workshop compound. The enclosure design by WO1 "Fred" Read contains a small concrete pool, foliage, hollow log and river sand for the mascot to bask. It was described by the Parks and Wildlife inspector as the Beverely Hills of crocodile compounds.

Naturally people ask why the unit chose a crocodile for it's mascot. the answer is quite simple. When the unit was re-raised by then Major Ross Grant in 1981, it adopted the symbol for North Queensland as part of it's unit emblem, with plaques and T-shirts being produced with an enraged crocodile replacing the standard rampant stallion. Furthermore, the unit managed to acquire a baby crocodile in 1983, but this unfortunately deceased and was never officially recognised as the unit mascot. There is continuing speculation surround the disappearance/demise of this 10 inch monster. One account suggests that it escaped from WO1 Read's backyard over the Christmas break and that it is now happily living in the upper reaches of the Ross River. The ASM denies this account and continues to believe that the little monster was consumed as a tasty snack by his Rodesian Ridgeback, which apparently was suffering from a sore throat after the disappearance.

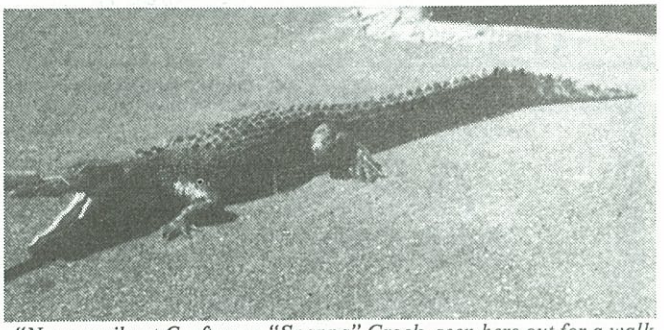
With the arrival of a new OC in 1985, efforts were renewed to acquire a replacement and to have it officially approved by the system. After several months of frustration with wildlife parks, an agreement was finally reached with the Edward River Crocodile Farm for a loan of a male saltwater crocodile. Official approval for the mascot was granted on 2 Sep. 85, with a successful conclusion occuring on 22 Nov. 85 when the DGEME officially enlisted Cfn Crock into the Corps.

The mascot' handler, Cpl Swatten, was selected after twelve applicants were interviewed. A post that he will hold for a period of 12 months during which time he is unable to attend courses or enjoy leave outside the Townsville area. On the other hand his duties will also prevent him from participating in unit exercise commitments. A tenure of 12 months is necessary as the handler is totally responsible for the care and feeding of the mascot, in addition to ensuring his best behaviour on parade. Moreover crocodiles are extremely territorial and require a period of time before they will accept the handler. Once accepted he will be considered by the crocodile as part of his territory and permitted to move freely around the compound with little difficulty.

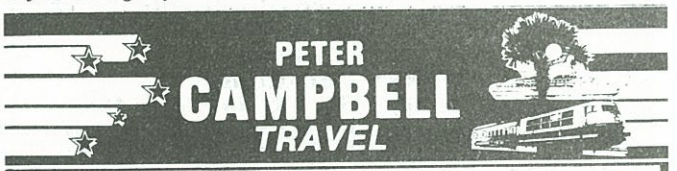
Naturally any "craftie" causing too many headaches may be assigned the task of cleaning the mascot's pool. This should prove interesting. For anyone else interested in the idea of unit mascot, the full requirements and limitations are contained in DI(A)PERS 125.

In conclusion, for any future OC of this unit, there is little fear of being responsible for possessing a craftsman eating 5 metre mascot in your charge. The agreement with the Edward River Crocodile Farm includes the provision to exchange Cfn Crock for a smaller 3ft replacement once he becomes too difficult for the handler to carry him onto a parade. It is estimated that with the his current increases in his power to weight ratio, that this will occur sometime during 1987 when he reaches a length of approximately 2 metres.

Cfn Crock, held by his handler Cpl Kevin Swatten, is enlisted into the Corps by Brig. Ermert. Maj Terry Beaton looks on, flanked by the unit driver Pte Dennis Peters.



"Never smile at Craftsman "Snappa" Crock, seen here out for a walk before his big day."



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DEFENCES CO-OPERATION WITH WESTERN SAMOA POLICE SEARCH AND RESCUE EQUIPMENT

By SGT. E. Aitkins

March 1985 saw 2 Base Worshop Battalion commence work on the Western Samoa (Police Rescue) Defence co-operation project, involving the modification of four Toyota Landcruisers with one to the fitted out with state-of-the-art search and rescue equipment. The project also included the manufacturing of a Diving trailer and the conversion of two tandem trailers to Toyota running gear.

The decision was made to do the majority of the work inhouse, with some support from civil contractors. LT Bill Wood was appointed Project Officer and the task handed to the General Engineering Platoon under the guidance of the project co-ordinator Warrant Officer Eric Rohleder. Needless to say the project injected life into the workshop, everyone wanted to get involved, take up the challenge so to speak, even the ASM (WO1 Jim Buldo) was seen in overalls on the odd occasion.

The project was given suitable priority and provided across the board experience for all the thinkers (LT Adrian Giacobetti and CFN Andy Mathewson) to the workers (CFN Gavin Jacobs, Neil Black and Mr Lindsay Dobnell) and not forgetting the 37 and 38 class appys armed with knockcrometer and metric shifters. The brains, in true RAEME style, came up with workable solutions to often complex engineering problems such as light towers which had to be constructed to withstand high winds, have an extended height of three metres and have no external wiring. The diving trailer had to accomodate a range of equipment including air tanks and wet suits, an outboard motor, a fully inflated 12ft zodiac and a large breathing air compressor which had to be operated from the trailer.

The designers came up with some practical and innovative ideas and the welders (Mr Herbie Spryn and CFN Brett Donnelly) put things together with the usual skill and precision. The fitters (Mr Archie Buckingham, Bill Smith and Lloyd Fitzpatrick) manufactured shelves, ramps and other devices required to secure the equipment in the vehicles. The pianters (Mr Wayne Skinner and George Vass) has to be reassured they weren't bodgeys because they were not "Olive Drab". The electricians (CPL Wilbert Jacobs, CFN David Frost and Steve Thompson) thought it as Xmas, as everything required wiring and an abundance of coloured and flashing lights.

With the hard work finished extensive field testing was carried out on Holsworthy Range and only minor modifications were necessary to finalise the task. The project was completed ahead of schedule despite the usual snags and panics which invariable accompany these operations. By the end of July all the vehicles, trailers and equipment were delivered to T & S Botany for shipment to Western Samoa.

My contribution to the project was to act as RAEME technical advisor in Western Samoa, to ensure that all equipment was complete and serviceable and to overcome any problems experienced in the operation of the equipment. After a period of uncertainty and a couple of postponements I left Australia on the 27 September enroute to the "Pacific Paradise".

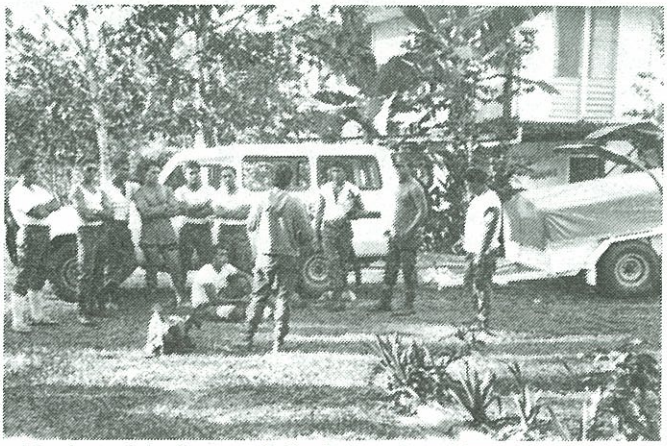
Apia, capital of Western Samoa for those who are wondering, is located at 13° South and 171° West, and if you are still stumped look up your atlas for the little dots way up the right of New Zealand past Fiji over the international date line.

The original plot was to rendevous with the ship carrying the equipment soon after its arrival in Apia. However this failed as the ship was delayed a couple of days and the project for the first time was delayed. However there was still RAEME advice required on a piece of equipment delivered within the DCP package. For example an outboard motor delivered to fit a Navy rescue boat was the wrong size (short shaft) - needless to say the best course of action was to abandon ship (so to speak) and explore this beautiful island and its inhabitants, who turned out to be the happiest and friendliest you could meet.

Once the ship arrived and the vehicles and equipment delivered, the sightseeing was temporarily forgotten for the business part of the trip and together with two New South Wales Policeman SGT Peter Robb and Constable Alan Wade inventories had to be made and deficiencies made up-a task easier said than done because even the common items ie: oil, lubricants and even towballs were very hard to acquire in this forgotten paradise. The vehicles lit the Police Commissioner's eye with expectation, and the whole island wanted to check them out to know the ins and outs of the whole package and our roles. With their curiosity satisfied a ride in these state of the art vehicles wa in order. Well, between putting everything together and teaching the newly found Samoan Plice Rescue squad the intricasies of controlling landcruisers and looking after them, the project came to fruition with the vehicles contents safety inside, the trailers loaded, and the basics imparted to the new operators. I bade farewell to the Island Paradise bringing back with me many memories and much valuable experience in dealing with and understanding such aid projects.

L - R. Const Alan Wade, Mr Robert Wall, Sgt Eric Aitkins and Snr Sgt Peter Robb. Picture taken in the compound of the Aust High Commission homes. Const Wade and Snr Sgt Robb of NSW Police, Sgt Aitkins from 2nd Base Wksp Bn. Mr Wall of the Aust High Comm in W Samoa.

The Police rescue truck which was fitted out at 2 Base Workshop Bn.



Members of the Samoan Police Rescue Squad being briefed prior to driver training.

HOW CAN YOU FLY WITH EAGLES...

Written by CPL Russ Miller.
Photography by CPL Shayne Endersby.

1. The start of 1986 saw a large turnover in members of Tech Sqn 1st Armd. Regt. Noteworthy posting out are WO2 John Pheonix (MEA), CPL Pat Barnes (2/3 FER), CPL Gavin McMahon (4 Base Wskp) and CFN Tony Griffin (Canungra Wksp). A full list of the comings and goings of Tech Sqn are as follows.

POSTED OUT	POSTED IN
LT. K. Knott	LT. D. Creagh
WO2 A.M. McFarlane	SGT. P. Caldwell
WO2 J.G. Pheonix	CPL. S.H. Endersby
CPL P.M. Barnes	CPL. G.M. Lee
CPL N.K. Campion	CPL. A.D. Osborne
CPL. L.K. Kipping	CPL. M.J. Thompson
CPL G.E. McMahon	CFN. M.P. Apenis
CPL. A.M. Sage	CFN A.G. Baly
CPL. P.J. Widt	CFN B.M. Beresford
CPL S.C. Woods	CFN M.D. Bowles.
CFN M.K. Bullen	CFN. J. Burke.
CFN. D.J. Condon	CFN D.J. Clancy
CFN T.M. Griffin	CFN P.A. Clements
CFN. I.M. Hinson	CFN. M.R. Conlan
CFN D.J. Menz	CFN. R.J. Dolheguy
CFN. P.A. Mumberson	CRN R.J. Ellingsen
CFN. C.P. Purtill	CFN. P.B. Deveigne
	CFN. C.E. House
	CFN. A.C. Kerley
	CFN. G.E. Kendall.
	CFN S.J. Lee
	CFN. S.J. Marsh
	CFN. A.J. Mahon
	CFN. S.K. Nicholson
	CFN. R.J. Oxley
	CFN. D.J. Polderman
	CFN. J.M. Radcliffe

2. The Squadron started off 1986 with three successive wins, taking the Regimental Swimming, Athletics and Tug-o-War Trophies by late February. Stars of the swimming were our new 2IC LT. David Creagh, SGT Ian Thompson, CPL. G. Black and CFN. D. Polderman. High flyers in the athletics were LCPL Pete Taylor, CFN. Mark Ward, CFN Jeff Purtill, SGT Bob Zelesco and WO2 Terry O'Neill. Without losing a match our tug-o-war team easily snatched the third trophy.

SGT Barry Kent calling the tug-o-war team.

3. One cold morning in March, six members of TECH SQN braved the cold waters of the Goulburn River to compete in the local raft race. Although our team didn't win they deserve a trophy just for finishing. As well as the usual pelting of flour bombs, rotten ruit, and liquified manure the tradesman found that with more water than air in the floatation chambers the raft is difficult to paddle swiftly for 26 km and bloody impossible to get out of the water.

Tech SQN's entry in Seymour raft race.

4. On the business side of Regimental activities, Ex' One Down' introduced all our newcomers into 1AR and it's version of bushcraft. In Ex' El Alamien', a fire power demo, recon troop needed four of our members to help them display the arts of swimming carriers, static shooting and armoured assults. Ex 'Northern Star — Southern Cross' has allowed nine members of TECH SQN the opportunity to travel with A SQN to England for six weeks of warm beer and sub-zero temperatures. Ex 'Leopard Crawl' saw the elements of the regiment complete with guests, B. SQN 5th Innis D.G. to deploy over the range area for ten days. TECH SQN elements of A2 ech carried with them POM mech, fitters, diode dodgers and towies — All of whom performed admirably. Over the Brits' stay, many friendships were formed, and it was found that to drink a POM under the table you had to start with a drunk POM.

5. Along with our normal round of activities we have had the odd interesting task. The photo shows a 'Mine Clearning Trainer' constructed by GE for 'Leopard Crawl'. It was constructed out of 4 inch box section, a couple of F1 wheels and a few years of Hercloid chain. Whilst on the topic of construction, 1AR can boast the first purpose built radio controlled racing buggy track in the area because of the efforts of CPL's Shayne Endersby, Russ Miller and CFN Mark Chaston who, as well as spending many off duty hours wielding shovel and pick, managed to convince the Seymour Shire Council to provide land and assistance so that a community track can also be built in Seymour.

"Mine Clearing Tank" training aid manufactured in WKSP.

OUR NEW DEPUTY DIRECTOR

Once again it is time to welcome a new Deputy Director. Colonel Larry Foley returns to the Corps after three and a half years in Defence Central. His more recent Service history includes Staff College In 1975 followed by postings, in Material Branch, Logistic Branch and the Directorate. He was the Commanding Officer of 4 Base Workshop Battalion from December 1979 to July 1982 after which he attended Joint Services Staff College. It was from JSSC that we was posted to the Supply and Support area of Defence Central, finishing up as the Director of Maintenance Operations Policy. Welcome back to the team, Larry.

Our previous Depty Director Colonel John Fitzpatrick has taken up the position of Director of Logistics Review Studies. He takes with him our best wishes for his new career in the "non-uniform" element of Defence.

DIRECTORATE JOTTINGS

PLANS

Lt Col. Ed Sullivan is still leading the Plans Section. Capt. Steve King arrive in April 86 to earn his keep as the acting S02 Plans in between continuing his studies at ADFA, on a part time basis in pursuit of that elusive baccalaureate degree in Electricial Engineering. Major Dawn O'Hara is still the S02 Establishment, not withstanding a well deserved holiday in Europe with her husband, Maj. Ian O'Hara from Project Parakeet. The Directorate will sadly say farewell to Major Dawn in December when she moves to the Royal Military College as Coy Comd. Her knowledge of the intricate organisational workings of RAEME and how to get to the best premium from DORG will be sorely missed. She will be hard act to follow and Maj. Will Quass (presently at the RAEME Trg Centre) will have the job in front of him to emulate this professional, loyal and dedicated EME officer. In the intervening period WO2 Maurie Leembrugen marched in on promotion to replace WO2 Drew Baker. Best wisheds were exteneded to WO Baker on his return to WA.

Maj Geoff May arrived in Dec./Jan. to replace Maj Maureen Dibbs in the Facilities Section. Maj Dibbs moved to the RAEME Trg Centre to give the Prince Philip Banner Parade her full attention and full marks go to Major Maureen for a thoroughly professional task of organisation. WO1 Errol Weber is the WO1 Facy teamed up with Maj May. He brings from 8/12 Mdm Regt. a vast array of technical skills and sheer good common sense.

In between telling Irish or masonic jokes, the SO1 has been heard to say, "If the peoples posting people keep posting people like these to the Plans peoples positions, the Corps will continue to be in good shape — ..."

P.S. Keep those orders rolling in for the prints of the Banner Parade. It's looking great and the project officer is sure you will all be proud of the painting (and your copy of it).

P.P.S. Take a bow RAEME for how you all responded to the Commemorative Cover issue. Sales were great and philatilically speaking, it is believed you have a very attractive product.

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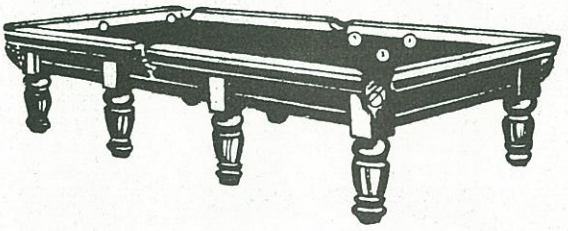

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RAEME OFFICER RETIREMENT/RESIGNATIONS

Army No	Rank	Name	Date	Unit
1200676	Capt	LEGGO Robert Anthony	02 Oct 85	1 Base Wksp Bn
235329	Lt Col	MCNAUGHT Robert Paul	23 Oct 85	CARO
216686	Maj	BAILEY Graham Dennis	08 Nov 85	RSL-Furlough 2MD
F55307	T/Maj	LA SPINA Michele Marie	01 Nov 85	RAEME Trg Cen
323547	Lt	HARRISON Anthony R	31 Dec 85	Puckapunyal Wksp Coy
2135104	Lt Col	WALTON Ian L	O2 Dec 85	HQ Log Comd.
323700	Capt	ANG WOO Lim	17 Jan 86	MEA
18560	Lt Col	CONDON Michael John	13 Jan 86	4 BWB (Retires)
16265	Lt Col	DIGWEED John Francis	26 Jan 86	5 BWB
18626	Maj	MARSHALL John Warneford	12 Jan 86	HQ 1 MD
38706	Lt Col	SMITH Ronald Robert	06 Jan 86	MEA
64330	Maj	WOOLLEY Peter John	19 Jan 86	5 BWB
182743	Lt	CHARNLEY Geoffrey David	20 Jan 86	3/4 Cav Regt.
179140	T/Maj	SWAN Thomas Lloyd	26 Feb 86	HQ Log Comd.
54525	Maj	MASON Harold Francis	09 Feb 86	HQ 6MD
311643	Capt	TAYLOR Reginald Joseph	08 Apr 86	DCP Mat Br (Melb).
37890	Maj	BARLOW Frederick Charles	01 Jul 86	MEA
14040	Capt	McGINLEY Michael Bruce	01 Jul 86	DCP Mat Br (Melb).
42683	Capt	RODGER Michael Graham	01 Jul 86	DSU Enoggera
17100	Col	FITZPATRICK John Geoffrey	06 Jul 86	DDEME DGEME, Log Br (AO).
216013	Maj	O'LEARY Kevin James	16 Jul 86	2 BW BN.

OR DISCHARGE AFTER 20 YRS SERVICE

Army No	Rank	Name	Init	Last Unit	Enlisted	Length of Service	Date of Discharge
214884	Sgt	Dean	A.M.	4 Fd Regt	25 Sep 62	23 years	24 Sep 85
38738	Sgt	Harris	K.J.	DOD (AO) Mat Br	04 Oct 65	20 years	07 Oct 85
243447	Ssgt	Hawke	D.J.	1 Watercroft	19 Jan 65	20 years	23 Oct 85
58856	WO1	Healey	T.C.	5 Bw Bn	18 Jan 65	20 years	31 Oct 85
43914	Sgt	Lawler	K.J.	8/12 MDM	14 Oct 65	20 years	18 Oct 85
1730985	Sgt	Lewin	J.E.	2 BWB	30 Jun 65	20 years	14 Oct 85
3411681	Sgt	Pernarowski	P.J.	RTC	13 Sep 65	20 years	27 Oct 85
53846	WO1	Williams	F.R.	51 Sup Bn	09 July 59	26 years	31 Oct 85
243409	WO1	Wiseman	L.A.	DOD Log Br	21 Jan 64	21 years	Oct 85
1200691	Sgt	Clem	L.G.	6 RAR	18 Oct 65	20 years	18 Nov 85
216615	WO1	Cordier	D.	RTC	22 Sep 65	20 years	14 Nov 85
311446	WO2	Crawford	J.P.	DSU Watsonia	29 May 63	22 years	29 Nov 85
3411587	WO2	Fyfe	B.J.	Av Const. Sqn	05 Apr 65	20 years	15 Nov 85
16976	Sgt	Gerhardt	W.R.	5 BSWP	24 Jan 63	22 years	13 Nov 85
38775	Cpl	Grustowski	J.	32 Sup Bn	15 Nov 65	20 years	15 Nov 85
4410885	Sgt	Harris	C.J.	AAS	23 Mar 65	20 years	14 Nov 85
243449	WO2	Harris	P.K.	1 RAR	19 Jan 65	20 years	28 Nov 85
216383	WO1	Miles	B.	HQ 1 EME GP	03 May 63	20 years	03 Nov 85
2412239	WO1	O'Hearn	G.M.	HQ 1MD	23 Nov 64	20 years	24 Nov 85
1200985	WO1	Wyer	R.E.	17 Const Sqn	15 Sep 66	19 years	20 Nov 85
6780	WO1	Bailley	L.D.	HQ 3 EME Gp	02 May 52	33 years	19 Dec 85
243427	Ssgt	Amor	W.K.	1 W/craft	19 Jan 65	21 years	20 Jan 86
51829	Ssgt	Beard	R.C.	2 Base Wksp	14 May 51	35 years	17 Jan 86
18973	WO2	Beer	R.J.	AAS	18 Jan 66	20 years	27 Jan 86
38825	WO2	Braham	T.J.	1AR	10 Jan 66	20 years	13 Jan 86
243442	WO2	Ennis	K.L.	HQ 6 TF	19 Jan 65	21 years	18 Jan 86
243481	WO1	Horwood	C.A.	RTC	25 Jan 66	20 years	26 Jan 86
342974	Sgt	Hunter	R.N.	5 BWB	20 Jan 66	20 years	Jan 86
243388	WO1	Irwin	S.A.	2 Cav Regt.	02 Jan 64	22 years	01 Jan 86
39017	W01	Lappin	M.H	16 AD Regt	20 Jan 62	24 years	01 Jan 86
48660	WO1	Leslie	P.	Perth Wksp	22 Jan 64	22 years	01 Jan 86
5411254	WO2	Lloyd	A.E.	Adel Wksp	17 Oct 62	24 years	12 Jan 86
18649	WO1	Land	G.J.	4 BWB	04 Jan 61	25 years	01 Jan 86
343013	Ssgt	McDonald	F.W.	5 BWB	24 Jan 66	20 years	30 Jan 86
17611	WO1	McDonald	L.L.	Log Br (AO)	31 Oct 62	24 years	28 Jan 86
58862	WO1	Makedonez	A.S.	RTC	18 Jan 65	21 years	17 Jan 86
18941	W02	O'Donnell	M.R.	MEA	13 Jan 65	21 years	12 Jan 86
48700	Sgt	Philps	R.G.	4 BWB	18 Jan 65	21 years	17 Jan 86
48711	WO1	Read	A.W.	RTC	24 Jan 66	20 years	24 Jan 86
243508	WO2	Read	E.C.	MWC	25 Jan 66	20 years	27 Jan 86
18922	WO2	Shay	J.B.	2 ESU	12 Jan 65	21 years	11 Jan 86
18966	Sgt	Steele	T.P.	5 BWB	17 Jan 66	20 years	23 Jan 86
58781	WO1	Stewart	K.R.	3 BWB	09 Jan 62	24 years	08 Jan 86
243476	WO1	Van Reyk	G.	HQ 1MD	25 Jan 66	20 years	27 Jan 86
216472	WO2	Vikuckis	P.R.	NQ Wksp	02 Jul 65	21 years	30 Jan 86
18959	WO1	Voss	D.E.	HQ 1MD	17 Jan 66	20 years	20 Jan 86
18785	WO1	Britnell	O.E.	HQ SPT Comd.	02 Jan 63	23 years	03 Feb 86
38886	Sgt	Cornelius	T.C.	Syd Wksp	14 Feb 66	20 years	13 Feb 86

Army No.	Rank	Name	Init.	Last Unit	Enlisted	Length of Service	Date of Discharge
7126	WO1	Eacott	R.W.	HQ 4MD	05 Feb 66	20 years	17 Feb 86
245499	WO2	Maher	J.W.	ACT Wksp	25 Jan 66	20 years	01 Feb 86
343016	WO2	Noonan	L.A.	HQ Log Comd.	24 Jan 66	20 years	22 Feb 86
216811	WO1	Noonan	L.J.	101 Fd Wksp	14 Feb 66	20 years	14 Feb 86
216717	Sgt	Randall	S.J.	HQ SC PSD	03 Dec 65	21 years	28 Feb 86
18994	WO1	Russell	C.P.	RTC	19 Jan 66	20 years	02 Feb 86
38882	Ssgt	Topp	L.V.	3 BWB	14 Feb 66	20 years	22 Feb 86
48707	WO1	Walker	S.J.	SWC	24 Jan 66	20 years	06 Feb 86
243438	WO1	Dupree	A.L.	MEA	19 Jan 65	21 years	11 Mar 86
19890	WO2	McGill	B.J.	106 Fd Wksp	18 Jan 66	20 years	09 Mar 86
216612	Ssgt	Murrell	B.T.	HQ 4Md	20 Sep 65	21 years	16 Mar 86
243426	WO1	Allison	G.W.A.	MEA	19 Jan 65	21 years	13 Ap 86
1200631	WO2	Brosnan	K.J.	MEA	12 Jul 65	21 years	27 Apr 86
1200544	Sgt	Edie	P.L.	72 EW Sqn	12 Apr 65	21 years	11 Apr 86
216566	Sgt	Lugowski	W.	HQ 1EME Gp	18 Aug 65	21 years	27 Apr 86
43962	WO2	Trewick	D.	Mat Br	24 Jan 66	20 years	11 Apr 86
242521	WO1	Atkins	H.R.	4 Base Wksp	07 Apr 49	37 years	09 May 86
44060	Sgt	Bunt	B.R.	Army Sch TPT	30 May 66	20 years	29 May 86
61561	Sgt	Sayer	A.J.	2 EME Gp	02 Mar 64	22 years	01 May 86
215590	WO1	Sharpe	G.R.	4 BWB	17 Jan 64	22 years	06 May 86
53817	Sgt	Butchant	J.T.	Syd Wksp Coy	04 Jan 59	27 years	03 Jun 86
343005	WO2	Finn	B.L.	Pucka Wksp	24 Jan 66	20 years	30 June 86
43986	WO2	Francis	K.J.	2 BWB	24 Feb 66	20 years	20 Jun 86
55080	WO1	Phillips	D.W.	RTC	22 Jun 65	21 years	21 Jun 86
213108	Sgt	Ambrose	F.J.	Pucka Wksp	30 June 65	21 years	18 Jul 86
58848	WO1	Burek	K.A.	HQ 3MD	18 Jan 65	21 years	07 Jul 86
64372	WO2	Cubitt	W.D.	HQ 2MD	20 Jan 65	21 years	13 Jul 86
1200882	WO2	Duffell	T.P.	MEA	23 May 66	20 years	01 Jul 86
18899	Sgt	Hooper	R.G.	NQ Wksp	11 Jan 65	21 years	04 Jul 86
1200927	WO1	Lee	R.D.	MEA	11 Jul 66	20 years	10 Jul 86
58881	WO1	Maher	C.J.	314 Cav (B)	24 Jan 66	20 years	14 Jul 86
1200867	WO1	Rains	N.G.	NQ Wksp Coy	24 Apr 66	20 years	31 Jul 86
38910	Ssgt	Reardon	B.T.	5 BWB	28 Feb 66	20 years	13 Jul 86
1200629	Ssgt	Soul	L.N.	1 Sup Bn	12 Jul 65	21 years	11 Jul 86
48716	WO2	Silcock	R.A.	Pucka Wksp	24 Jan 66	20 years	21 Jul 86
2100957	WO2	Underhill	R.J.	HQ 1 EME Gp	25 Jul 66	20 years	27 Jul 86

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1986 — A BIG YEAR FOR AWC

by

MAJ. J. Heron and LT. B. Horvat

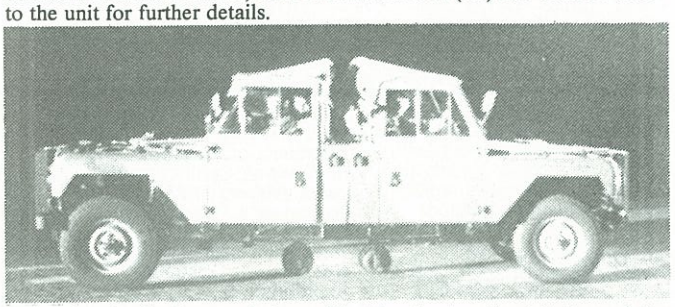
This year will go down as a big one; not only for a RAEME as a whole (RAEME Banner Parade), or for South Australia (150th Birthday Celebration), but also for RAEME in South Australia. Adelaide Workshp Company (AWC) has been and will continue to be involved in some very important events. The Jubilee Military Tattoo in Feburary, the 20th Birthday of AWC in August and the commencement of the Rapier FSBI programme will all mean extra interest in RAEME activities in the 4th Military District in 1986.

TATOO

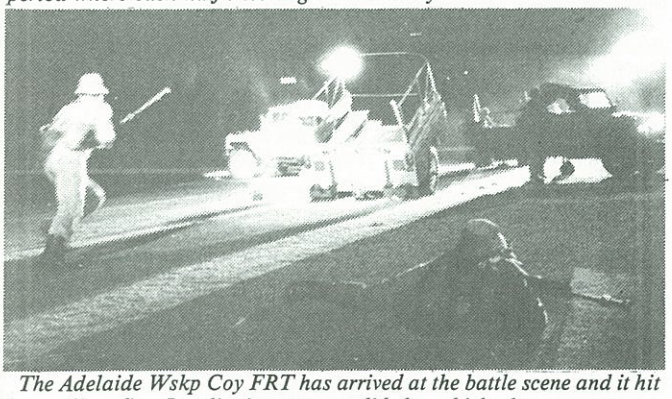
Firstly, the Workshop provided one of the novelty events for the Jubilee Tattoo on the Adelaide Oval from the 26th to the 28th of February. Admist local and international military performers of all kinds, the now well-practiced crab-style Landrovers were re-introduced to the Adelaide public. To the accompaniment of simulated artillery fire, smoke and the AWC Song "RAEME to the Rescue" has once again been shown in a lighter manner. Readers will recall the Craftsman (Vol. 1 No. 6) described a similar event which occurred at the same place about five years ago in the 1981 Adelaide Tattoo.

AWC BIRTHDAY

Another significant event will be the celebration of the 20th birthday of the new Adelaide Wksp Coy on the 3rd of August. Rebuilt in its present location at Warradale after a disastrous fire some eight years earlier destroyed the Central Command Workshop, Adelaide Wksp Coy (as it is now called) was officially opened on the 3rd of August 1966. Vol.1 No. 1 tells, in more detail, the history of the Workshop and informed us that it is older than the Corps itself. To commemorate the 20 years at Warradale, the unit will be conducting a "back to Warradale" style function on Sunday, 3 August 1986. Past unit members wishing to attend are invited to contact the Admin. Officer, CAPT. John Beere on (08) 295 0603 or write to the unit for further details.



Amidst the further confusion of battle, the two front halves of the Landrovers are accidently placed together, making for an interesting period where each half tries to go its own way.



The Adelaide Wskp Coy FRT has arrived at the battle scene and it hit by artillery fire. It splits into two as did the vehicle they were sent to rescue.

WORKSHOP SPLIT FACILITIES

An interesting point ot note in the history of the Workshop is that part of the reason for providing new, purpose-built facilities at Warradale 20 years ago was to have those facilities all together. Since the fire in 1958, the Workshop had been located at Largs Bay (Headquarters and GE Section), St Peters and Largs Bay (Vehicle Section) and Keswick (Trade Repair), a spread of some 20 km. Today's Workshop is actually spread more than it was then. Although the bulk of the facilities are at Warradale, over a dozen of our members are located at Salisbury (more than 40 km away). Rapier and other equipment are supported at base level by AWC and the remote Salisbury outpost is responsible for the trade repair contracts which effect this repair.

EFFESSBEEWUN

"WHAT'S EFFESSBEEWUN?"

"Effessbeewun is another big event for Adelaide Wksp Coy in 1986!"

"Yes, but what does it mean?"

"FSB1 or Field Standard B1 is the name given to the project to upgrade Australia's Rapier equipment from its existing 1960's technology. While the overall level will not be vastly improved, new techniques have been used in the FSBI design Procured in December 1975, Rapier had an estimated life of 15 years. This life will be significantly increased with the incorporation of the FSBI modifications, now expected to be into the next century. AWC will be heavily involved in the modification programme, in particular, the Rapier Base Repair Facility at Salisbury. Whilst British Aerospace Australia have been contacted to carry out the modifications, the BRFs tasks will be increased due to the programme. Existing personnel will have their usual work to perform with the added responsibilities being brought about by the extra equipment which will be passing through. To assist in this task, five additional personnel have been allocated to the BRF as well as an additional Electronic Repair Equipment (ERE) from 16 AD Regiment Workshop. The programme is expected to last for approximately two years, commencing in earnest this August. With 20 Rapier fire units to modify as well as spares and supporting equipment, the BRF is expecting a busy schedule. Other RAEME units in Australia will be involved in the uplift, particularly those workshops supporting Rapier at field level. Each specialist Rapier vehicle will be modified to accept the new standard of equipment. Integral supporting RAEME elements of Rapier user units will also be stretched somewhat with their capabilities being reduced slightly during the programme. With the need to provide a pool of equipment for the modification programme, each unit's available prime equipments and spares items will be reduced. However, with the Corps' record of getting the job done, the programme should not be a big problem in this big year.

AWC WINS THE A.T.A.C.S.

The A.T.A.C.S. (Australian Training Aids Challenge Shield) is an annual competition open to all ARA units. Since its inception in 1976 it has been indisputedly dominated by FF Comd. (five time winners) and Trg Comd. (three time winners); but, as far as AWC has concerned, that was all in the past. AWC threw done the gauntlet on 4 Sep. 85 and the team, captained by CPL Lyons, performed brilliantly at the Murray Bridge SMR range. The DART mechs didn't stand a chance as the team of ten dropped 307 targets out of a possible 360. Not long after the collation of results by HQ Log Comd. and then HQ Trg Comd. it became clear that the AWC team had won the Shield and had set a "first" for both RAEME and Log Comd. as neither had won the ATACS before. The Shield was officially prsented to AWC on 24 Mar. 86 by MAJGEN D.C.J. Deighton, AO, MBE, GOC Log Comd. AWC will be back in 1986 intent on retaining the Shield.

Members of the AWC A.T.A.C.S. team from left to right: Rear Row: CAPT. Beere, LCPL Burrell, Middle Row: WO2 Weber, CFN Clarke, CFN Moyle, CPL Lyons, CPL Grinter, Front Row: LT Horvat, CFN Schuster, CFN Hider.

OBITUARY: MAJOR WILLIAM NELSON SHONK (RL)

By MAJ. H.F. Hardman (RL)

Corps members with whom he was acquainted with be saddened by the news of Bill Shonk's passing after a long illness on 28 Apr. 86, in RGH Concord.

Bill Shonk's service career was long and varied. Initially, he joined the RAN in 1939 as an Artificer when, after completing 12 months training at FLINDERS Naval Depot, and a short gun course at RAAF Base at Point Cook, he was posted to HMAS PERTH for sea-going duty. He subsequently served in HMAS CANBERRA, AUSTRALIA, QUICK-MATCH and CONDAMINE and, as a variation, a 15 month tour of shore duty at Naval Base MILNE BAY during 1943-44.

Areas of Navy service include the INDIAN OCEAN (convoying ships taking the AIF to the MIDDLE EAST) and the PACIFIC OCEAN (SOLOMON ISLANDS — support to US Marine landings at GUADAL CANAL and TULAGI). He was serving in HMAS CANBERRA when that ship was lost in action at the battle of SAVO ISLAND in Aug. 42.

In 1951 Bill left the Navy and in Nov of that year enlisted in the ARA (RAEME) as an Artificer (Gun) (WO1). His first posting was to 2 Base Wksp followed by postings to RAEME Training Centre, Sydney Area Wksp, HQ Eastern Command (EIS), then det 1 Watercraft Wksp in early 1963. Whilst posted to det 1 Watercraft Wksp the following events of significane took place. He was commissioned Lt on 2 Jul. 65. In 1966 he served as Chief Engineer in AS JOHN MONASH on a tour of duty to SOUTH VIETNAM, followed by a short tern as Chief Engineer in LSY VERNON STURDEE.

In 1967 Bill was posted to Sydney Area Wksp as Production Control officer. In 1969, in company with Maj (Jack) SPRY he was detached to HQ FARLEF for 3 months to supervise the refit of LSY CLIVE STEEL at SEMBRAWANG Dockyard, SINGAPORE.

On 12 Feb. 70 Bill was posted to DEME AHQ(M) (S03 (Maint)) and promoted Capt. On Nov 72 to 1 Watercraft Wksp (its first OC) and promoted Maj on 22 Dec. 72. Then his final posting on 28 Jan 74 — to DEME LOG Comd. (S02(Marine)) attached HQ 2 EME Gp from which he retired on 6 Jan. 75 after some 35 years overall service — 12 years in the RAN and 23 years in the ARA (RAEME).

Many former RAEME members were among those present at the funeral service at NORTHERN SUBURBS Crematorium on 1 May 86, reflecting both sorrow at Bill's passing and the high esteem in which he had been held.

Maj. Shonk is survived by his widow, Mrs Phyllis Shonk, sons JAMES and JOHN, daughter WENDY and their families, to whom we extend our sincere condolences.

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TO HELL AND BACK
ADVENTURE TRAINING WITH 2/3 FER WKSP

By CPL R.L. Fo Garty

When the lads were told that the workshop was going on an adventure exercise, ideas began to flow freely. Popular concepts like surviving on Great Keppel Island and circumnavigating Daydream Island were soon dashed, however, when it was announced that we would be mounting a trekking expedition through the gold minng areas of Queensland's far north.

The area that was selected is about 80 km west of Cooktown. The centre of attraction is an old gold mining ghost town in the middle of nowhere called Maytown, our start point being a place called Laura, which is not quite a ghost town but still close to the middle of nowhere. Through the area runs the Palmer River, sometimes referred to by historians as the River of Gold. Thus Exercise, PALMER FEVER was born.

Back in the area's heyday (the 1870's) Maytown boasted a population of about 100,000. The prospectors would land at Cooktown and walk, via Laura, to Maytown — a distance of about 150 km. Then an intrepid explorer found a short cut through the rugged terrain south-west of Laura by way of a ravine in the escarpment, which later came to be known as Hell's Gates. The Gates were in fact a narrow cleft in the rockface about four metres deep and just wide enough for a loaded pack horse. The Gates gained some notoriety in the early stages as the aborigines would ambush prospectors by spearing them from the top of the ravine as they negotiated the narrow pass. Their hapless victims would invariably then become the main course in the tribes's next feast. (Actually the preferred the Chinese, both for their delicate meat and the convenience of their long pigtails, which were used to hang them from a branch until ready for cooking).

The principle aim of our little trip was to follow the prospectors' old track and find Hell's Gates. The spinoff objectives were to test the fitness and endurance of the participants, and to practice navigation in conditions alien to most.

Our road party, headed by CPL Leigh Godwin, left Brisbane about a week before the main push were due to fly out. His team, consisting of CPL Mick Price, PTE (now LCPL) Blue Colleton and our Claytons Fitter, CFN Paul Miller, took with them all the equipment our walkers would need for support. On their way called in our Townsville detachment and picked up more vehicles and drivers, namely CFN Bob Combe and Mal Sandford. This hand-picked group then set their sights on Laura, where they were to rendezvous with the walkers. It seems that the roadies' trip was a bit of a swan, as we're still getting reports back from various places between Brisbane and Laura.

Day One

The walkers, consisting mainly on the Enoggera detachement and some bods from RHQ, flew to Townsville via Ronnie RAAF courier (a Herc) and then to Laura in a chartered Caribou. Little time was wasted at Laura's bustling airport for we quickly boarded the trucks and headed for the start point of the walk, some 15km away. In the 30 seconds after leaving the Laura airport, we had our first major setback for the exercise — we drove straight past the Laura pub!! A nice looking pub it was too, with big cool, shady mango trees out the front — a vertiable oasis in the heart of that dry, desolate, arid country. But, the word from our sunray was no, as the walk the next day was going to be tough. No amount of pleading would change the resolute sunray's mind and through the dust we watched the pub and the last remaining vestige of civilization slowly disappear.

Day Two

An air of expectation hung about the camp the next day when we rose at sparrow's and readied ourselves for the day's walk. At about six, in low 30s temperatures we headed off, and once our navigation team, headed by CPL Rick Fogarty got its act together, the walk proceeded smoothly. In their efforts they were assisted by the Regiment's OPSO, MAJ. Greg McDowall.

It was MAJ McDowall whom we've got to thank for the concept of the exercise, actually. His grandfather was one of the earlier pioneers in the area, and now lies buried in the Laura Cemetery.

The navigation was complicated by the fact that we had to work off four 1:100 00 maps joined together. Initially the terrain was flat and we moved along at a steady pace, but soon we were confronted with some fairly steep hills and rest periods became more frequent.

Lack of time to acclimatize and 40 plus degrees temperatures quickly had a telling affect. Our CSM, WO2, Tony Hickey, still recovering from a severe bout of 'flu, succumbed to heat exhaustion early in the piece. We then effected a MEDEVAC (by foot) and got him back to the road party, who were still waiting at the start point for just such an eventually.

Some two hours behind schedule we re-started the journey. The old track grew very indistinct and difficult to follow, and accurate navigation became critical. Some time later, we found the track again and made our way onto a saddle feature referred to by the prospectors as the Post Office.

It was close to noon and the temperature, according to our medic's thermometer, was 45 degrees in the shade. The heat was taking its toll on a few ofthe new march-ins, like Paddy Ewing, who arrived in the unit only a short time before the trip. Paddy's regard for the unit at this stage wasn't terribly high — he didn't have to put up with this sort of thing at 1 Base.

As per the plan, we rested up here for a few hours to escape the worst of the punishing heat. Our newly arrived ASM, WO1 Gavin Bicknell, also an ex-1 Base boy, at this point did some unintentional sunbaking. Having had a sumptuous lunch from his ration pack, he stripped to the waist, put his feet up and snatched 40 winks under his houchie. A couple hours later when he woke, he discovered that a houchie no resistance to the sun's UV rays as he had a reasonably bad case of sunburn on his face and torso. Being made of touch stuff, though, he survived.

At about 3 o'clock heavy clouds had moved in and taken the sting out of the sun. From the "Post Office" we had a good view of the country we now had to cover, and it hardly seemed a challenge. How wrong we were! Somewhat refreshed, we moved off a steady pace eager to reach our intermediate destination — Hell's Gates.

About 4 km from the Gates, it was possible to see the cliff face that continued around the valley, denying access to the Palmer River. By now we were getting a through appreciation of both the importance of Hell's Gates, the only access through the cliffs, and the toughness of those early gold seekers. Quite a few paid the ultimate price in their quest for gold before they even got within sight of the goldfields, through either submitting to the harshness of the land or from attack by hostile aborigines.

Prior to setting out we had been informed by a local that there was a fresh water spring at the top of Hell's Gates. We planned to replenish our supplies there and continue through to Maytown. But by late afternoon we had consumed more water than anticipated so the word was passed around to conserve.

Approximately 1600 metres from the Gates, we were confronted by a climb of about 1 in 3. This final assault seemed to take ages, with many false crests along the way, but we eventually arrived at those fabled Gates with about an hour of light left. Although there wasn't any hostile aborigines throwing spears at us, we could still see gouges in the decomposing granite rockface where the miners had shot at the aborigines and missed.

Dusk in the tropics is practically non-existant, so we smartly moved through the Gates to find a suitable campsite and search for that water spring. Whilst a team looked for the spring our medic, attached from 11 Fd Amb. swung into action patching blisters and consoling the heat-struck bushwackers. Our QMS, WO2, Mick Corkery, took first prize for blisters but, true to form, suffered in silence. Our water searchers returned without any success, so CFN Bob Combe, in a splendid display of fitness and

insanity, donned his jogging gear and went orienteering in the hope of finding water. Alas, Bob didn't find the spring either. As the remaining water wasn't sufficient to last the 40 or 50 km of the journey left, the hierarchy decided to turn back the next day and rejoin the roadies. The avid trekkers outwardly displayed signs of dismay — but later that evening the unmistakeable sound of celebration were heard coming from a number of houchie sites.

Day Three

After breakfast on day three, we moved back to the site of the Gates. Here we mounted a brass plaque on an old white gum to commemorate our journey. Then, in high spirits, we headed off (downhill) back to the start point.

It looked liked being another sizzler and, with our water at a low level, we decided to locate fresh supplies. We soon found a slush hole in a dried up river bed and, after words of encouragement from our leader, MAJ Gavin O'Neill, and liberal application of purification tablets, we replenished our supplies and set off again.

Our navigation team's new leader, CPL Ken Cagney, with his built-in homing instinct, kept us on the right track and moving at a smart pace. Soon our vehicles were in sight, bringing a sigh of relief as we knew that the walking phase was over.

We had covered about 60 km in the two days in the type of inhospitable country, and under conditions, that most had not experienced before. We had achieved our aims, for not only had we located the elusive Hell's Gates, but the walk certainly proved to be a test of our fitness and stamina. It was an eye-opener to the hardships our pioneers had to face.

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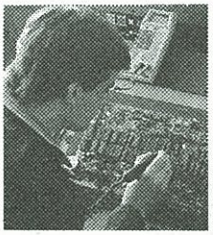

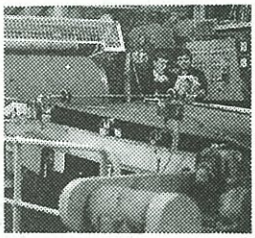

Not content with simply meeting the challenges at home, the people of James Hardie have thrust out into new fields and new markets around the world — in the countries of the Pacific Basin in particular.

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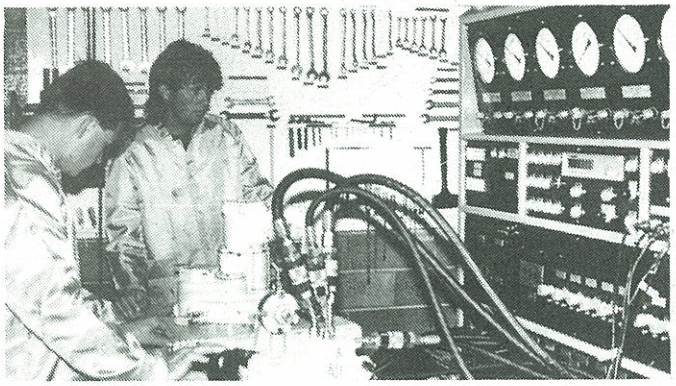
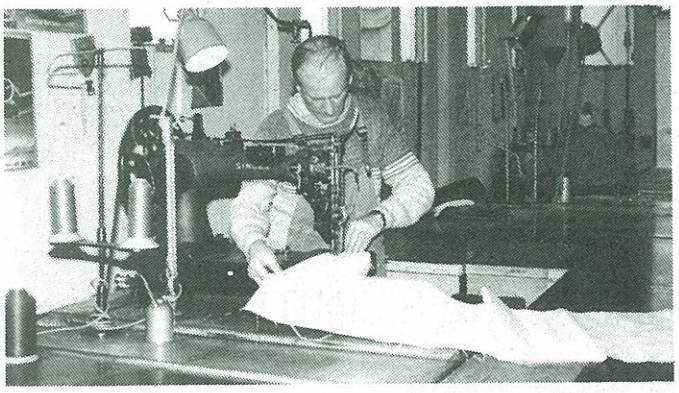
4TH BASE WORKSHOP BATTALION

A SHORT STORY



CPL Cowley and Mr Sordrager (with the long hair) testing turret hydraulics in the 6 Shop Hydraulics Rm. Part of the mid life refit of the Leopard MBT.

SGT Joh Power explaining some of th finer points of his trade to CFN Christine Nutting. This forms part of the allied trade training she must undertake in her third year as a Veh Mech Apprentice.



Only work of the highest quality is acceptable at 4 Base and Mr Russel Adams ensures that is the case in the Textile Section.

Nestled in a tranquil setting six kilometres east of Wodonga on the Murray Valley Highway, employing over 300 staff, lies 4 Base Wksp bn, one of the largest workshops in Australia.

The unit's roots can be traced back to the beginning of WW II, known then as 2/4 Australia Base Workshop AAOC, it employed 1600 personnel, repairing and maintaining Grant, Matilda and Sherman tanks, along with White and Stage Hound Scouts cars.

Between the end of WWII and 1957 the unit had various title changes, but its role remained basically unchanged. 1957 saw the commencement of the Centurion tank rebuild programme with well over 250 Centurion rebuilds occurring up until 1977.

Meanwhile, 1973 was the year 4 Base Wksp Bn commenced its M113 rebuild programme relieving 2 Base of this task, while more recently in 1983 the Mid Life Refit of the Leopard tank commenced.

Along with the rebuild of the two main 'A' vehicles currently employed in the Army, all of their components are also rebuilt within the unit.

The improvements to the unit, and its expanded abilities are obvious with a realisation of facilities installed within the last two years. Such facilities would include 6 Shop, an MUA workshop for both Leopard and M113, a grit blasting facility capable of catering for a Leopard Hull, installation of a dynometer for the Leopard engine, and commencement of the EIR building with its laser and optical rooms.

A tour of the unit will reveal the combination of high tech electronic componentry and years of technical expertise in all trades.

The unit consist of three main production shops, HQ and administration areas, and various supporting elements.

The CO, LTCOL Irons and RSM WO1 Oostermeyer with the orderly room staff ensure the smooth flow of the unit and personnel while the WM MAJ Zacny and workshop ASM WO1 A.A. Wolf ensure continuity of production.

Within the guide lines set and as directed by the Production Control staff the workshops are entrusted to keep production moving.

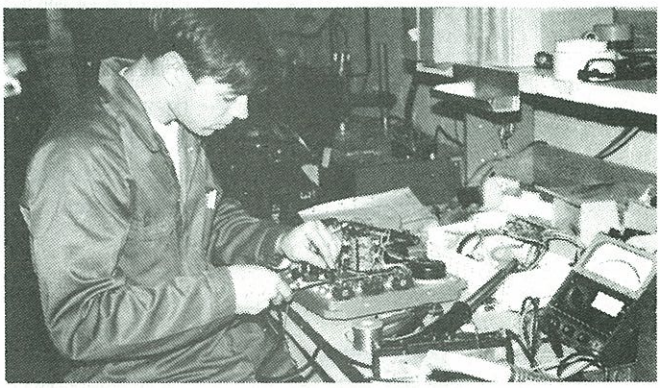
Along with this commitment for production a training scheme has been evolved to ensure apprentices in their final year of training hae every opportunity to practice and develop skills enabling them to continue their careers as competent tradesmen.

Add to these tasks the normal military requirements of any Army unit, Adventure Training and sporting requirements of tempo of 4 Base Wksp Bn is brisk.

Whether it be 6 Shop under the direction 2LT Anderson and WO1 Wolf, 4 Shop with LT Parker and WO1 Reid or EIR with LT Croghan and WO1 Sargent, the bottom line comes down to the expertise of the workers on the floor. The combined years of service at 4 Base Wksp Bn of civilian such as Frank Luftensteiner, Herbert Waldhuber and Lorry Hayes ensure that knowledge is kept within the unit.

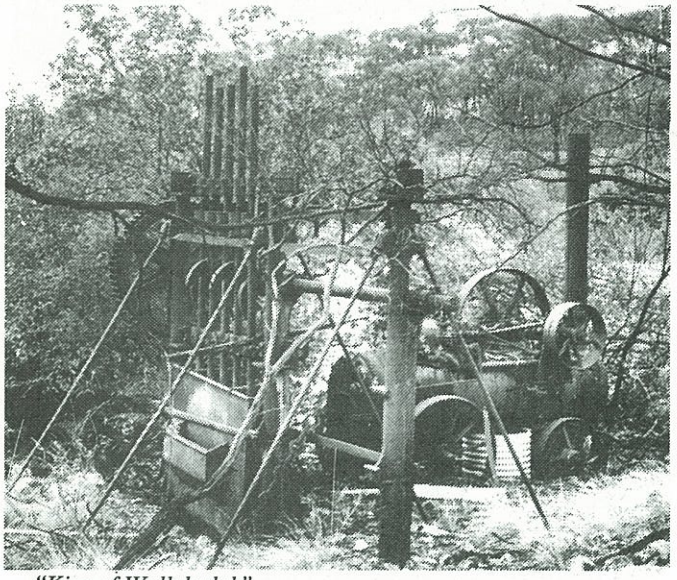
That is not to say the military members are new and inexperienced, CPLs Bill Smith, George Hamilton, SGTs Hughie Evans, John Power and WOs like Roda Whalley and Jim McKinna to name a few, add to the already overwhelming wealth of knowledge.

As this is being written studies on productivity increased ouput and feasibilities of diversification are being undertaken to ensure that 4 Base Wksp Bn is not going to rest on its laurels but look forward the future to cement itself as an essential unit within the repair and training programme for the Australian Army.



CFN Paul Lauder hard at work on a power distribution panel from at 2.5 KVA Gen Set as part of his training at 4 Base. In marks recently released CFN Lauder was shown to be the top Elec. Fitter apprentice in Victoria last year.

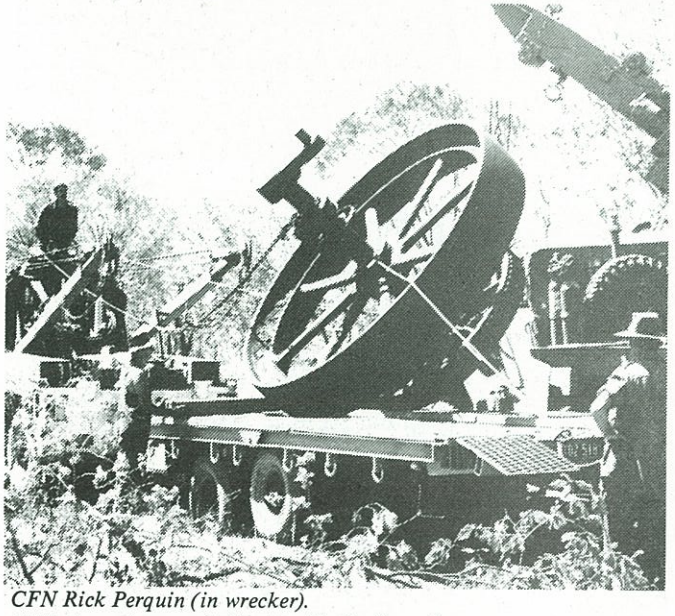
EXERCISE MUDCRABS TAKE TWO



"King of Wallabadah".

1. Exercise MUDCRABS TAKE TWO was an adventure training exercise conducted by NQ Wksp Coy in early 1986. One of the aims of the exercise was to relocate several items of mining equipment from the abandoned goldfields surrounding Croydon into the town. These items were to be eventaully set up as part of a disply for the Centenary Celebrations in June 1986.
2. On Friday 11 April 1986, we left the comforts of home and headed for Croydon 700 km NW of Townsville. The exercise party conisted of 22 members and seven vehicles, begged borrowed and almost stolen from various units in NQ. We arrived in Croydon on the 12th and proceeded to set up camp at the local Rodeo/Cricket grounds which were graciously provided by Croydon Shire Council. Having erected what was to be our "home" for the next week it was time to sit back and have a rest while LT Greenland and WO1 Norm Rains went into town to rustle up some action.
3. The Croydon All Sports Association had previously laid down a challenge to the advance party in the form of a tennis and cricket competition. As all RAEME personnel are sportsmen at heart we graciously accepted and on the afternoon of our arrival proceeded to walk all over Croydon in the tennis competition. We had a convincing win of five games to four. The following day in Townsville XI walked onto the cricket pitch to contest for the Goldfield Pickings. Croydon managed to catch us unawares and did us in by one run (and three wickets). Our introduction to the people of Croydon by means of the sporting events led us to believe that we were in for a very sociable week. We weren't disappointed.
4. On Monday 14th April we left our social activities for the time being and prepared for what was to be a very interesting week's work. Our first recovery task was at a mine situated approx. 35 km out of town on Table Top Cattle Station. The mine was last operated during the early part of this century and was deserted due to a rapid decline in the amount of gold being extracted from the ground. We had been told by the locals that our chances of recovering the gear were pretty slim due to the site of the mine. To the untrained observer this may have been true but you really can't tell a recovery mechanic "no."
5. The mine was situated on top of a series of very rocky knolls which were covered by medium scrub. To alleviate the problem of the scrub, CFN Rick Perquin decided to "blaze a trail" as only Recovery Mechanics can, with his Mack Wrecker. This method of making roads is the most effective that has been thought of according to all exercise participants bar one. CFN Dorrenboom was following along in his Land Rover and startedto falter when confronted with a rather large rocky faced hill. He was finally convinced by LT Greenland to "have a go you mug" and proceeded up the hill. The inevitable happened and he got stuck on a tree which had been felled by the Mack. Good effort....fail.
6. Once all the vehicles had reached the site we were confronted with the machinery shown in the photo. It had been untouched since it was abandoned. The site was littered with discarding mining equipment ranging from bottles to sardine cans, shovels and steam engines. The steam engine and stamping battery were dismantled piece by piece and loaded onto vehicles for our triumphant return to town. The trip back was slow and tedious. The engine was rather frail in places and had to be treated with great care. As we nursed the equipment back onto town the Mack sounded his horn to let the town people know we were back. The looks of amazement upon their faced said it all. We came, we saw, we kicked its.....
7. During the days following we recovered several more items ranging from a steam winch to a solid cast iron flywheel some three metres in diameter. The area surrounding Croydon is steeped in history and thanks to a local we found out all about it. We tripped around the counrtyside and visited the mine which is still in operation and the sites of old towns long abandoned. We almost didn't bring all of the exercise party back. CFN "Boomer" Baumgarten was bitten by the gold bug when he found a few specs of gold in the mullock heaps. As a result it was his shout when we got home.
8. Thanks to the generous offer made by Mr John Pickering some of the exercise participants were lucky enough to get a sample of life as a ringer. Mr Pickering is one of the owners of Table Top Station and was, at the time of the exercise, mustering. For the week we stayed in Croydon one "Clancy of the Overflow" lookalike saddled his horse and disappeared into the mulga in search of the ever evasive cattle or "hee up" (so named because that is what everyone yells at cattle when mustering).
9. The week passed very quickly and by the time Friday rolled around the locals did not want us to leave (and neither did we). The exercise was complete all but for the send off and trip home. The townspeople all gathered at the hotel to bid us farewell. We presented the people of Croydon of plaque and the trophies which had be contested for early in the week and they now hang on the wall of the hotel. The Shire Clerk, Mr John Torpe, presented our unit with a key to the Shire and an invitation to return whenever possible.
10. All personnel who participated in the exercise thoroughly enjoyed their stay and the work involved during the exercise. Some members have re-visited Croydon since the exercise and will continue to do so until such time as they are posted from Townsville. We hope that we can return in the coming year to further assist in the restoration of the equipment recovered by NQ Wksp Coy.
11. NQ Wksp Coy thanks CPL Geale, CFN Perquin (3/4 Cav), and CFN Gill (102 Fd Wksp), the "Recovery Mechs". They enhanced their own skills plus showing us what they could do outside of thier normal recovery tasks.
12. That completes our exercise, bar one item. If you happen to go through Croydon and see a black chappy wearing a green uniform with LT Greenland on the name tag, that's okay. LT Greenland just found his long lost brudder.

Author CFN Richardson,
Photographer CPL Nudd.



CFN Rick Perquin (in wrecker).
CFN Garry Joncour (adjusting block of wood).

D.F.A.C.C. EX MORETON ISLAND RECOVERY

Beautiful sun blessed beaches, cool green waters and lovely sun tanned beauties.

This is the picture painted of Moreton Island, just off the coast of Brisbane, however there is another side to this beautiful place which required cleaning up and the Army was sent in to do the job.

Three years of planning and preparation between the National Parks and Wildlife Service (NPWS) and the Recovery Section of 3/4 Cav. Regt. resulted in a ten day exercise on the island for thirteen soldiers of 3/4 Tech. Sqn. recovery, medical and catering staff and a sapper from 7Fd Sqn 2/3 FER recently.

Utilising the resources of a Case W36, a clark 6000 lb. forklift, a LARV, a Unimog and an FI, the crew set about cleaning the island of the old car bodies and litter which was left behind by by either careless or uncaring trippers to the island.

Day one was taken up with the task of being transported to the island by LMC8 of Brisbane Water Tpt. Unit, unloading the gear and setting up camp and preparing the equipment for the task ahead, little realising the enormous task that was waiting.

After an excellent breakfast prepared by the cooks, Ian McQuillan and Ian Davis we set of to start the clean up. The amount of litter gathered on the beach and its surrounds was simply immense and a shock to us all andthere were several comments (umprintable) made as to the slackness of those who made the mess.

As well as cleaning litter the Case was busy tearing down Lantana which was rife and pushing sand up to block the wind and erosion of the foreshore. At the end of the day it was back to base and refuel the vehicles for next day and our troubles began. Thanks to a fuel supply that was contaminated with water the vehicles started to break down amost immediately. Thanks go to Cfn John (Smudger) Smith, the tanks were drained and engines bled all in a couple of hours and with fuel filtered through some ROAR by Cfn Mich Efford the vehicles were all mobile in time to start work the next morning with no time lost.

The NPWS came to our aid with a filter pump that gave us sufficient fuel to last until we received a resupply.

Next it was off the Cowan to clear up an area which had several old car bodies to take away, and a couple of unsafe walls that surrounded an old naval gun and were in danger of collapse. This task was achieved with the use of the LARV crewed by Cfns Mick Crawford and Chris Blackburn.

The gun was to protect the channel into Brisbane and it's rumoured that it sank a ship, however it was a friendly ship.

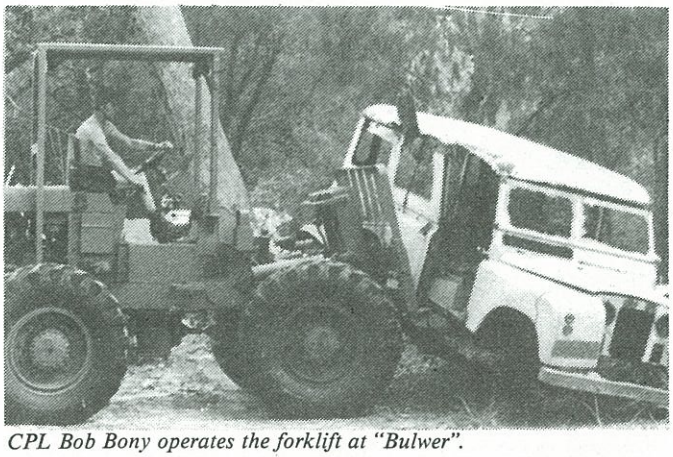
The Case made a day of it by carrying car bodies, and clearing a firebreak.

The next area to recieve our attention was at Bulwer where there was in excess of thirty old wrecks in one location.

Sgt Wayne Luck operating the Clark carried away whole bodies whilst the Case, operated by Spr. Frank Vermeer and looking like a great metal beast crushed the car bodies and loaded them onto the FI for transporting to a central tip.

We were entertained throughout the day by several Kookaburras which dined well on the rather large spiders and assorted creepy crawlies which wer disturbed by our activity. Cec Hais of the NPWS was not concerned with the size of the spiders as he held one up and tried to feed the Kookaburra by hand, this was not the case with Cpl Kevin Chase as when he spotted a spider (a real monster of a thing "says Kev") on the load of litter he was carrying, quick as a flash he tossed away his litter, unfortunately it went straight at Mich Efford who had a soft shoe shuffle to avoid the litter and being eaten by Kev's monster spider.

That afternoon we were partaking in a spot of beach cricket when a lusty square drive by Smudger put the ball into the nearly swamp and the ball was lost forever.



CPL Bob Bony operates the forklift at "Bulwer".

Next on the agenda was a task on the other side of the island and a trip some of us would like to forget and the FI driven by Smudger and crewed by Ken Chase, Chris Blackburn and Mark Paterson tried to see how many times they could get bogged, the winch was required twice and a half trip took two hours.

Next to go was the Case but it was minor and Smudger Smith had it mobile in no time. To complete the day Cpl Bob Bony tried to make a new track with the rover and failed.

Friday saw the return to Brisbane of most of the crew for a wedding and Xmas do. Congratulations to Pat and JULIE WATSON.

Saturday had those of us on the island resting until Frank Vermeer required the assistance of the LARV to tow the Case up a few steep sand dunes. Sunday saw the return of the crew with newcomers to the island, Cpl Wayne (Yogi) Rankin and medic Jesse Turner, also a new supply of Dieso.

Monday meant a trip all the way to the bottom of the island to Kooringal and more car bodies. Around lunch time the crew from the Courier Mail and TVO arrived to do a story on the clean up and Wayne Luck and Frank Vermeer were overnight stars as they hogged the lime light while the rest of us scrambled for the best position. The end result was the objective was achieved as the news got the message we were telling about litter across to the public, this was followed by a short story in the Courier Mail.

Next day was final clean up and prepare for the trip home. Although everyone worked hard, we enjoyed the task and can only hope the public appreciate all the time and effort that went in to give the island a facelift for those who will be using the island at Xmas and they take the time to "CLEAN UP" after.

FOOTNOTE: Cfn Pat Ryan was the final member of the team however unfortunately he missed the boat on its return from the mainland and had to return to the unit.

SPR Frank Vermeer gets end of the Lantana which was rife on the foreshore Cec. Hais of NPWS watches.

SGT Wayne Luck operates the Clark forklift at "Cowan".

A__TEAM? THE TRIPLE A TEAM? THE A TEAM ? or AAATM?

No matter what they are called, most people really don't know what they do or who they are.

The Australian Army Advisory team Malaysia (AAATM) is a multi corps conglomerate of twelve, or is it thirteen with the civvy?, Army members who are stationed in various locations throughout Malaysia.

Their task is to advise the Malaysian Army on:

> The planning, construction and implementation of the proposed Combined Arms Training Centree at Gaems, located halfway between Kuala Lumpur and Singapore; and
>
> Advice and assistance on the development of training for Cavalry, Artillery and EME schools.

The team consists of:

LtCol Paul Hooper	RAEME	CO
Maj David Cocker	RAEME	EME Advisor to 95 Central Armoured Wksp (CAW).
Maj Tony Button	RAEME	Project Officer — Maintenance Engineering.
Maj Gordon Barwell	RAAC	Armd Advisor & Instructor Army Trg Centre.
Maj. Alan Campbell	RAA	Artillery Advisor & Instructor
Maj. Brian Jones	RAEME	Electronics Officer 95 (CAW).
Maj. Kevin McCarthy	RAAC	Instructor Cav School
Capt. David Welch	RAEME	Instructor EME School
WO1 Gordon Lockyer	RAAOC	Ordnance Advisor — Armd veh. depot.
WO2 Lou Alaimo	RAAOC	Admin WO
WO2 Rod Gillett	RAEME	Electronics WO 95 (CAW).
WO2 Owen Lockwood	RAEME	Art veh. — Armd veh. depot.
Mr Brian McKenzie		Toolmaker Instructor, 93 Armed Forces Manufacturing Workshop.

During the past when Malaysia's raw commodities of tin, rubber and oil all demanded high prices on the world market, the Malaysian Army were given sufficient funds from the Government to purchase a new fleet of Armoured vehicles. These consist of the Condor, the Sibmas and the Scorpion. As the Malaysian's experience only went as far as Ferret scout cars and Commando APC's they sought advisory assistance from the Australian Army.

The present band of merry men followed a previous team into the wilds of deepest, darkest Malaysia with a promise of high adventure and rewarding challenges beyond their wildest dreams. Unfortunately the funds for the development of the Combined Arms Training Centre were not forthcoming and the main project lost some of it's momentum, with a commensurate downturn in challenges for some of the team.

Not men to be deterred by such minor setbacks the AAATM have strode forth into the wilds of such exotic places as Singapore, Penang, Kuantan, Kota Kinabulu and Palau Tioman (and that was on duty). After the hectic pace of their advisory role the team has seen the need for R & R, but only to less romantic locations such as the Greek Isles, Hong Kong, London, Europe, USA and all places in between.

Less you gain the impression that life is all beer and skittles (Foster's is available!), consider if you will a task of advising an Army made up of three ethnic groups with varied religious beliefs, social habits, and languages. Consider also the difficulties of communicating in Bahasa Malaysia when you only speak English; not everyone gets to do the ten week Bahasa Indonesian course. Constant failures of the basic services such as water, electricity and telephone also add to the frustrations of Kuala Lumpur kamakaze mini bus drivers, and three million (there must be more) motor bike riders, all out to catch the eye of the talent scouts for Team Honda or Kawasaki.

The rewards by way of experiencing a new world full of day to day confrontations is a marvellous education for all, especilly if every now and them you actually "win one". Malaysia is such a place and the A team continues to strive for the best possible results under trying and limited conditions (sounds good hey boss?).

For those who aspire to serve in this tropical paradise and may follow us, we offer these comforting words "Best of bloody luck!".

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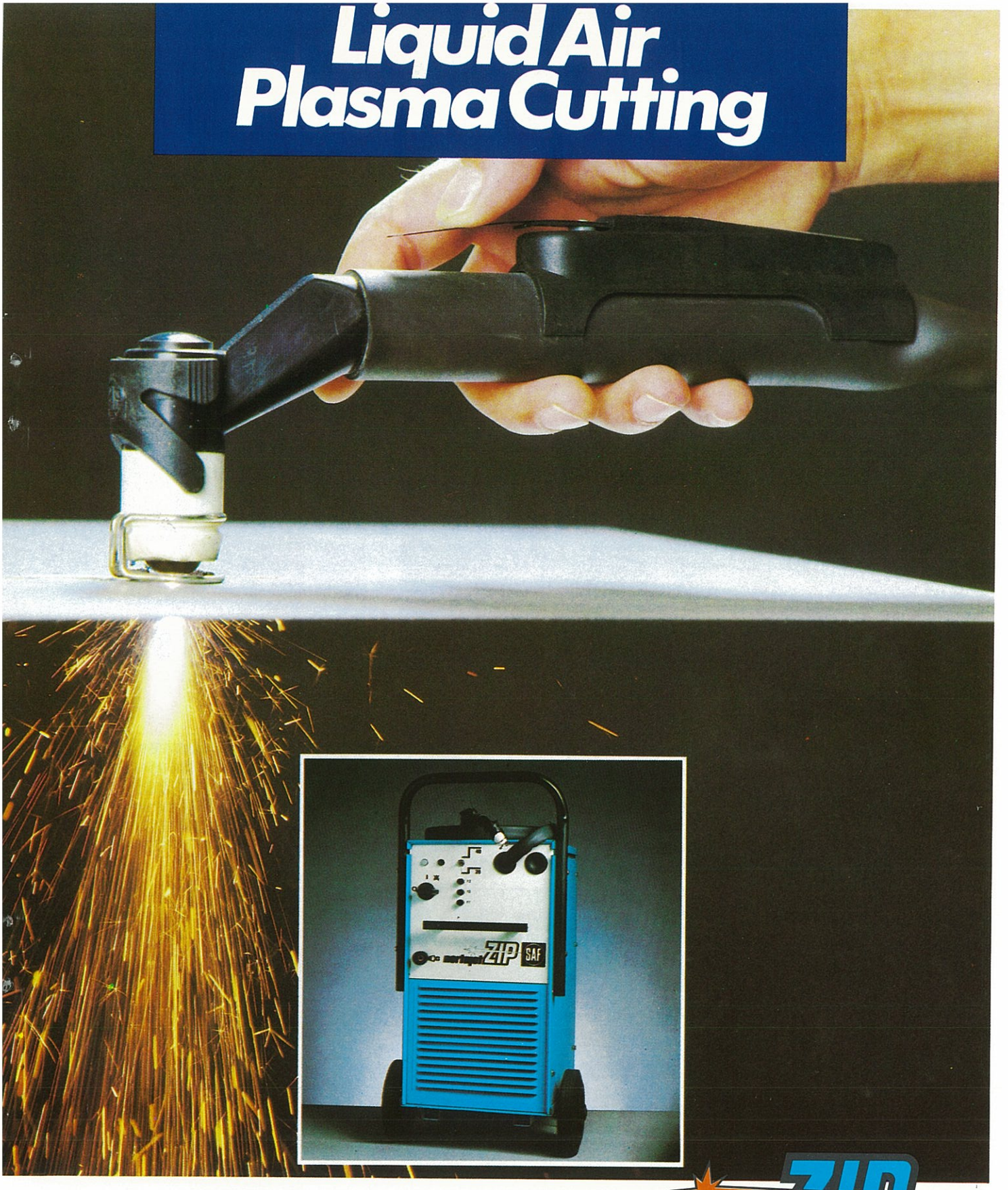
EXERCISE COLD COMFORT 1986

— REPORT BY CPL J. BAILEY

1. Exercise Cold Comfort Jan 85 in CANADA had been a great success. The Northern Hemisphere winter was at is peak and so was the snow. So in August 1985 the wheels were set in motion to stage Exercise Cold Comfort 1986.
2. LTCOL Peter Jorm, the exercise co-ordinator obtained details from Air Force Office concerning overseas flight schedules. After an initial flight cancellation, Ex Cold Comfort was rescheduled for 18 Apr. — 5 May 86. Known Defence Force skiers from all Services were contacted, seeking nominations from experienced Cross Country Skiers. The exercise party was selected and were advised to carry out all personal Administration such as Passports, Visas, Movements and transport. Fortunately, I already possessed a Passport.
3. My initial visa application (as advised in the Exercise Admin. Instruction) met with no success. The US Consul advised me to apply through Defence channels, since I was participating in a Defence exercise. This involved having to draft a letter at unit level to MCO Melbourne outlining movement details. The Overseas movements Clerk at MCO then had to draft a letter to Aust. Foreign Affairs, who had to seek the visa on my behalf. My passport was returned to me only days before we were due to leave. Apparently, I was the only exercise participant to have this problem. Their Visas were processed immediately.
4. The Exercise patry consisting of 5 Army, 5 Navy, 3 RAAF and two (2) Civilians gathered at DSU Randwick on 18 Apr for equipment checks, pre-exercise training and Safety briefings. We departed on Schedule from Sydney's Mascot Airport on 21 April. On arrival at Honolulu International Airport at 2300 Hrs, were confronted with a long wait as only 1 Immigration Officer was present to process approx. 100 personnel. When we finally arrived at our Hotel in Waikiki to check in, we found that RAAF movements had booked each of us into a room complete with two double beds, at the princely sum of $US 60 per night (approx. $A 85). In some cases, the Hotel Staff were co-operative and allowed us to twin share rooms with no cancellation charge. Everyone pitched in and contributed to the cost of those members unable to persuade Hotel Staff to do this.
5. The next day was to be spent as we wished, so three of us decided to brave the Other Side of the Road and hire a car to drive most of the way around the island. A Major Credit Card such as AMEX, VISA or MASTER CARD proved to be essential for hiring cars anywhere in the USA. Later in the afternoon, Dave Laporte, (the civilian coach) and I, went roller skiing on the cycle paths on Waikiki Beach promenade. We certainly attracted our share of attention since ski's with wheels and ski poles are not a common sight in tropical Hawaii.
6. On 22 April we resumed our journey and landed at San Francisco International Airport later on the same day. After organising our luggage one of the members was dismayed to find that his ski bag was missing. A search of all areas and the aircraft failed to locate it. QANTAS who had sponsored the flight were helpful but could not provide CPL Hemperger with a much needed set of X-C ski's. A phone call the following day located them in Los Angeles.
7. Our pre-booked hire cars were arranged at the Avis desk. We had hoped for two Hiace or similar vehicles with sufficient space for our substantial amount of equipment. Instead we were confronted with 2 small 7 seater vans. An additional vehicle was required so a GM Oldsmobile Station wagon was hastily arranged. It was now 7 pm as we carefully ventured out onto the San Francisco Freeway network studying maps and observing road signs. After a dinner stop in Sacramento, we continued our trip into the mountains and arrived in oru Accommodation at Booreal Ridge by midnight.
8. The first day in the snow was spent orienting ourselves and practising a drill using Avalanche Tranceivers to locate a "person" burined in the snow. With packs, shovels and tents loaded onto our backs, and heavy metal edged touring skis on our feet we set off up into the Sierra Nevada Mountains. We were to find the terrain over the next five days physically demanding and frequent breaks on the long climbs uphill were welcome by all. Just as welcome were the decents, however tricky with a heavy pack. We were blessed with warm spring weather apart from a brief snowfall on the first night.
9. Some potentially dangerous traversing on the second day made us feel safer being in possession a Self Arresting Grips on our ski poles in case of the ever likely fall. Late afternoon came and we set up a Base Camp in a sheltered gully for 2 nights. Some of us chose to "dig in". It's not like soldiers to voluntary dig holes but a snow cave proved to be more comfortable, warmer and far more spacious than a tent. Since the outside weather was so favourable, we could not fully appreciate the beneftis of this windless and dry abode.
10. The third day saw us depart with day packs only, for nearby Mt. Anderson. At approx. 8000 ft. above sea level, it was certainly a long hard climb. Unfortunatley the dangerously ice conditions prrevented us from assulting the summit. Ice axes and Crampons would have been appropriate. The return trip however made the climbing all the more worthwhile as we carved up the spring snow. The following morning we departed our cave and loaded up packs again heading back along on the opposite side of the ridge through potentially dangerous avalanche country and below spectacular huge cornices.
11. Some demanding climbing and steep traversing ensured that everyone was glad when we chose a suitable site for the last night. After pitching tents and trying to enjoy a dehydrated pack meal, most of us gathered around one of the fires, drying out boots and singing Australian Ballads. There was no alcohol on this trip. Apart from the weight burden, alcohol is the last thing that the human body needs in a potentially harsh and cold climate. On the following morning we started out early and dropped off the last 1000 ft vertical feet down towards our accommodation and a well deserved shower.
12. Origianally, it was anticipated that we would spend the remaining two days at a commercial cross country ski area to practice our track skiing skills and train for the forthcoming Australian Interservice Competition. Unfortunately these areas were closed earlier than was advertised due to lack of patronage late in the season. A check around confirmed that there were no alternative areas open so it was decided that the party should spend the two days at an Alpine skiing area practicing our downhill techniques on Metal Edged Cross Country skil's. The first day was spent at Sqaw Valley the site of the 1960 Winter Olympics, and the next day at Alpine Meadows. It was a welcome change to be able to ski downhill and not to have to climb back up again.
13. On the day following we departed for San Francisco where we had Budget accommodation arranged for 1 night. We arrived at San Francisco Airport, returned the vehicles and waited for the Aircraft which was two hours late en-route from Washington. Some hours later we arrived in Honolulu once again. Here LT Steve Edwards broke from the group to join his Company from 3 RAR who had just started an exercise in Hawaii.
14. Once again the time was our own so several took advantage and went shopping at the NAVY Exchange of PEARL HARBOUR. Here all Servicemen and their spouses have the opportunity of buying goods from a Department Store size shop and be exempt from State and Federal taxes. It was like duty free shopping even with an unfavourable exchange rate.
15. On the 4th May we boarded the RAAF aircraft again and after a long day, including a brief refuelling stop at NADI in FUJI, we arrived at RAAF Richmond 3 hours behind schedule. The Customs and Immigration Clearances were soon completed. Exercise Cold Comfort 1986 was over.

Liquid Air Plasma Cutting



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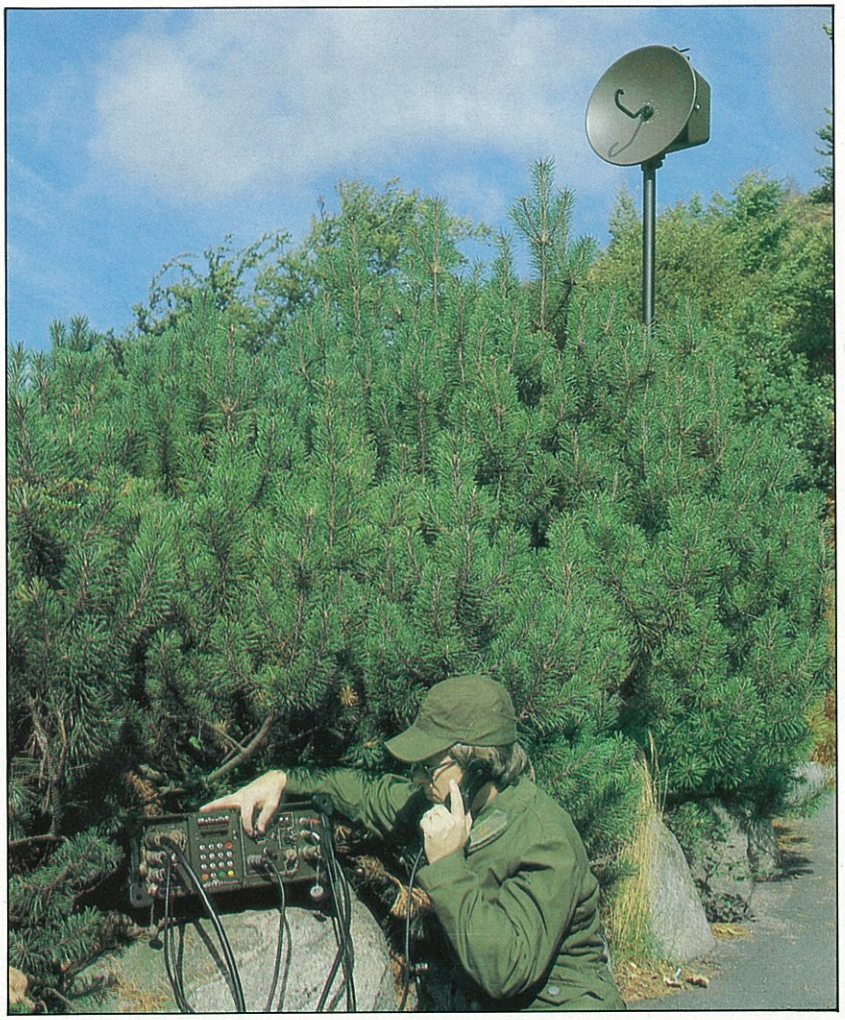

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