

RANZASC



Newsletter

RNZASC

Newsletter

No:4

RNZASC Directorate
Home Command

Sep 75



HQ Home Command,
Private Bag,
WELLINGTON.

DST'S LETTER

Welcome news. The Corps Reorganization has been approved and will be progressively implemented from 20 Oct 75. Full details of our new organization will be published in the next Newsletter. Suffice to say at this stage that at last we will have almost no loanbacks, except for catering personnel who must be employed on catering tasks day to day.

I urge all concerned to work willingly to establish the new structure and ensure that the advantages of more efficient service become evident to all. There will be a requirement for Field Force sub units to assist the static units from time to time, particularly during peak tasking, but every effort must be made to use the Field Force for tasks related to Field Force training, and static tasks which are large enough to provide training value. Personnel from static units, particularly Officers and senior NCO's will be required to assist Field Force units who are deficient in key appointments. This will particularly apply during Annual Camps. I consider that a high level of cooperation between Field Force and Home Command RNZASC units is essential to the maintenance of a good standard of service in the new structure.

We have been quite hard hit by the fuel restrictions this year. All personnel need to be aware that in the national interest as well as Defence's task of remaining within financial allocations, it is necessary to conserve all types of fuel. Excessive speed is still far too prevalent among our drivers. If you remain within the current speed limits you can make significant fuel savings. Please set an example in this respect.

Because of limitations to driving tasks through fuel restrictions, I would have expected to see an improvement in the standard of unit and driver vehicle servicing. Recent RNZEME Technical Inspection Reports indicate that the opposite has occurred. The reports reveal far too many instances of poor servicing, to the extent that many vehicles are below the legal requirements of roadworthiness.

A high standard of servicing is the backbone of RNZASC Transport Operations and there must be an improvement in this area. The fact that major servicing is carried out in RNZEME Central Servicing Stations in no way reduces the responsibilities of units and drivers to maintain a high standard of vehicle servicing and every driver is individually responsible in law, that his vehicle is up to the legal requirements of roadworthiness each and every time he drives it.

(P. R. SUMNER)
Lt Col
DST

RNZASC NEWSLETTER

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HONOURS FOR CORPS PERSONNEL

QUEEN'S BIRTHDAY HONOURS LIST 1975

MBE: Major W. Fraser MBE

The Corps extends it's congratulations to
Major Fraser on his well deserved honour.

RNZASC NEWSLETTER COVER DESIGN

If you consider yourself a little artistic, how about designing a new cover for the Corps Newsletter?

The design should be:

- a. On A4 good quality heavy white paper.
- b. Of an appropriate pattern and design
e.g. depicting some Corps activity.
- c. Colourful.

Please submit your design to:

Capt G.J. Crowley
Editor
RNZASC Corps Newsletter
ST Directorate
HQ Home Command
WELLINGTON

APPOINTMENTS HELD BY
RNZASC OFFICERS

The list below is a continuation from the last edition of the Newsletter.

Maj	J.S.	Thorn	DADST TM Home Comd
Maj	M.C.A.	Harris	CCA, Home Comd
Maj	J.W.	Carruthers	ADS(G) Catering Defence HQ
Capt	P.K.	Hollingsworth	MTO 1 RNZIR Singapore
Capt	J.M.	Young	ADS(G) FOL, Defence HQ
Capt	C.E.	McIver	OC Wellington Platoon
Capt	R.N.	Walker	OC NZ Supply Depot Singapore
Capt	A.R.	Dixon	2IC, 3 Transport Company
Capt	A.G.M.	Shedden	OC Fort Cautley Platoon
Capt	G.E.A.	Cook	2IC RNZASC School
Capt	G.J.	Crowley	SCST, Home Comd
Capt	J.M.	George	Transport Officer, Wellington Platoon
Capt	P.	O'Regan	EDP, Defence HQ
Capt	R.R.	Ottaway	2IC, NZ Tpt Coy Singapore
Capt	R.B.	Haworth	Adjutant MWT Army Area
Capt	C.P.	Sinclair	2IC 1 Transport Company
Capt	R.A.	Morrison	QM Burnham Camp
Capt	K.P.	Rawling	OC, 7 Pet Pl
Capt	K.L.	Philip	2IC, 10 Transport Company
Capt	S.G.	Stubbs	2IC 1 AASO
Capt	P.N.	Van Draanen	OC Defence Travel Centre, Auckland

ARMY WELFARE

BY

LT COL K.R. COOKE, BCA, ANZIM, RNZASC

Having been pressured by the Editor into writing an article for this newsletter, I find myself at some loss as to what subject would be the most suitable. I finally decided on Army Welfare as in my travels around the country I have found that it is one of the aspects least understood by soldiers, but which is an extremely important "background" condition of service. Keep on reading this article as it may be to your own benefit. Many soldiers in need have been thankful for the existence of a system of Army Welfare. It is perhaps the largely confidential nature of welfare problems that is the cause of lack of publicity on the subject which is in itself very unfortunate. I hope this article will dispel some misconceptions.

The focal point of our welfare system is the Army Central Welfare Fund. Most of you have probably heard of this Fund although only vaguely. If you have heard of it the chances are that you think it is an offshoot of the Armed Forces Canteen Council, but you are wrong. The Army Central Welfare Fund does in normal times get some of its income from the Canteen but that is where the connection ends.

What does the Army Central Welfare Fund do for soldiers and their dependents? Some of the major areas of activity are as follows:

- a. Army Motels. This is one of the most obvious forms of welfare. High standard motels are operated at Paihia, Rotorua, Napier, Taupo, Wanganui, Waikanae, Kaikoura and Hanmer and it is hoped in the near future Queenstown. Holiday accommodation of a lower standard is available at Languard Bluff and Tekapo. The initial funds for these motels were provided by the Army Central Welfare Funds and funds earned from operations have provided for the expansion. The motel chain owned by Army is now worth well in excess of \$500,000. Have you used them? If not, please do, as you can have a cheap holiday and at the same time help expand out welfare facilities!
- b. Sports Travel. If you have been involved in inter-Region sports the odds are that the Central Welfare Fund has subsidized your travel to quite a substantial degree.
- c. Recreational Facilities. Swimming pools; squash courts. The Central Welfare Fund has provided large sums of money for this type of facility and would like to provide a lot more, but funds are very limited.

- d. Benevolent Loans. The Central Welfare Fund is regularly rescueing soldiers from financial trouble. In some cases the trouble has progressed to the stage where Court action has been imminent. The rescue operation is not, of course, for those who have squandered their money. For example, if you decided to make your fortune on the horses and "invested" all your money in this way and in the process lost everything, don't look towards the Central Welfare Fund. However if genuine misfortune has struck and you are unable to resolve it in any other way, see your OC as quickly as possible. \$3,900 was paid out in the last year on low interest loans to soldiers in distress.
- e. Benevolent Grants. This aspect of welfare is mainly of interest to the family man. It is a sad fact that three or four married soldiers die each year invariably leaving a widow with young children. There is no real way of compensating for the loss of life but the Central Welfare Fund helps to ease the distress by making a cash grant to the widow to help her over the difficult period immediately following the death. This payment is invariably made before the funeral and varies in amount dependent upon whether the death was by accident or natural causes. Our aim is to complement State benevolence. Last year \$12,000 was paid our on benevolent grants.

And where does the Army Central Welfare Fund get its funds from? There are many sources but the most important ones are as follows:

- a. Interest on investments of the Fund.
- b. Pool table revenue.
- c. Armed Forces Canteen Council profits.
- d. Profits from Leave Centre operations.
- e. Mess levies.
- f. Interest on benevolent loans (very small).
- g. Income from profit making recreational facilities.
- h. Profits from the Army cinemas.
- i. Golf Course green fees.

Although the Army Central Welfare Fund already achieves a tremendous amount, the sad fact is that there is an endless list of things yet to be done. The projects which should be tackled are only limited by the imagination. If you have any ideas then you should make sure that you give them to your local Camp Welfare Committee which will ensure that it comes forward to the main committee, the Army Welfare Advisory Committee. There are representatives of all ranks and Camps on the Advisory Committee so you can be assured that any new ideas will receive sympathetic consideration.

The Army Central Welfare Fund is for your benefit and is not something "remote". Support it and let your ideas flow.

NOTES FROM DADST
FIELD FORCE COMMAND

As is usual when money is short Defence is one the first to feel the effects of Government economy measures. This is understandable when considered in business terms, (the Government wants to invest money where some financial return is likely e.g. railways and Post Office) or even when considered against the present threat to New Zealand. However it doesn't make it any easier to hear the restrictions on fuel and the consequent cut backs in travel and vehicle movement especially when we are the Corps most concerned with those aspects of Army life.

We at Field Force Command are naturally extremely concerned at the effects on training and I, in particular, am very much aware of the limitation placed on vehicle movement. I know that you have not stopped driving, in fact you are probably being tasked as much as previously, but in so far as unit training, and courses, are concerned, economies have to be made and you will have been affected, and will continue to be affected, by these. Our aim is to ensure that sufficient fuel is available to make the January/February annual camps realistic. So the only option available is to tighten belts and make the best of the present situation.

Of particular interest to all of us, and I hope it will help to take your minds off the fuel problem, is the RNZASC reorganization. This should be implemented very soon and I am quite delighted at the prospect. I've never been very happy with the loan back system where a chap didn't know from one day to the next whether he was going to drive an RL in a transport company or a staff car in a static platoon, and in many cases wasn't too sure who his boss was. The reorganization should provide a very clean division of responsibilities and command. We will all know who we are working for. We don't expect a great deal of movement around the country, which is just as well, we can't afford it, so don't expect to be posted from your present location; it will happen to some, but very very few.

We will lose some of our units such as 6 Tpt Pl (Mot Amb) and the Port Section so the organization chart will be a little easier to learn. There will no doubt be disappointment for those of you who have been associated with these vanishing units, I believe that you have been privileged to serve with the units and you must accept their disbandment in the name of progress but retain your memories. The largest unit affected is 5 Tpt Coy which has always been a particularly capable unit with high morale. This unit has been incorporated into 1 Tpt Coy but has been able to retain its identity by becoming 5 Platoon of 1 Tpt Coy. This gives rise to the strange situation of 1 Tpt Coy having A Pl, B Pl, and 5 Pl and I know that there will be many people in the Hamilton area who will be proud to point out how such an apparent anomaly arose.

I trust that you will all survive the reorganization and the economies without too much upset and that you adjust well to the situation with the flexibility which has always been one of the attributes of our Corps most envied by all others.

By P.J. Rickard
 Major
 DADST FF Comd

OUTWARD BOUND

by

Driver Robert van den Hyden, 3 Transport Company

The Outward Bound School is not often talked of in normal circles except by those who have attended the course. It could be best described by its motto 'To serve To strive and not to yield' and after participating in sports of physical endurance I was soon to discover the true meaning of the word.

It all started for me when I was approached by my immediate Boss who asked me if I would be interested in attending the course and that my employers (New Zealand Railways) would sponsor me. I jumped at the opportunity without hesitation and after passing my medical and completing the usual paper work I found myself heading towards Anakiwa the home of the Outward Bound course.

When we arrived we were quickly ushered to our Billets and asked to change into clothing suitable for our first physical training session. We were told from the very start that we could expect vigorous physical training so that we may be ready for such feats as the 14.8 mile marathon towards the end of the course. Our training commenced before breakfast with several exercises ending with a two mile run, each run was timed so that they may be improved upon.

A great deal of the time was spent away from Anakiwa, such as the solo scheme on the beach, where I was supplied with sufficient water and food for three days and away from all forms of civilized distractions, this also included such things as wrist watches, writing material etc, these days were virtually spent in meditation and relaxation.

We were taught the basic fundamentals of kayak boating also sailing and during all practices an Instructor was always at hand in the event of trouble.

Three separate, three day tramps, were part of the agenda, when after the first day tramping time seemed immemorial because the tramp started from daylight until just before dark. Warm clothing in this instance was required because irrespective of the weather conditions the jaunt continued. After this ordeal we were welcomed back to the school with a two mile cross country run.

If time permitted after school maintenance tasks, students were given tuition in rock face climbing which like all of the other courses proved very interesting.

In all I think the course was very rewarding and that 23 days of ones time is a small price to pay for the benefits, knowledge and experience gained in this worthwhile venture. I cannot express how much I enjoyed the course, the students, Instructors and everything else there was about it and I sincerely hope that this footnote may encourage others that are eligible to follow likewise and enjoy all that the Cobham Outward Bound School has to offer.

THE CHIEF CATERING ADVISERS PAGECareer

What is your future catering career in the NZ Army? I was looking at a photograph taken of the catering staff at Waiouru Camp in September 1955. The photo shows a group of 32 New Zealand Catering Group. From those that made the Army their career and are still serving or recently retired, we have three Majors (one now serving in the British Army at their School of Catering), one Captain, three WO1's, three WOII's and one Ssgt. Twentyone of the group had previously served in the Second World War. This may not seem worth recording to some, but take a look forward to your career 20 years from now. Personnel now being selected into the catering profession because of their good education and trade training can be assured of a good career either in the Army or later in civilian life.

Appointments

Several of our catering group, on my visits to various camps have asked where personnel are employed. Here is a list of those in our more senior appointments:

Major M.C.A. Harris	Chief Catering Adviser
Major J.W. Carruthers	ADS(G) Rationing/Catering
Capt A.S. Wylde	Northern Regional Catering Adviser
Lt E.E.L. Durrant	Southern Regional Catering Adviser
Lt J. McIntyre	Catering Platoon Comd Waiouru
Lt D. Armstrong	Catering Officer RNZASC School
WOI W. Farmer	Catering Sect Comd Linton
WOI W.S. Tyms	Catering Sect Papakura
WOI W.J. Gray	Central Regional Catering Adviser
WOI J.F. Gantley	Catering Sect Comd Burnham
WOI J.T. Mitchell	Senior Instr Catering Wing RNZASC School
WOI F.J. Taylor	Catering Sect Comd Fort Dorset
WOI A.J. Currie	Catering Sect Comd Trentham
WOII K. Marchant	Catering Sect Comd Addington
WOII G. Schofield	Chief Steward & Instr Catering Wing
WOII F.R. Brett	Catering Sect Comd Fort Cautley
WOII A.G. Girven	Caterer 1 RNZIR Singapore
WOII D.T. Mravich	Chef Government House Wellington

Ssgt H. Hohepa

Catering Sect Comd Ngaruawahia

Employment

Two interesting tasks that our group have taken on this year (1974-75) are the cook appointments with the Ministry of Transport Marine Division. We have down in the cold South, Campbell Island, Lcpl Postlewaight and in the warm North of Raoul Island, Cpl Thompson. Their TOD is for 12 months. I have heard from MOT that Postlewaight is doing quite well. Cpl Thompson regularly rings me by radio telephone. He also now talks with his replacement, ex apprentice chef Dennis Carrol, who completed his engagement in 1975. I was surprised to note that no Army personnel applied this year for these two appointments.

Chef Government House

You will note that WOII D.T. Mravicich who was an instructor at the RNZASC School Catering Wing has now taken up the appointment of chef at Government House. There has been no set time for his tour. Government House now has a military establishment in its catering department. Army has the senior appointment which has been established as a WOI and Navy and Airforce catering personnel have the responsibility of filling the other appointments.

We have been helping out Government House for some time now and it provides excellent experience for our apprentices, supervisory stewards and chefs. I will ask WOII Mravicich to write an article for our next newsletter.

ADS(G) Catering/Rationing

The above appointment is held by Major J. Carruthers. One of his responsibilities is that of the City and Guilds of London Institute assessor. For two days this month Major Carruthers conducted a combined service seminar at the RNZASC School for catering instructors. The object of the seminar was to ensure that our students, Army, Navy and Airforce were all being instructed, assessed and examined along the same lines. It is pleasing to note that our School meets most of the requirements of the City and Guilds. After listening to some of the difficulties experienced by the other two Services I consider that Defence Catering Training should be conducted at one School (Waiouru in the first instance).

Procurement of Fresh Vegetables and Fruit

I do not want to see any restrictions placed on our ability to improve the standard of messing. It has been however clearly brought to my notice that as caterers we are not purchasing fruit and vegetables economically.

Analysis of purchases by Depots to meet the catering requirements revealed that in 2000 lbs of vegetables purchased, 146 lbs were in exotic or out of season items. The latter raised the overall average cost from 15 cents to 27 cents per lb of fresh items.

In many cases canned or frozen items would have been a more economical purchase. Poor purchasing habits as in the past with items such as ham and salmon have forced Defence to make those items

priced 'as actual'. By all means purchase such exotic items but use them as garnishing not as main meal items.

New Officers' Mess Waiouru Camp

Many of us have worked in or used the facilities of the present Officers' Mess. You will all appreciate that it is a difficult environment in which to produce a satisfactory standard. Even though many efforts have been made to improve it, it is still an old structure and cannot last much longer. Those who have been fortunate enough to look at the architectural drawing of the new Mess must agree that it will have been worth waiting for. The catering facilities are good. The dining room will allow formal functions to be conducted with dignity. Just by studying the plans one can sense that the new Mess facilities will encourage a good catering atmosphere.

Future Newsletters

As we now have this Newsletter it has been decided not to re-introduce the Catering Quarterly. For those who did not know the Catering Quarterly it was the first magazine authorized by Army Headquarters in 1952. It was known firstly as the Supply and Transport Catering Group Quarterly. In October 1953 its name was changed from STCG to NZCG, New Zealand Catering Group Quarterly.

The first magazine was introduced and edited by the then Staff Catering Officer later to be known as Chief Catering Adviser, Major W.H. Wilson. The magazine was well received among the group and had in its many interesting articles.

The last issue was to the best of my knowledge, produced by the CCA, Major N. Noon in 1965.

Should you wish to have any catering articles printed in the RNZASC Newsletter in the CCA page please feel free to send them in. I would like to have the address of our retired officers, WO's and senior NCO's as it is proposed to hold a reunion in 1976. Can you help with addresses please.

Final Point

Continue to apply the knowledge you have been taught and seek for more.



NZ SUPPLY DEPOT RNZASC (SINGAPORE)
OFFICER COMMANDING: CAPT R.N. WALKER RNZASC
DEPOT COMMANDER: WOI R.S. HAAMI RNZASC

Since our last contribution to the Corps Newsletter, there have been a few changes of personnel within the depot. On the 19 Aug 75 we lost our master butcher in the form of 'Q' Jones who was posted back to the UK into a perk appointment. His replacement Sgt Sutton arrived mysteriously like a 'bat out of hell' as the OC asked for him to be called forward on the Tuesday and he arrived on the Thursday of the same week from Germany. Hows that for speed manning personnel?

Cpl Colin Stancliffe and Cpl Ronnie Wilson arrived ex UK to replace Sgt Jock McLeod and Cpl Ian Wadley, who incidentally was posted to a commando unit and we have heard nothing further of him since. Maybe he suffered from being a 'Jack of all Trades and Master of None'.

Dvr Ken Gale is leaving us in Oct 75 to 4 Supply Platoon Burnham, our loss your gain. Although we are a small unit consisting of 14 military personnel and 29 LECs (Locally Employed Civilians) the OC was finally able to account for them the other day when we had a unit photograph taken. (Not bad for the OC - he's only been here eight months we think).

On the sporting side, the depot is making its mark with three players in the form of Ssgt Brian Calvey, Sgt Geordie Symons and Cpl 'Gos' Gosnell playing rugby for the NZ Force Minor Units team ably managed by an 18 Tpt Coy offshoot Capt Rick Ottaway. Our OC Capt 'Prof' Walker has as usual taken a neutral and unbiased stance again this year in the form of refereeing. We just can't get away from him (except at PT).

One of the highlights of the depots sporting activities for the year was a badminton match between the depot and the Seletar Wives Badminton Club. What was considered to be a major upset occurred when after some very hard fought games and a lot of sweat (we think it was sweat) the depot team managed to come out the winners. This was considered a good effort considering the handicap placed on the depot when Sgt George Haddon and Cpl 'Gos' Gosnell lost their only game. Relationships between them and the other team members we hope are on the improve.

The golfing fraternity are continuing on their merry way and as no news is considered good news one can assume that the game is being played socially, with daily debriefs at the 19th hole or thereabouts. One bright spot has occurred. The OC has at last reduced his card from 120 strokes to 113, or so he says. The point he doesn't mention of course is that this is a nett score after his 24 handicap is taken off, and also the important fact that the score refers to only nine holes.

The depot darts team 'EREHWCN' gained a social success by being placed runners-up in the local Rickshaw Darts League. This is a great achievement considering they could only get the 'Wooden Spoon' in the previous competition.

If by now you are getting, or have already got, the impression that the depot spends most of its time in sport or social activities I must explain that you are wrong. The depot is still being kept busy issuing and receiving -----, you wont believe it, but I can't remember what we are meant to be doing. This just goes to show we don't have time for idle thoughts.

Regards to all of you there, from us over here.

NIL SINE LABORE

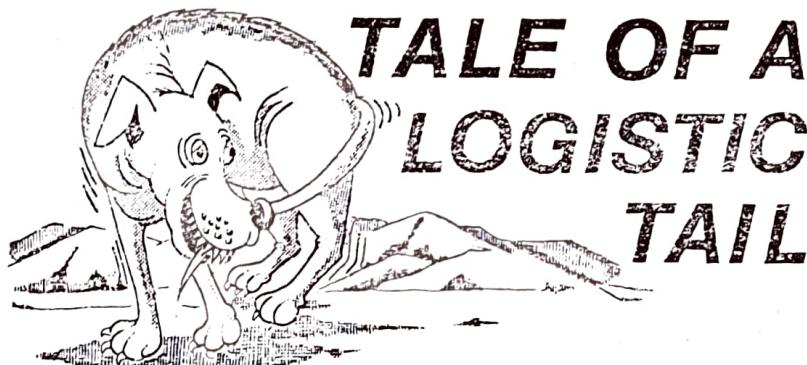


Are you doing your bit to save FUEL!

If things keep up we may end up like this



2 Composite Company
NZASC Annual Camp
Waipukurau
1936



by Major J.B. Doohan RACT
 (Extracted from Australian Army Journal
 May 1975)

A Blow to Morale

The address was magnificent, the ramrod straight figure had stood for his prescribed 40 minutes speaking in emotive tones which brought a lump to our throats and a drifting mist to our eyes - by God we could, and we would too.

I looked around the room at my fellow officers, to a man they were all clean cut, immaculately turned out and - arms corps officers? I, heaven knows how, had been induced to attend a lecture on 'The Division of the Future', an address by Colonel -, Royal Australian Artillery, and I suddenly realised that I was the only so-called logistician present.

Trying desperately to cover my buttons and badges and to look as inconspicuous as possible I hunched my porcine 14+++ stone figure down in my seat and furtively gazed around, it was at this stage that I realised that the speaker was not referring to me for his words '.... we will not let the logistic tail wag the dog' came through like the crack of doom, but what was far more menacing was the murmurs of accolades from my brother (?) officers. 'Hear, hear' and 'my bloody oath' echoed around the room, and I felt the leers and scorching gazes of scores of eyes as I shifted my ample buttocks uneasily on the excruciatingly uncomfortable seat.

Of course, with such a punch line, the speaker had triumphantly concluded his lecture and wheeling with military precision he strode from the room to the echo of thunderous applause. Seeking my opportunity at the earliest possible instant, I slunk from the room with downcast mien and mumbled 'pardon, pardon, excuse me please', as I collided with fellow members of the audience while beating my hasty retreat.

Back in my office, still shaken by my shattered illusions, I sipped my cold tea and absent-mindedly sifted through my 'in' tray while thinking about the address I had just heard. The phrase 'logistic tail' was a supreme bit of American originated jargon which meant precisely nothing. I had many times heard the term 'the Arm's teeth' or more precisely 'the teeth Arms' and from these two phrases the good Colonel had constructed a dog, but how? I had a reasonable knowledge of dogs from my boyhood days on a dairy farm (in fact I had a pack of seven at one time) yet I had never seen or heard of a dog with just teeth and a tail. Definitely not! Even old Nigger who had been run over three times by the cream lorry was still able to get around with three legs and a bit of a smashed up body.

Perhaps there was another type of dog-like animal with just teeth and a tail? I theorized and thus set out to investigate.

The Dissection of an Animal

Now I am not in possession of an exalted Encyclopedia Britannica, merely an also ran Collier's Encyclopedia, so this is where most of my research was done. From my studies therein, it appears that only the very lowest orders of life have just a mouth with a small sack-like body, but nowhere is listed an animal without a body. Thus my next step was to investigate the make up of a body.

Of course, what better body could one dissect than that of the dog? For that was the subject of the good Colonel's derogatory phrase of logisticians. The dog it seemed, could exist in perfect equanimity with the loss of its tail. Examples were quoted where this is considered essential for some breeds, (eg, Doberman, Corgi and Cocker Spaniel). At this astounding information I knew real terror, if the logisticians really were a tail then we could be axed with little or no effect on the rest of the Army! This, however, did not fully answer my question, what did the body consist of? And how was it composed?

Functional Association

The best method of comparing the dog with the Army is by a method of functional association, ie, what function carried out in the Army would have its comparison in the structure of the dog? Now there are two ends to a dog, but in due deference to seniority of corps one really should start at the head. Perhaps? No, I dismissed the thought; this couldn't possibly be how corps seniority was worked out.

Starting with the head we have the canine nose, ears and eyes - easy, obviously this could be associated with field intelligence. Inside the head the brain, although lots of corps would lay claim to this portion; personally I felt that it must be command headquarters - issuing orders, amassing information, etc, yes, a must for command headquarters.

Ah yes, the teeth! Of course, the dog's strike capability! Good old bone gnawing, trouser ripping, a - biting teeth! Now I know that the arms corps have in the past laid claim to the teeth as their very own so it would be rather unfair to pass the teeth with only a cursory glance, in fact the teeth should be typed; after all there are quite a few arms corps laying claim to teeth! Initially we have the ripping tearing canines - the teeth that sink into the jugular vein and rip mercilessly through the skin, these teeth of course have to be the armoured corps; why the very name of their new tanks 'Leopard' conjures up this image! Then we have the grinding molars used to crunch up stubborn bones to get at the juicy marrow, these teeth could only be associated with artillery. The infantry I know are always right in there - slasing and cutting - perhaps they could be associated with the incisor teeth? However for the other claimants to 'teeth' I just cannot find a suitable association.

An essential function to any good self-respecting dog is a good wired up nerve system, hunger pangs when he is hungry and hurt pangs when he is hurt and all that. As the nerve ends are present in all parts of the body sending back instant messages to the brain their association with the signal corps is obvious.

The heart and lungs cause one to pause, for here is an entirely new function; together these organs provide the body with its sustenance, sending out the blood to feed the cells in all areas and cleaning and reoxidizing the blood for reissue in a never ending cycle. This function must be associated with the logistic units of RAAOC, RAEME and RACT, of course with RAE support to keep the veins and arteries open. To those wise people who point to the white corpuscles as combatants to disease, I must answer that this task is a secondary one to the sustenance function and could be likened to arms support to maintain lines of communication.

The skeleton on which the whole dog hangs or becomes a gelatinous blob is a difficult association to make; however I must reluctantly conclude that this is associated with the command structure. Muscles and sinews which provide motivation have a ready association in both logistic and arms units. The stronger and more supple the muscles are made through training the more able the dog is to react quickly; the corollary with the Army is readily evident.

Of course one can't pass through the dog, so to speak, without reference to the digestive tract, and amid sniggers from the readers I must reluctantly conclude that this function is primarily carried out by logistic units. Any association with RACT garbage collectors would be better left undetailed.

Morale Restored

After careful consideration of the foregoing it is obvious to me that in a functional association with a dog the Army's body must have some vital components which are operated by logistic units, their demise would leave the teeth with a pretty 'gummy' and blunted appearance.

Do you know on reflection that Colonel was a little grey around the temples? Probably cut his staff eye teeth in the early 1960s during the McNamara whizz kid era when expressions such as 'graduated response, eyeball to eyeball, first strike capability' and 'logistic tail' were being bandied around.

'No sir Colonel! We, the logisticians don't believe there is a 'logistic tail', however as part of the body we will be delighted to help you wag that useless appendage. Of course there will be the condition that a good logistic morale is created first. And incidentally, I did find one type of teeth that could exist with just a tail, but that was false.'

MYTHS ABOUT ENGINE OILS(By Captain J.M. Young,
RNZASC)

Having a responsibility for the supply of engine oils for the Services, I have often been the butt for well-meant advice on the use of such products. However, at times this advice is somebody's uncle's opinion or a service station legend and does not stand close scrutiny. Bearing in mind the editor's invitation for something of interest and yet informative, this short article examines some of the more common myths about engine oils, which our Corps as a major supplier and user may encounter.

"Don't put detergent oils in old engines"

This sounds logical as you can imagine the detergent loosening up the accumulated goop and caked carbon, which then plays havoc inside the engine, clogging up filters and messing things up generally.

However, this is not what happens. Detergent-dispersants are not designed to remove existing deposits. Their task is to prevent the deposits forming in the first place.

"A dirty dipstick means a dirty engine"

It could. But not in an engine that has been properly maintained, in which case a dirty dipstick means a clean engine.

A good, fresh oil will start looking dirty shortly after being used. This is a sign that the oil is doing its job or keeping soot, dust, and other contamination in suspension, preventing them from collecting and becoming sludge and thereby saving them for a "rainy" day.

"Including a can of additives with each oil change"

If you refill with SE quality oil the right additives are already there in sufficient quantities to last between oil changes. At best, extra additive will not hurt anything except your pocket. On the other hand they could upset the oil chemistry and create engine problems you would not have otherwise have had.

"Never mix oil brands"

Oils of same quality grading may be mixed irrespective of brand names and still perform as they should.

"Short trips make a car last longer"

Only if you do not count the engine. Short trips are murder on oil, causing rapid build-up of water and fuel in the oil, which promotes corrosion and sludge.

So if you are shopping for a second hand car and hear that classic pitch - "It was owned by an old lady who drove it only a couple of miles each day" - could be the engine's in bad shape.

"Oil Filters keep the oil clean, so you can use the oil longer"

Oil filters keep the oil free of abrasive chips and visible dust. They do not remove water, unburned petrol, acids, oxidized oil, or microscopic particles that form sludge and varnish.



1ST TRANSPORT COMPANY RNZASC

OFFICER COMMANDING: MAJOR W.R.K. WILSON RNZASC

CSM: WOII R.R. COCKER RNZASC

Sir Edmund Hillary's "Come Alive" programme has certainly "come alive" in this unit. Each day produces various personnel in all shapes and sizes galloping (or staggering, dependent upon the state of fitness) round the roads bordering the camp.

Rumour has it that they could be preparing in their own way for the time when our vehicles are grounded as a result of the fuel conservation programme.

The unit rugby team comprising RF and TF lost 24-12 to 6 Bn Hauraki Regt in the Annual 1 Inf Bde Gp Harding Cup rugby competition. Had our better players not been otherwise engaged in social activities the result would have been different.

The unit strength totalling 147 RF, 114 TF, 48 civilians, is increasing each week.

Wives Club

Womens Lib has arrived at Papakura. It seems that information on unit activities was not filtering back to the wives so they decided to take matters into their own hands by forming an RNZASC Wives Social Club.

With full support and co-operation from unit headquarters they hold a meeting once per month. Their activities include:

- a. maintaining a close liaison with the unit on social activities;
- b. welcoming the wives of personnel recently posted to the unit;
- c. arranging social outings;
- d. holding games and art and craft evenings;
- e. assisting at unit social functions; and
- f. assisting wives whose husbands are absent on course, TOD etc.

The activities of the Wives Club benefits the whole unit and similar organisations in other camps are highly recommended.

Catering

The Catering section were invited to produce 1000 meals for the entertainers and other workers of the enormously successful 24 hour Telethon conducted by TV 2 to raise money for the St John Ambulance Association. WO2 John McMeiken, Lcpls Sue Copeland, Ian Moran and Lloyd Subritzsky volunteered for the job.

The preparation of food began at Papakura at 0800 hours on Saturday 5 July. By 1400 hours, cooking equipment and prepared foodstuffs had been loaded onto unit vehicles and transported to Auckland. A field kitchen under canvas was set up outside the TV studios and 85 steps had to be traversed numerous times to get the gear down to the kitchen area. The assistance of five gunners and the vehicle driver to help unload the gear and carry it to the kitchen was much appreciated.

The first meal, a curry, cold meat and salad or hot pie and vegetables was served from 2130 hours to 0130 hours. From 0500 hours until 1730, the four catering staff carried on without a break.

At 0430 hours during a lull in activity, Lloyd Subrtizsky was whisked up to the studios to give a live performance of song and guitar. Unit members who had sat up all night to watch the show were pleasantly surprised and state that he gave a most creditable performance.

A film crew visited the kitchen, filmed our cooks in action and telecasted their artistry live during the late evening. A lot of people commented on John McMeiken's firm countenance.

There were a lot of appreciative comments on our teams performance and Ben Murphy (from the 'Alias Smith and Jones' show) and Precious McKenzie MBE (Gold medallist weightlifter at the 1974 Commonwealth Games) were delighted to autograph a copy of the menu.

Our people were invited to attend a party afterwards but only one had the energy left to go, young Ian Moran is tireless in the pursuit of happiness.

It would appear that we will be invited to assist again next year. Because of the wonderful response by the public to this appeal (\$557,163.00 was raised) it should not be difficult to get volunteers next year.

TOD's Overseas

Cpl Boles and Dvr Chadwick have nearly completed their TOD at Atiu Atol and from all reports are working very long hours but still producing excellent meals.

Lcpl Bates is away to Fiji as an infanteer with Ex "Tropic Night".

Civilian Employees

We once again thank all our civilian workers for the wonderful job they do, many thanks to you all.

Obituary

It is with deep regret that we have to inform all Catering staff of the passing of "Spud Murphy". A very tragic and sudden passing. 'Spud' served for 5 years as a cook and after release joined the Sect as a Civilian Cook. He served well in this capacity and will be missed by all.

Comings and Goings

Dvr	Lindsay	from	Waiouru
Lcpl	Barker	"	1/2 RNZIR
Dvr	Forrest	"	"
Dvr	Adolph	"	Basic
Dvr	Tilly	"	Waiouru
Dvr	Fisher	"	"
Dvr	Jensen	"	"
Sgt	Te Puni	"	Linton
Lcpl	Moran	"	THC
Dvr	Pawley	"	Waiouru
Dvr	Powley	"	"
Dvr	Agnew	"	"
Dvr	Gunderson	"	"
Sgt	Swan	"	RF Depot
Dvr	Erikson	"	TF
Pte	Te Patu	"	Waiouru
Dvr	West	"	Singapore
Sgt	Jobe	"	"
Dvr	Willson	To	THC
Lcpl	Morgan	"	Discharge
Dvr	Lawrence	"	"
Lcpl	Armstrong	"	Trentham
Sgt	Calder	"	RF Depot

Ex "Tropic Night"

5 RF and 5 TF members of the Unit participated in Ex "Tropic Night" in Fiji from 15-29 Jul 75. Valuable experience in bushcraft and living in the field was gained by personnel participating. Contrary to gloomy weather predictions, it only rained on the last three days of the exercise. Flight schedules for the return journey to New Zealand were disrupted with the usual aircraft malfunctions but the extra time spent in Suva was welcomed by all.

MULES REACH END OF TRAIL

The last of the British Army's pack mules, whose ancestors have served in every major Eastern campaign are to be "disbanded". The mules are part of the Hong Kong-based 414 pack transport group and have been used to supply garrisons in rugged mountain country near the Chinese border. The 36 mules will be replaced by four-wheel-drive vehicles.



WELLINGTON PLATOON RNZASC

(Includes 1 Fd Bakery and B Pl 10 Tpt Coy)

OFFICER COMMANDING: Capt C.E.McIVER RNZASC

CSM: WOII D.M. SHORTLAND RNZASC

Since the last Newsletter the unit headquarters has completed its move to Fort Dorset, where we are firmly established in what was formerly the Training Kitchen, but which is slowly becoming a headquarters building to be proud of. We're not too sure if Fort Dorset has recovered from the shock of having six more people posted in at once, but we now feel right at home.

The platoon has continued to grow and at the time of writing had a strength of 145 soldiers, sailors, airmen and civilian staff. We are eagerly awaiting publication of a new establishment for the unit which will give us a better organization to carry out our tasks.

Transport. Because of our increased numbers we have been able to re-open the Transport Section at Trentham on a smaller scale. DSTP has been very busy until hit by the latest fuel crisis. (It is now rumoured that the drivers are seeking redundancy pay, because it is so long since some of them have driven anything).

Catering.. Both catering sections have had a busy time, but fortunately, the number of formal functions has dropped, to two a week, so the caterers think they have it made.

Supply. The Supply Depot has been busy as always, with the additional task of handling ration pack components, which is a big job in itself. They have been fortunate to have supplementation from other units to help with this task, and this has been a great help.

Sports. The Wellington RNZASC rugby players thought they were given a rough deal when the RNZASC selectors passed us by when selecting the Corps team. So to prove a point, Wellington RNZASC has challenged ATG RNZASC to a game at Fort Dorset. By the time this is printed we will know the result, but whatever it is the game is sure to be enjoyable. We would like to invite any other RNZASC team who is passing through the Capital to let us know, and we will take them on in rugby, or soccer, or anything.

Postings In and Out:

Out -	Cpl Tothill	- Fort Cautley Pl
	Cpl Cathcart	- Fort Cautley Pl
	Ssgt Wright	- Linton Pl
	Lcpl Hancox	- Linton Pl
	Dvr Edmonds	- Linton Pl
In -	Pte Goddard	- From UK
	Cpl Dunn	- From Overseas
	Lcpl James	- From Overseas
	Dvr Hesketh	- From THC

In -	Dvr Laws	- From RF Depot
	Pte Freer	- From WRAC Depot
	Pte Sheldrake	
	Hewitt	- From WRAC Depot
	Pte Campbell	- From WRAC Depot
	Lcpl Willis	- From RF Depot
	Lcpl Armstrong	- From 21 Supply Coy
	Dvr Gregan	- From 21 Supply Coy
	Dvr Palenski	- From Linton Pl
	Dvr Bahler	- From 10 Tpt Coy



RNZASC SCHOOL

CHIEF INSTRUCTOR: MAJOR S.A.P. DAVIES RNZASC
SSM: WOI D. HUDSON RNZASC

A Rose by Any Other Name...

It has been suggested that we change the name of the School to "RUAPEHU TRANSPORT UNIVERSITY" but following discussion we declined to consider the matter further. The CI objected to being called Dean, (my name is 'Sir' he said) and Pike Terewi thought that the colour of the mortar board would clash with the colour of his eyes. Vic Mottram made the point about the difficulty of demonstrating a 579 wearing a university gown, besides, he couldn't attach to it that scruffy fur 'Deep Freeze type' hood he wears. The 2IC suggested we become a college for NAC because of the number of "pilot courses" and the constant amendment to timetables and course programmes. (The 2IC's office is now located at the Waiouru airfield).

Humour in Uniform

Some recent humour, intended and unintended, from the staff members:

Incident I. One prudent anonymous MT instructor named Tim received his 'Tax Pack'. He read it, did not understand it, then he threw it in the rubbish tin. This may explain the lack of instructional publications within the School.

Incident II. An anonymous ex guardsman fulfilling the appointment of Chief Steward went for a 30 minute run with his course, the run commencing at 1545 hours. He got lost and returned some five hours later having unintentionally "reccied" half of the training area. It is believed he was testing ATG SAR procedures and avoiding night instruction.

Incident III. The cries of "I've found it! I've found it!" intended for the ears of our 2IC have changed to "He hasn't found it!" Capt Cook had his car stolen from his garage nearly three weeks ago and so far no sign.

Incident IV. An Ops wing instructor explaining the Corps motto to a Basic Course tested the class by the meaning of:
 "Honi Soit Coitas Jacques Que Maly Asbestos"

His translation was:

"Stuff you Jack - I am fireproof."

Congratulations

3. Congratulations to 'Radar' and his wife on the birth of their second child, a daughter, Lisa Marie. Following so closely a display of mechanical inability with his car we are pleased to confirm that Cpl McGeorge can do something right.

Why Waiouru?

4. It may interest you to know that the official reasons for siting a military camp at Waiouru were given as:

- a. It's central situation and its suitability for mobilization purposes.
- b. The healthy and bracing climate ideal for the training of men.
- c. The availability of thousands of acres of uninhabited tussock.

5. The original area where the camp is now sited was part hill and swamp. 470,000 tons of soil was moved from hills and put into the hollows and swamps, moved by what is now considered primitive means. This task, and that of building the camp commenced in early 1940 and was nearly completed a year later. Eight hundred men, working 24 hours a day, were working in extreme weather conditions. The living conditions, wages and food for the workers were sore points which resulted in a threat of go-slow tactics. In fairness, the conditions were very poor and were, as a consequence improved.

6. Articles describing the alleged conditions appeared in the 'Truth' and, in reply, the then Minister of Public Works the Hon R. Semple made a statement to that newspaper:

"There have been a lot of exaggerated reports about the alleged conditions at the Camp. One man was supposed to have frozen to death there and some of the statements that have reached me suggest carpenters and others are working in a veritable hell hole. A statement was made that workmen have been compelled to work in mud, slush, snow and rain. As far as the mud and slush are concerned this is not true but it is a fair example of the fantastic statements that have been made about the place.

I have satisfied myself beyond any doubt that when everything is completed the Waiouru Military Camp will be as healthy as any place in the Dominion, while the accommodation and amenities, generally, will be in keeping with the high standard the Government has been insisting upon".

School Scrapbook

The School has started a scrapbook concerning the history of the School. Any course photographs, ideally with details of names, dates, places etc would be most welcome.

In addition specific photographs sought are of:

- a. previous CIs
- b. previous SSM's
- c. previous School buildings.

Parting Thought

Your car will last you a lifetime if you drive it fast enough!

GONE BUSH

by

Lance Corporal Charteris, 3 Transport Company

Herb and his merry men travelled
Forty meters and ten to fetch the platoon some water
When they arrived back one man had lost the track
Bringing fears tears and laughter.

When it was reported, the OC retorted,
"What a bloody disaster"
With wistful whim he said
"Go find Jungle Jim"
And send Corp Paterson to chase after.

Slishing and slashing
The recce patrol went hacking
Thru bush covered mountains and creeks.

From the best of training
The patrol commander knew he was gaining
on the meek mild and sleek
Without hesitation they ploughed the vegetation
Like kids playing hide and seek.

Without more array they discovered the stray
Fifty eight degrees east an close to Alpha Platoons border

To everyones delight
They were happy at the sight
That he was still intact with the water.

The moral of the story is:
When in doubt shout,
When lost stay put, particularly if you are on your own.



1ST ARMY AIR SUPPLY ORGANISATION

OFFICER COMMANDING: MAJOR A.D. CAMPBELL RNZASC

CSM: WOII W.P. LOWRIE RNZASC

Postings

Since the submission of our contribution for Newsletter Number Three, the following personnel changes have occurred within 1 AASO:

a. Outward

- (1) Sgt Haitana H. to NZ Force SE Asia.
- (2) Dvr Paki W.D. to 1 Tpt Coy.

b. Inward

Dvr Owen-Cooper from 1 Tpt Coy.

Promotions

2. A number of promotions have occurred, the junior rank promotions being due to a long awaited establishment change:

- a. Lt S.G. Stubbs to Capt wef 12 Dec 74.
- b. Dvr Filmer C.J. to T/Lcpl wef 1 Apr 75.
- c. Dvr Hirini H.D. to T/Lcpl wef 1 Apr 75.

Unit Regular Force Staff

3. For the interest of Newsletter readers, the Regular Force Staff of 1 AASO are:

- a. Officer Commanding : Maj A.D. Campbell, RNZASC
- b. Second in Command : Capt S.G. Stubbs, RNZASC
- c. Supervisor Aerial Delivery : WOII Lowrie W.P.
- d. CQMS : Ssgt Lewis G.F.W.
- e. Training NCO : Ssgt Cooke M.R.
- f. Chief Clerk : Sgt Brannagan A.D.
- g. Instructor : Vacant
- h. Instructor : Cpl Walker R.
- i. Instructor : Lcpl Isgrove S.F.

j. Instructor	:	Lcpl Hirini H.D.
k. Air Despatcher	:	Lcpl Filmer C.J.
l. Air Despatcher	:	Dvr Baker T.J.
m. Air Despatcher	:	Dvr Dawson R.J.
n. Air Despatcher	:	Dvr Sheehan P.J.J.
o. Air Despatcher	:	Dvr McNaughton S.I.
p. Air Despatcher	:	Dvr Toia M.
q. Air Despatcher	:	Dvr Owen-Cooper R.C.
r. Air Despatcher/ADE Storeman	:	Dvr Roberts W.

Courses

4. The 1975 year got off to a poor start with the cancellation of the April Unit Emplaning Officers Course and Aircraft Loader Instructors Course. The latter UEO and ACLI courses both had extension of time for nominations, and at the time of writing, the ACLI Course still had not reached the minimum student capacity. This is very disappointing as the problem of lack of nominations covers all our courses including the Basic and Advanced Air Despatchers Courses.

Exercises

5. While the course programme is on a decline, the Unit's exercise programme is certainly on the increase. Remembering the strength of our Unit, peruse the exercise programme listed below for the June - August period:

<u>Airdrop</u>	<u>Trg Weekend</u>	<u>Exercise</u>
Waiouru 27 Jun 75	Hobsonville 19-20 Jul	Blackbird-Molesworth
Campbell Island 9-11 Jul	Linton (LSG) 26/27 Jul	4-12 Aug
Raoul Island 8 Jul		40 Sqn Tac Ex 4-12 Aug
Waiouru 31 Jul		Cobra II - Great Barrier Island Dates TBA
		Bullseye - Canada 21-29 Aug

6. All of the above indicate a high rate of personnel on exercise or airdrop activities at any one time.

Territorial Force

7. The Unit's TF strength currently stand at:

a. Officers	4
b. Senior NCO's	6
c. Junior Ranks	16
d. Drivers	25
e. Total	51

8. The majority of TF are of a high standard. In a Unit such as 1 AASO there is considerable interest for TF. While our Unit requirement is that RF standards are to be followed by TF (eg., short haircuts and no beards), TF members are on location all the time. They are encouraged to participate in all Unit activities and hardly a week passes without some TF involvement.

Visit 1 AASO, RACT

9. June heralded an important first for the Unit. The Commanding Officer of 1 AASO, RACT and a party of three visited the Unit for 10 days. Their visit was beneficial to all ranks of both parties. Equipment and procedures were the main points for discussion, and it is hoped that some points which came out will eventually be of benefit to the Army as a whole.

10. Next of course we hope to have a Unit contingent visit 1 AASO RACT, who are quartered in a magnificent new one million hangar at RAAF Base Richmond, Sydney.

Equipment

11. With the purchase of the 463L Dual Rail Cargo Handling System for the RNZAF C130's (those who have worked on USAF C141's will be familiar with this) means some interesting new equipment for 1 AASO. Two 25K Loaders are currently being purchased from Australia (those who have worked in the Christchurch Deep Freeze Yard will know this all singing all dancing machine), and 10K Forklifts along the lines and size of our current Hough 60B Forklift will eventually appear at 1 AASO (we hope).

NZ BASE POSTAL

by

Ssgt Pete Sheppard 1 NZ Base Postal Unit

Believe it or not, but this unit does exist. You may have heard about it on courses at RNZASC School, or seen it on AIG 6361. It can be located within the realms of HQ Home Command. It's sole RF (Ssgt Peter Sheppard) looks after the daily influx of material comming from LSG, and provides entertainment (weekend training) for the two serving TF members. As it is such a large unit the weekend training activities are restricted information, although some weekend training is combined with 10 Tpt Coy to break the monotony.

However, the unit does function at Annual Camp and provides a full postal service for those located under LSG. The two TF members both work for the NZ Post Office in their civil employment and are more than capable of performing postal duties in the field. As Ssgt Sheppard is a transport man he is first to admit that his knowledge of postal procedures is nil, but enjoys at the end of each day replacing the salvia in his mouth after doing his postal bit, 'licking stamps'.

The Army does, however, catch up with Ssgt Sheppard and provides him with a job during the year as Clerk Transport and Movements working for the DADST(TM) in the Directorate.

Although the existence of Base Postal is useful, no predictions for the future have been made as like many other Corps establishments, we are waiting for the next reorganization.

In the meantime, we will continue our existence of being heard of, but 'not sighted'.



18TH (NZ) TRANSPORT COMPANY RNZASC
(SINGAPORE)

OFFICER COMMANDING: MAJOR P.J.TOHILL RNZASC
CSM: WOII P. DILLON MM, RNZASC

Since our last contribution to the newsletter the Company has been busy carrying out its primary role as well as participating either as a unit or supplying individuals for numerous other activities. In this despatch from the "Tropical Front" we will give you some ideas of these other activities.

Exercise "NAGARAJ"

Exercise NAGARAJ was a SEATO sponsored medical assistance exercise held in Thailand during January and February. This unit had to supply two $\frac{3}{4}$ ton Landrovers and trailers and two drivers.

Lcpl Searle FA and Dvr Arps IJ were chosen for this invidious task and it is rumoured that they performed well in the adverse Thai conditions. However, the experience they gained in remote areas of NE Thailand should be a long living memory.

Jungle Line Aerial Resupply

In March the unit conducted airdrops using a method new to us. The method of Jungle Line was developed by the British SAS for resupply of small patrols in close country where DZ's do not exist, security is doubtful and most importantly the patrol does not have the capacity to clear the DZ. The principle of the system is that the load is suspended approximately 130 feet below the parachute on a nylon rope of about 5000 lbs breaking strain. The rope pays out gradually due to a system of ties placed on it during rigging. The load is despatched from the aircraft at about 600 feet above ground level.

As the load hits the jungle canopy it carries on through to the ground whilst the parachute tangles in the treetops. The patrol cuts the load loose and bugs out leaving the ADE up in the treetops.

Deciding when to release the load from the aircraft can be done by various methods. Either the Drop point is marked by Smoke or a marker balloon or the aircraft is guided to the point by flying on predetermined bearing and the ground party giving the word when to drop by radio. The first two methods compromise the patrol's security and the last method is favoured by SAS. It does however call for a high degree of navigational skill on the part of both patrol and aircrew.

This unit was called upon to conduct four drops during the tri-national SAS exercise "Mutation". Test Drops were done on Tengah airfield with some failure and some definite success. From there it was on to the real thing. This was not really too successful due to a lack of suitable equipment and inaccurate information provided by the SAS on the weights of the packs to be dropped.

The overall verdict of the method is that it is feasible and a useful method of resupply. This unit is now working on perfecting the technique.

Exercise Three Bridges

This exercise was the last of the Brigade exercises to be conducted by 28 (UK) Inf Bde. The company provided only limited tactical support but we were kept fairly busy on non tactical transport tasks. Troops from UK, Australia and NZ were participating. Jalan Ulu 6 provided the aircraft handlers for the exercise and these people also assisted at Tengah Airbase with the reception of the Vietnamese evacuees.

Exercise Agammenon

This was a two week exercise conducted by 1 RNZIR and was primarily a company testing exercise. However 1 RNZIR did request 18 Tpt Coy participation in Tactical road moves and MT ambush drills. We welcomed this chance to work with the infantry in a realistic role. We held a week-long exercise of our own prior to Agammenon to perfect our drills - this paid off.

Exercise Odysseus

1 RNZIR propose to move into the field in October and establish a tented camp for a month. 18 Tpt Coy have been asked to command and operate a small logistic group to support 1 RNZIR. The exercise is not yet confirmed but we hope it will occur as again it gives us a chance to exercise in our proper role.

HMNZS Waikato

People may wonder how the Navy get a mention in the Corps newsletter. It only does because Dvr Smith KA became AB Smith KA and went on a course with the frigate to awful out of the way places like Hong Kong, Bangkok and Subic Bay. We are not too sure what went on but he came back with an unusual grin on his face "Hello Sailor".

Long Convoy Task to Trenggannu

The company had been trying for some time to gain approval for a long convoy drive in peninsula Malaysia. These efforts were frustrated by difficulties in obtaining movement clearances through several States.

However, persistence finally paid off and we achieved our aim believe it or not under the auspices of the Colombo Plan! We were tasked to carry equipment and stores to a NZ Forestry Team at Kuala Trenggannu. This took five days and we travelled a total of 1100 miles.

The journey was noteworthy for many things not the least being a sharp reminder of the difficulties of long distance driving over here - the heat in the cab of the RL, the traffic density on the narrow roads, the congestion and lack of road signs in KUALA LUMPUR! Some of the other noteworthy points won't be mentioned (security !!!) but we do remember - the

hospitality of the NZ families in Trenggannu, the trip to the tropical island off the coast, Sgt Pomare being carried to bed by 16 Malays, the relief on the face of the manager of the Twin Island Motel when we left!

(STOP-PRESS. A return visit to Trenggannu by the company rugby team and the 1 RNZIR Concert Party has almost been finalised for 9-12 October).

Some Statistics

Since October 1974 when the unit was raised we have done the following:

- a. Driven 750,000 miles
- b. Performed 19,000 tasks
- c. Dropped 23,000 lbs of supplies by air from the B 170
- d. Used 342 tyres
- e. Been involved in 12 accidents for a ratio of one accident per 62,000 miles driven, which is not too bad considering the congested road conditions we have to contend with. Only in four of the accidents we were responsible.

Unit Formal Dinner

In lieu of celebrating Corps Day on the normal date because of task commitments a very successful all ranks Formal Dinner was held on 12 Jun 75. Our catering brothers did us proud and produced one of the finest meals ever seen at such a type of function. The night was prolonged by a very pleasant and entertaining session at the NAAFI.(The Supply Depot have the entertainers). All in all the evening was an unqualified success.

Yachting

Great interest is being shown by many unit members in yachting and this has led to the unit conducting a sailing course which on successfully completing qualifies a person as a helmsman. In order to provide opportunities to sail UPF has purchased a "SNIPE" class yacht which will be held and controlled by the company. Unfortunately the wind here is not too strong so any that could be sent by the Directorate from Wellington either the "Hot" variety or the "Lambton Quay Species" would be welcome.

Miscellaneous

Dvr Harding recently attended and completed the SINGAPOREAN Outward Bound Course - a "piece of cake" he reckons. Cpl Papuni, Dvr Jones and Dvr Campbell acted as instructors on a SINGAPORE YMCA adventure camp in May.

Lcpl Searle moved to the UK Temporarily via RAF indulgence. Doesn't say much about it but we gather that not too many tourist sights were visited.

The OC and a few others travelled to KL for the ALI/BUGNER fight - the only impression gained was the very small crowd that attended.



5TH TRANSPORT COMPANY RNZASC

OFFICER COMMANDING: CAPT R.H. ANDREWS RNZASC

CSM: WOII S. LICENCE RNZASC

NGARUAWAHIA CAMP

5 Tpt Coy RNZASC like other RNZASC units, await the date of the Re-org. Fortunately the "Fighting Fifth" is to remain in name and the only change is that the word Coy is dropped and the word Pl is inserted. However, our alliance is transferred from our friends at LSG to 1 Bde and our parent unit becomes 1 Tpt Coy. The Pl is looking forward to Annual Camp 1976. This promises to be a unique experience with 'A' Pl of Whangarei, 'B' Pl and 'Comp' Pl Papakura, and '5' Pl from Ngaruawahia going into camp together for the first time under the new re-org.

This unit being a Territorial unit is having its attendance problems at weekend camps. One weekend we may find an excellent attendance followed by a poor attendance at the following weekend. This can be contributed to by many factors e.g. 'Flu', bad weather and football etc. Maybe we could have a look at the system used for volunteers used in 1871. The following article is an extract from the NZ Herald dated 24 April 1871.

DISTRICT ORDERS

Militia and Volunteer Office
Auckland, April 20, 1871

1. The Annual INSPECTION of the whole Volunteer Force in the Auckland District will be made by the Inspector of Militia and Volunteers WEDNESDAY, 26th inst - the Otahuhu and Howick.

Troops of Cavalry, at Otahuhu, at 12 o'clock noon, and target practice by five selected men of each troop, at 3 o'clock pm.

THURSDAY, 27th inst - Artillery Company, in the Albert Barracks, at 11 a.m. with field pieces (A.G.) each gun to be provided with 3 rounds of blank.

THURSDAY, 27th inst - Naval Volunteers, in Fort Britomart, at half past 4 p.m.

FRIDAY, 28th inst - Auckland Regiment Rifle Volunteers in the Albert Barracks at 4 p.m.

FRIDAY, 28th inst - Auckland and Prince Alfred Troops of Cavalry, in the Albert Barracks at 3 p.m.

MONDAY, 1st May - Five men from each troop and Company of Volunteers in Auckland to be selected by the Inspector, indiscriminately to assemble at 9 a.m. on the range, One-Tree Hill.

2. With reference to the above paragraph, the following clause of the Volunteer Regulations is republished for general information. Clause 59; The Inspector may once in each year order a parade of any Volunteer Corps for inspection, and any officer or Volunteer who shall absent himself from such parade, without permission of the Inspector, shall be liable to have his commission cancelled or to pay a fine of not exceeding Five Pounds.

3. The Annual Inspection of the Corps named in the first paragraph of this day's orders shall be deemed a Monthly inspection by the Officers commanding the District companies; record books of parades to be filled up accordingly.

By Order

W. St. C. TISDALL
Major and Adjutant