

RNZASC



Newsletter

RNZASC

Newsletter

No:2

RNZASC Directorate
Home Command

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FOREWORD BY THE DIRECTOR OF SUPPLIES AND TRANSPORT

This second edition of the newsletter comes at the end of a very busy time for the Corps.

There have been many highlights in our activities recently. The Corps provided transport support for the visit of the Shah of Iran, Prime Minister of Japan and the CGS Exercise; jobs well done. The standard of catering for the CGS Exercise at Waiouru was outstanding - and I congratulate all involved for their display of trade competence and for the enthusiasm they showed for their tasks.

As can be seen from the report in this issue, our competitors performed well in the Maggi Cup and the inter-technical institute competitions - congratulations.

With the formation of the Tpt Coy on 1 Oct, our contribution to the NZ Force in Singapore is now complete. Best wishes to all those involved in the challenging tasks of this unit. The Supply Depot has now been operating for 10 months and I have heard nothing but praise for the service they provide. I understand that the Defence Inspectors found a high standard of Supply Accounting in the Depot. I look forward to seeing these units and all RNZASC personnel in Singapore in December.

We found in Cpl Edwards of 1 Tpt Coy a worthy winner of the 1974 Driver of the Year Competition. The standard was better than last year and obviously some effort has been put into preparation. I trust that this will help to improve driving standards.

The highlight of the Winter sporting season was without doubt the outstanding success of the RNZASC Rugby Team in the match against RNZEME. Except for a weakness in goal kicking, it is some time since I have seen such a comprehensively good performance from a rugby team. We should not be complacent about the result as RNZEME will be after revenge next year. I am pleased to see that RNZASC contributed a number of players to Army and Combined Services teams in the Winter sports codes. Particular congratulations to Sgt Topia on his selection as Combined Services Rugby Captain.

At the end of a very busy year, I wish all members of the Corps and their families, a Happy Christmas and the best of good fortune for 1976.

Take particular care on the roads during the holiday season and remember that alcohol and gasoline is a lethal mixture.



(P.R. SUMNER)
Lieutenant Colonel
Director of Supplies
and Transport

NOTES BY LT COL D.S. SMITH, RNZASC, RETIRED

It is perhaps appropriate that on retirement I should write a few lines to highlight some of the observations I have made during my service with the Corps. I have had the pleasure of 27 years of service with the Royal New Zealand Army Service Corps including a four year term as your Corps Director. The Corps motto, "Nil Sine Labore" is very appropriate, "Nothing Without Labour", and is one which will be fully appreciated by all serving and past members of our Corps. Those of you who have humped boxes of ammunition, drums of petrol, boxes of rations and general stores, fallen out of bed at some ungodly hour to light kitchen fires, stood picquet, started or attempted to start cold vehicles, are well aware of the effort required.

Our Corps has always had a well earned reputation of getting on with the job with the minimum of fuss and I would hope that it is a reputation that we will always retain. Our job has always varied at rather short notice and I quote only a few examples of some of the varied jobs that have fallen the lot of members of the Corps during my service; a transport company dodging shells with a 3 ton truck, a Reserve Company of Infantry dodging mines on patrol, throwing supplies out of an aircraft with or without a parachute, while trying to stop yourself going out at the same time, ship's adjutant, aide-de-camp, shuffling papers in an office job, pushing a truck out of the mud in sub zero or tropical temperatures, counting the wrinkles on prunes in a relatively comfortable peace time environment or doing the same sort of thing in a leaking tent by candle light in a howling gale, cooking regular meals in a modern static cook house to producing meals continuously 24 hours a day with no kitchen hand, stewards, even fatigues, training recruits in place, wharf labouring at 24 hours notice.

Our static job hasn't really changed much over the years, for that matter, our job in the field hasn't changed very much either. But the range and complexity of our equipment has, and even the best equipment in the world won't work unless it is regularly maintained. Sometimes it won't even work then. You may well have to hump it on your back. However, I have always found that the blokes of the Corps have been ready and willing to get on with it, irrespective of the equipment in hand, if any. I can recall a 120 man intake of C.M.T. learning to drive on one only vehicle, which from memory had neither cab nor body, and didn't go too well or for that matter very often. However, morale remained high despite the difficulties and the majority of the recruits eventually obtained their licence. I must admit that they were pretty sharp on their vehicle drill which was carried out using blocks of wood to represent vehicles. I can also recall worried, puzzled, tired and cranky drivers poring over maps trying to follow a route card during a vehicle traverse at about 3 or 4 o'clock in the morning in six inches of snow without even a torch, with the wind blowing their matches out. But looking back on it they appeared to enjoy it, when it was all over.

I think the Corps can at least now say that they have samples of the various vehicles and equipment that they are likely to use in the field, or at least have seen or used the equipments. A relatively large number of the Corps have had the chance of overseas service over the years. We never seem to get as many vacancies as we want, but there again, when it comes to the crunch we often find it difficult to fill the vacancies offered for a variety of reasons - age, fitness, marital status, trade, etc. Speaking personally, I have enjoyed my service with the Corps, I have held a wide range of appointments and have served in a great variety of units and locations, both within New Zealand and overseas.

I graduated into the Corps after the end of World War 2 and future life in the Service looked pretty grim at that time. There did not appear to be any chance of overseas service from thereon. But it hasn't been dull, far from it, - for within a month of graduation I was in Japan where I remained for two years. I returned to New Zealand and lo and behold three or four years later was shivering in Korea. I bounded around New Zealand and then perspired freely for a couple of years in Malaya, Singapore and Borneo. By this time I thought I was a bit too old for overseas trips but I finished up jiggling overseas on short trips to Thailand, Singapore and Australia off and on over the Pacific, but I enjoyed it. I hope you can enjoy your Corps service as much as I did.

1974 RNZASC DRIVER OF THE YEAR COMPETITION

The national final of this years' competition was hosted by 1 Tpt Coy at Papakura Camp on 13th and 14th November, 1974. The Commander, 1 Infantry Brigade Group, Brig H.B. Honnor, MVO presented trophies to the following:

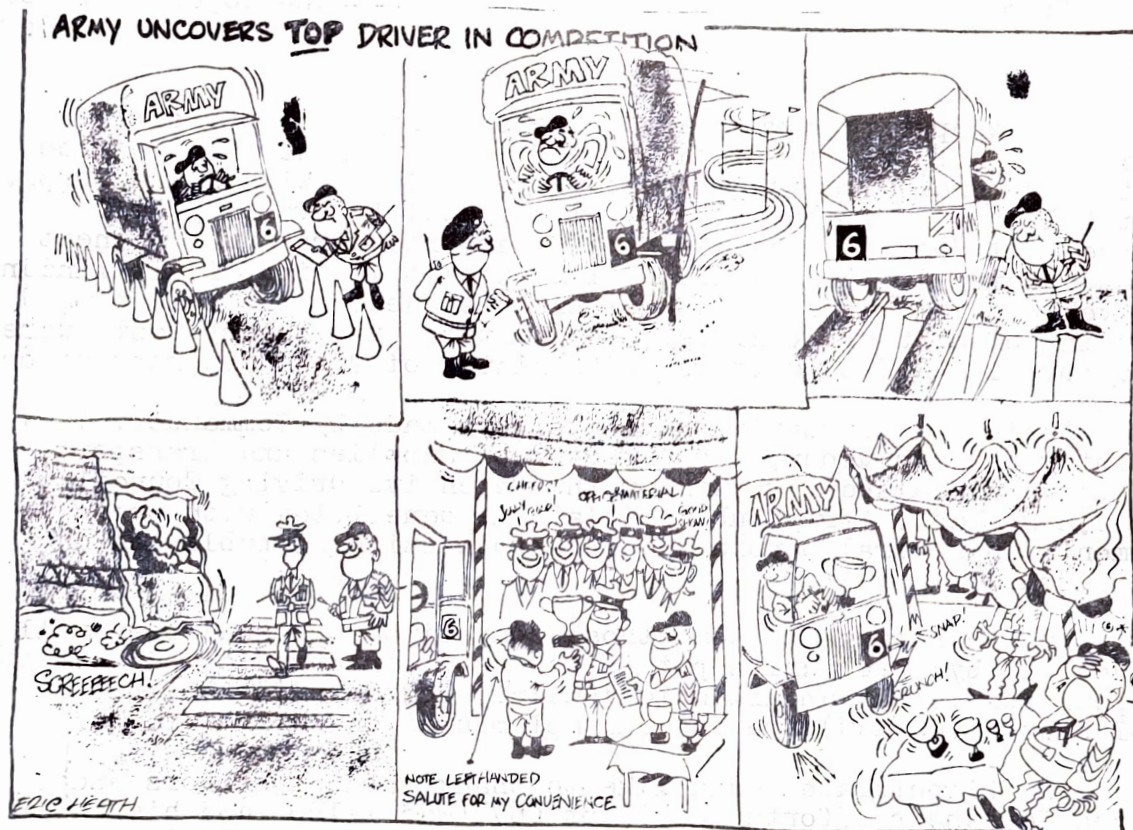
1974 RNZASC Driver of the Year	Cpl Edwards PW Northern Region
Runner-up	Dvr Nees D.J. Southern Region
Third	Dvr Owen-Cooper R.C. Northern Region

All competitors who are to be complimented on their individual efforts during the competition, will certainly agree that they were judged on all aspects of driving within the Corps. Capt McIver tested competitors driving ability over a 30 mile course, WOI Weallens assessed staff-car procedures, WOI Bennett cross-country driving, WOII Wheeler extemporisation, fault finding and vehicle manoeuvre while WOII Licence checked the loading and securing of a 30 cwt vehicle. In addition, two theory tests were held covering RNZASC matters and Ministry of Transport regulations.

During the competition visits were made by Commander, 1 Infantry Brigade Group, the Director of Supplies and Transport, and the New Zealand Director of the Defensive Driving Council (Mr J. McMillan). Army Public Relations benefitted with press comments in several papers and a cartoon which is published in this issue.

It was noticeable that those competitors who had been well "schoolled" by their units put in the best performance and that the competition is not an all-male domain. Southern Region and Lcpl Newton (NZWRAC) are to be complimented on their efforts.

The Directorate would like to thank the competitors and judges for their efforts and 1 Tpt Coy (Maj Wilson and his Liaison Officer, WOII Bigg-Wither) for hosting the 1974 Competition. The venue and dates for the 1975 Competition will be announced in the New Year.



The Dominion 18 November, 1974

WELLINGTON PLATOON (INCLUDING 1 FIELD BAKERY AND B PLATOON
10 TRANSPORT COMPANY)

The 1st of November saw the culmination of a great deal of effort by WO2 Harrison (Buzz O'Bumble) and the Unit Social Fund Committee. This was the night Wellington Pl hosted the first RNZASC Ball. The night was a big success in every way and a "Ball" was had by all. The highlight of the evening was a guest appearance by John Macrae, who was at one stage "accompanied" by Cpl Jim Hotter playing his matchbox. Next year will be even bigger and better.

Our illustrious cooks recently gained further distinction when Sgt (Tweety) Bird and Lcpl (Gumby) Cathcart gained first place in the "Maggi Cup Competition".

During the past three months our strength has been boosted by the "Red Berets", no-not the Paras, five cooks from the Cadet School have been on TOD to supplement our course depleted catering staffs.

The present dirty word in the unit is "Ration Packs", however supplementary staff has been magically procured and the deadline has now a chance of being beaten.

Wellington Pl has certainly been the place for promotions and postings in recent weeks.

Promotions

WO2 Currie A.J.	to	T/WOI (he is not related to Capt Carruthers)
Ssgt Painter R.W.	to	T/WO2
T/Sgt George G	to	Sgt
T/Sgt Sheard R.L.	to	Sgt
Cpl Swanson A.D.	to	T/Sgt
Lcpl Gibney M.A.	to	T/Cpl
Dvr Hansen W.M.	to	T/Lcpl
Dvr Smith R.K.	to	T/Lcpl
Dvr Bright D.P.	to	T/Lcpl

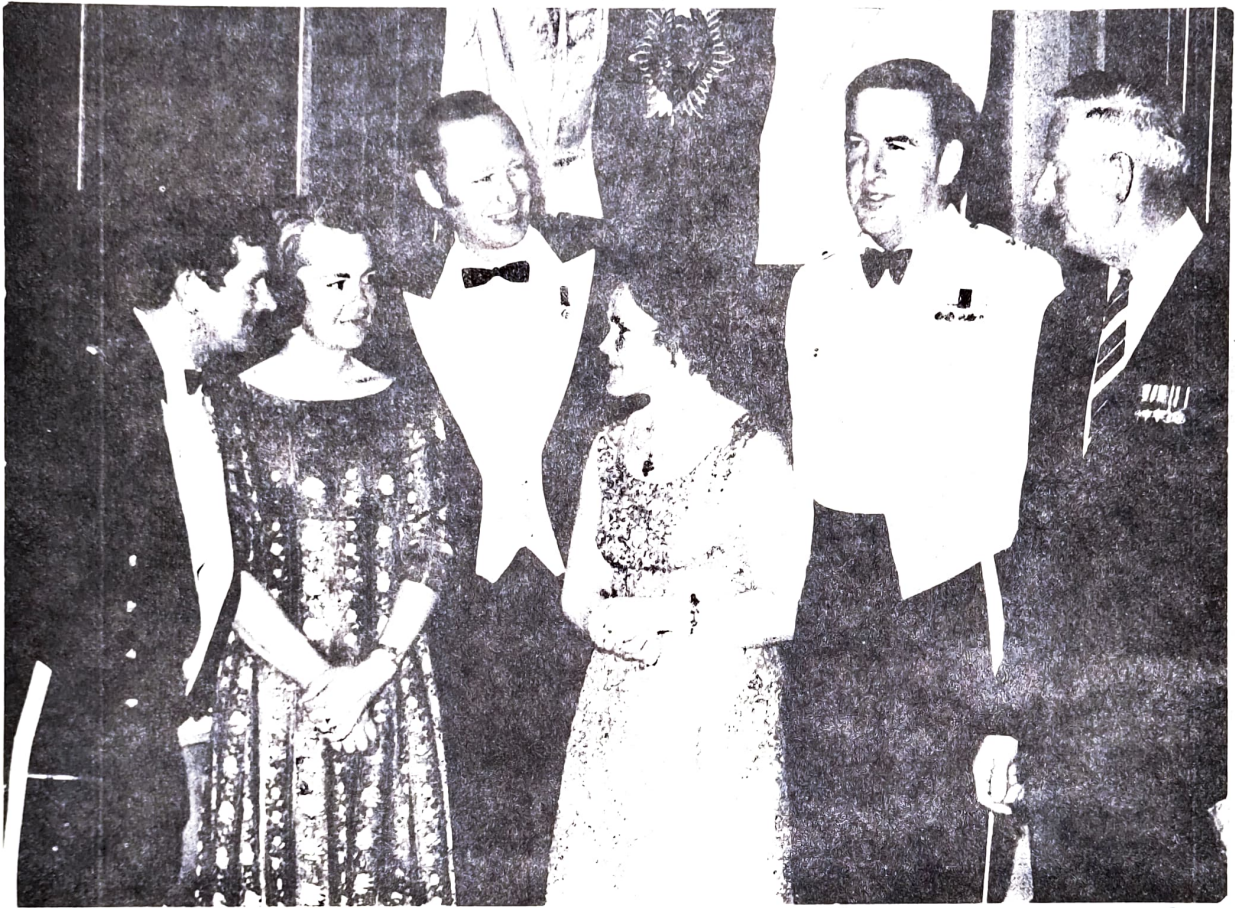
Postings In

Cpl Phillips A. Re-entry
 WO2 Taylor F.J. in Nov from 1 Inf Bde
 Sgt Nicholls in Jan from Singapore
 Sgt Mcrorie D.R. " "
 Lcpl Kairau L. from RNZIR
 Dvr Petterson A. in Jan from Singapore

Postings Out

Capt Carruthers J.W. in Nov to ACDS(Sp) as King Cook
 Sgt Swanson A.D. in Jan to Singapore
 Dvr Smith M.J. " "
 Dvr Harding L.L. " "
 Cpl Gibney M.A. to DFO Wellington

In addition there have been a large number of moves within the three unit establishments.



DST and guests at the RNZASC Ball run by
Wellington Platoon in November

RNZASC/RNZEME RUGBY MATCH LINTON 24 SEP 1974

Before the actual game commenced the VIPs were seated in a delightful covered stand gaily decorated in EME colours.

EME were well represented with a large spanner controlled and powered by two men, one of the messages on it was "To undo ASC with". This paraded round the ground and produced much mirth along with the Bedford wrecker done out as an ambulance, with an effigy of an ASC person hanging on the hook.

They also had the loud speaker system as well, however the ASC antics started with an old Commer painted in EME colours with a coffin on board, also in the same colours, and bearers walking behind. Clouds of smoke came from the rear of the Commer to the strains of the Last Post and the caption read "as broken down as EME's team".

The EME team then ran on, to the sound of the beginning of one of their training films which rolls of a list of traits - "Skill, Knowledge and not the least GUTS" (excuse if the quote is a little incorrect)! The ASC team ran on, of course, to the sound of the regimental march "(Wait for the Waggon)".

At last the game began; looking at both teams the ASC team looked the bigger and from the start dominated the forward play. It was in this phase that the game was won, the domination and control was as good as I have seen in Army rugby. All credit must go to Owen Topia and his forwards for firstly tying up the EME pack then giving Teringa at half back an arm chair ride and controlled, good ball.

The tackling of the inside backs was a feature and should have been a lesson to all aspiring backs in the right way to approach a game. As well as this the team work of the three Southern backs, Walker, Hunt and Edwards gave the spectators some very enjoyable back play to watch and the ratio of seven back tries out of eleven scored was largely attributable to these three.

The one player that ASC did not have was one who could kick goals - out of the eleven tries and one penalty try only four were converted.

In the second half Knapp went off injured and was replaced by Komene who kicked two conversions and was the only one to look like a kicker.

At long last the score,

ASC 56 EME 7.

EME in this game although never giving in were really also rans, and could only manage one try and a penalty.

I would not venture to single out any players in the ASC team as this was surely a team effort.

In the EME team one could single out Chambers, for the best game I have seen him play and Thelin who never gave in.

The POINTS scorers were:

<u>ASC</u>	<u>TRIES</u>	<u>PENALTIES</u>	<u>CONVERSIONS</u>
HARRIS	1		
TUEAU	1		
TREEWEEK	2		
TERINGA	2		
EDWARDS	1		
WAAKA	3		
SHEPHERD	1		1
KOMENE			2
TAYLOR			1
<u>EME</u>			
CHAMBERS	1		
WILLIAMS		1	

After the match the teams and supporters moved to the function where the centrepiece was a sheep with a pigs head decorated up as an ASC rugby player including shorts and jersey with a beret on, clasping an ASC plaque in his arms.

At the finish of the function it was not evident who had won the game as the evening had run out evens.

A long interesting day had come to a close and in a mellow reflective mood, the writer looked back and thought that the main point that came to mind was the Corps spirit that was generated by the match, evident by the distances people had come to watch.

If in this short article very little was said about the EME performance in the game. It could be said that the writer was looking through ASC coloured glasses.

Out thanks go also to Mr Colin Pedley of Waiouru for his refereeing of the match.

(BIASED)

AFTERTHOUGHT for our Superiors?

One's typist was heard to say "if only the Army was as organised as the Corps rugby match it would be marvellous".



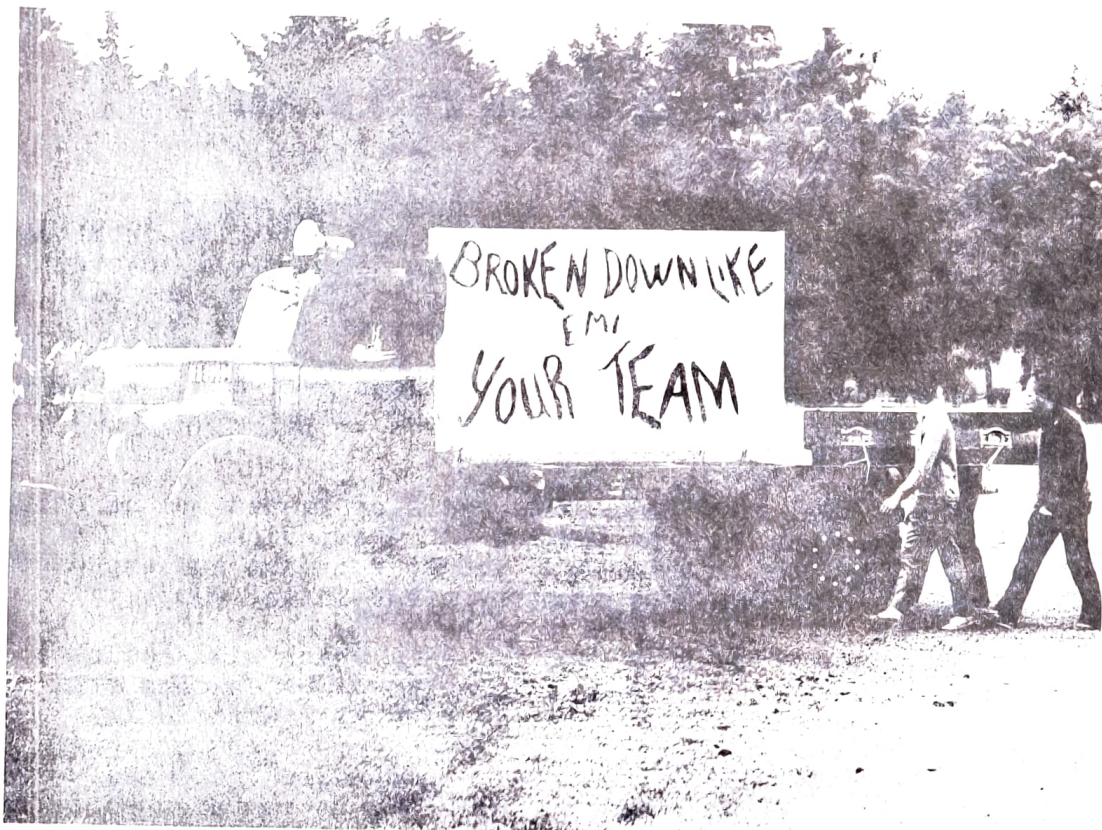
A friendlier moment!



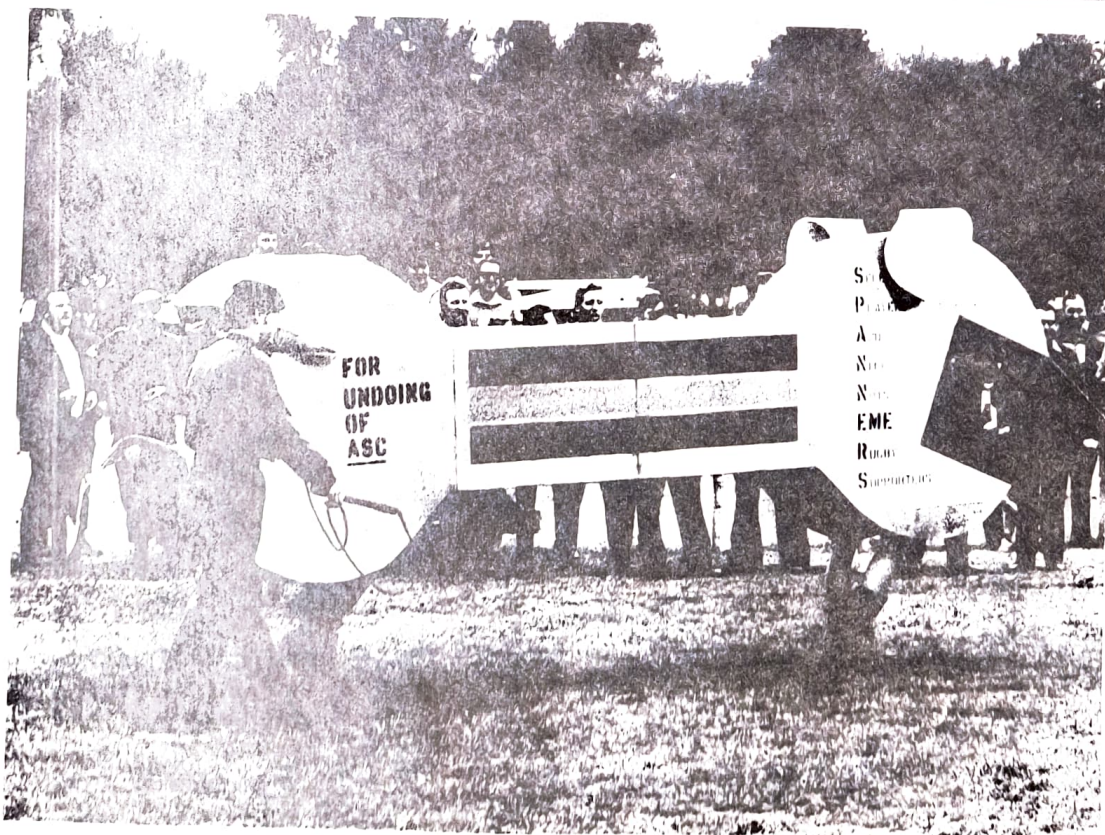
Butt Sheppard at it again.



The resident Corps Streaker in action at the Rugby Match. Guess who!



"Many a true word....."



The spinner that proved whose undoing?

NOTES FROM THE OFFICE OF THE DADST (T & M)

1. We are still spending a lot of our time on the various CL Vehicle Replacement Programmes. The fifteen Ford Transits from the 73/74 Programme due last September still have not arrived however some of the cars and station wagons from the 74/75 programme will soon be ready for issue. Vehicles being received in the 74/75 programme include Ford Falcon cars and station wagons, Hillman Hunter station wagons, Ford Cortinas and Hillman Avengers. We hope to issue two new buses before the New Year and receive the chassis for another bus during January.
2. The revised Vehicle Hollerith Run has been issued and is being used by the various Headquarters concerned. The revised AF NZ 667 to be used in conjunction with the EDP printout is not now expected to be in use until the New Year and possibly after Annual Camp.
3. New CL vehicle scales have been proposed which will reduce the number of units accounting for (and thus owning) CL vehicles from 42 to 9. Included in these 9 are all the present static RNZASC platoons who can expect an increase of up to 50 per cent in their vehicle fleet. The accounting units can expect some increased workload especially in terms of documentation but should be compensated by a greater flexibility in terms of numbers and types of vehicles. In addition, it is anticipated that the reduction of the CL vehicle fleet by more than 20 vehicles will allow a better turnover of vehicles and consequent higher standard in terms of age and miles.

LIFE IN THOSE UNITED STATES

Last December I was told to get myself to Fort Lee Virginia USA for a 10 months course at the United States Army Quarter Master School. After a hectic Christmas I made it landing in Los Angeles on 2 Jan 74. I had already spent some five years out of New Zealand around Australia and South East Asia and thought I was a reasonably experienced traveller. My thoughts were changed for me in a big hurry. Rather than ramble on about details of the course I prefer to portray a few of the differences and attitudes a Kiwi can experience in the great US of A.

The American society is close enough to ours for one to easily adapt to their ways, yet I always felt I was a foreigner or perhaps just different. I had to alter my speech because I talked too fast and simply couldn't be understood especially as I had an accent! Actually I and the 13 other foreigners had to give a "morning talk" on ourselves and our countries at the beginning of the course and I managed to convince the 36 US students that in fact I didn't have an accent but each and every one of them did.

I was instantly struck by the cost of living, so much so that I kept faithful accounts of exactly how much I spent each day. I kept this up for my complete tour and found at the end I'd spent an average of \$9.18 on bed and meals per day (for 267 days) and that was not bothering with breakfast most mornings and eating primarily in Service establishments. It costs a soldier \$219 per month rent for an Army house, 76c a lb of butter, 30c for a newspaper, \$1.20 a pitcher (jug) of beer, 70c a nip of Scotch \$16 a pair of very ordinary sports trousers and \$120 for a wollen suit if you can find one. The synthetic industry has really gone wild to the extent that most clothing, virtually all carpets and "wooden" ornaments are man made materials. This has produced alarming problems of disposal and so much of America has been spoiled by waste products.

The subject of ecology is very popular over there and I for one hope we in NZ can learn enough from their experiences to preserve our land. The effects of "wall to wall" people, in other words seeing so many people that flying from Washington DC to Toronto in the evening gives a constant view of lights all the way, is staggering. One is hard pushed to get away from people in fact. The problems of disposing of the commercial and private waste of such numbers are enormous and for years was neglected and thus the spoilage is quite noticeable. I also think that in general Americans are not a particularly tidy group of people. This problem of numbers of people was also evident in supply of goods in shops. I found out the basic rule was that if you saw something in a shop you liked and wanted you bought it then and there because next time you went back it would be sold. With 223 million people the sources of supply and transport facilities are so stretched that resupply of items is rather irregular. The best way to buy was to order goods from a mail order catalogue and wait 10-20 days for it to come. This situation of resupply has also provided large business concerns with excellent opportunities to establish chain stores and gain monopolies in various fields or even commodities. So one sees where a firm obtains a complete franchise on a factory's production and sets up a chain which provides the only outlet for that particular commodity.

The American is certainly an overweight easy living individual on the whole. Life is geared towards modern conveniences especially for the home and recreation. Again the numbers of people has stretched the resources available for recreation so much that there simply aren't enough baseball pitches, tennis courts, football fields and so on available, so the "Average American" doesn't play a sport - he watches it on TV, in colour of course. To be quite fair the emphasis on professional sports has precluded the growth of amateur sports as we know them.

I found the Americans were very hospitable and generous to me. Perhaps I had a better time than most of the other foreigners due to being English speaking. The other 13 did not speak English as their primary language. Again, our way of life is basically in line with the Americans and so it was easy enough to fit in. If anything the American is generous to a fault and at times it was hard to return their hospitality simply because they won't allow it.

I found the tour I had was a great experience, once in a lifetime I suppose, but I wouldn't like to live there permanently. One can do anything or get anything in the USA - if you have the time or the money, often both. The pace of life is fast and he who can't make it ends up cast aside and forgotten. We in NZ have the potential to give ourselves an affluent way of life without getting into a big rat race and without ruining our country. My greatest experience in going to the US of A was that it has made me a better Kiwi who wants to see NZ kept clean, comfortable and peaceful - New Zealand for New Zealanders.

Maj M.F.J. Bent

THE RNZASC IN SINGAPORE

I thought that for our first contribution to the Corps Newsletter I would write about Singapore itself, from my point of view plus give you an idea of what corps personnel are doing (other than having a holiday) in Singapore.

The geography of Singapore is simply an almost entirely flat land mass no bigger than Lake Taupo with a few small islands dotted near the coastline predominantly in the south. The main island is situated just off the southern tip of the Malaysian Peninsula being separated by a water way (or sea) of a one mile average width - from Changi in the NE to Jurong in the SW.

Contact with the outside world is through the usual port and air facilities which really work at a high capacity. The harbour is the world's 4th largest with 200 Registered Shipping Lines making use of it; it has 3 miles of wharves. For example at any one time there would be at least 1500 ships and/or sea craft in and/or around the main harbour, and if one pops out to the International Airport for an evening to view the flights one would see about 15 inward/outward flights of aircraft, including DC 10s and Jumbo Jets. Also a three-lane highway road link exists between Northern Singapore and the Southern Malaysian Peninsula. At this interland/land road link - known as "The Causeway" - which would only be one hours drive from the furthestmost point on the opposite side of Singapore - the customs rule supreme as they cope with the clearnncce of dozens of trucks and semi-trailers, and hundreds of other vehicles daily. By the way we all now require a Malaysian permit (or visa) to cross the causeway and enter Malaysia.

The climate is probably the most important single factor which regulates one's physical comfort and therefore is ever present in one's mind. For a start there are no actual seasons as a Kiwi would imagine, there is just one long hot-wet summer. The hot is something to do with the sun - the wet is associated with monsoon rains which come thick and fast, only to result in an almost continuous 100 percent humidity. To accommodate these very heavy rainfalls the island is criss-crossed with "mono-drains" - some wide and deep enough to devour the average Kiwi negotiating his way home after a few ales (not real beer unfortunately) and some big enough to devour a vehicle, or even a bus. Around each actual house there are concrete drains directly below the roof edging thus doing away with normal spouting, and "hopefully" plumbers.

Decision making at night is pretty difficult for example, to put up with the noise of the large ceiling 'AIR' fan, whether to use a sheet for covering to protect myself from those millions of night flying insects, or whether to be brave and trust that the electrical anti-insect tablet vapourizer (vapmat) will protect me. Oh, I suppose you are thinking, well why don't you close your windows. We don't have any. The area that you would expect to be glassed is a series of wooden "shutters" which do not shut or seal.

Roads and their users both vary from the acceptable (short stretches and kiwis) to the completely unthinkable. I believe an Australian Transport Officer who was in Singapore for 14 days left his host astonished when he remarked "I would not know where to start". Out of the main city area most of the roads are single opposing lanes barely wide enough, before you consider the numerous cyclists and pedestrians (there is no such thing as a footpath).

/There

There are 4,000 buses (only 2,000 + 200? still going) and 12,000 taxis which, with no warning, may well stop anywhere any time. In fact when they stop or a car happens to break-down or have an accident, you stop, simple as that. To give you a chance to visualize what it is really like let me quote the 1971 census of registered vehicles - "Of the 699,637 vehicles registered in Singapore there were 382,428 bicycles, 155,936 private motor cars, 109,655 motor cycles and scooters, 38,071 goods vehicles, 7,212 public motor cars including taxis, 2681 motor buses, 3,302 trishaws, and 332 road rollers and tractors", and that was three years ago - heaven forbid - but there may be one consolation that those registered after 1972 would have been new vehicles. Here cars do not require IWOFF's therefore there are some real beauts. Singapore has an average of 130 road accidents per day. I am sure that a good defensive driver "COULD" drive around for two years without a crunch (more good luck than good management) but don't bet on it. The population of two point two million comprises 76 per cent Chinese, 14 per cent Malays, 7 per cent Indian, and 2 per cent other nationalities. It is interesting to note that though the annual growth rate is 17 point 1 per 1000, at least 52 per cent of the population is under 21 years of age.

Though many people imply that the Kiwis have plenty of (booku) money, there is so little of your personal effects that you can, and/or know to, bring from New Zealand so there is really a lot you must buy to maintain even a reasonable standard of living. You name it you can buy it, whether its from a travelling salesman, a village shop, or a city Emporium. The commodities are beautiful and plentiful. An interesting source of just about any of the smaller commodities is the travelling "Amah's Night Markets". These night markets are regularly established at different locations on each evening of the week. For example on Friday nights it will be found at Jalan Kayu and at the markets it is both enjoyable and "sometimes" profitable to barter your head off. But generally I have found that bartering in the local village shops and city areas a past and dying practice, and there is now a swing to price tags on most commodities (though often only in Chinese of course). I also believe that there are not only different prices for the locals, and for each of the force Nationalities but at the right times higher prices for tourists and visiting service ships, especially American. There are many reasons for this swing to standard price tagging and the inflexibility in bartering but probably the main reason is the current, and possible future, withdrawal of the bulk of the five-power defence forces.

Now you know all about Singapore. Some news about work being carried out by corps personnel in Singapore. HQ NZ Force SE Asia was formed on 31 January 1974 and along with it E Pl 10 Tpt Coy was raised on the same day. On the 3 March 1974 the NZ Supply Depot was raised, Defence Freight Office and Defence Travel Centre were also raised. Prior to the formation of these units Major Wally Fraser (SO2 ST) and WOII John Smith (Sups Asst) were in top gear producing various instructions namely; Rationing Instructions, POL Instructions, Movement Instructions, Raising Instructions for both E Pl and NZ Supply Depot. The final instruction being the Transport and Raising instructions for 18 NZ Tpt Coy RNZASC. Corps personnel were to fill various appointments on HQ NZ Force SE Asia besides the two already mentioned, these being:

/Major Bob Kellett

Major Bob Kellett	- S02 Personnel
Capt Arthur Sheddon	- Housing Officer
WO2 Graham Waaka	- DFO
WO2 Carl Stoneman	- Base QMS
Sgt Dennis McCrorie	- DTC
Cpl Sandy Sandford	- DTC
Cpl John Benson	- DFO
Cpl Stewart Reeve	- DFO

All is now running smoothly. To give you some idea of what has been happening in the movements realm the following statistics may help; DTC (Mar - Sep 74) have arranged receptions for 1084 departing passengers and 1119 incoming passengers. To carry out this function the DTC is manned by 2 soldiers and 1 LEC.

The DFO in the period Mar - Sep 74 have moved the following freight: Outward by sea - 498 items weighing 118140 lbs. They have been responsible for some 350 house packs.

'E' Pl News

Although we have now been amalgamated with the new NZ Tpt Coy, in fact with effect from 1 Oct 74 E Pl commanded by Lt Kevin Philip with Sgt Henry Dixon as Tpt Sgt and Sgt Stretch Nottingham as Clerk. 23 drivers had not been idle during the months Feb - Sep as the following figures will show:

Average number of tasks per month	- 121
Average number of tasks to Malaysia	
per month	- 62
Average mileage per month	- 19308
Average vehicle availability	- 66%

The majority of tasks the unit performs were in support of NZ Force units, however from time to time the platoon provides transport for UK units.

In addition to transport tasks the platoon has during the period 1 Jan - 30 Jun 74 carried out 12 Airdrops. Seven of these airdrops have been in Malaysia to units on exercise. The total poundage air dropped amounts to 28,966 lbs.

The platoon has run its own exercises the last being a survival exercise which will be held in September will concentrate on MT Ambush procedures and drills.

RNZASC SCHOOLGeneral

1.
 - a. We at "The School" seem to go from crisis to crisis; having just completed a hectic three months of courses we are 'selected' for the venue of the CGS Exercise, (again!) and this followed by the visits of the Malaysian Secretary of Defence and the RNZAF Staff.
 - b. We understand that our proposals for amending the Corps trade structure have been accepted and likewise the system of fewer courses next year. We can ensure we have maximum numbers on next years courses therefore so we suggest Gentlemen, that you plan your training year well.

Coming and Goings

2. The School staff are, at the moment a most formidable crew, appointments and names as follows:

School Headquarters

Chief Instructor	Major S.A. Davies
2IC	Captain G.E.A. Cook
SSM	WOI D. Hudson
Accounting Officer	S sgt J.F. Petricevich
Storeman	Cpl L.G. King
Clerk	Cpl M.D. McGeorge
Storeman	L cpl C.P. Elkington

MT Wing

Snr Instr	WOI T.N.T. Heperi
Instr	WOII F.S. Leef
Instr	S sgt V.E. Mottram
Instr	S sgt T.T.K. Hauraki
Instr	Sgt J.P. O'Brien
Tpt NCO	S sgt H.J. Marsden
Veh Mech	Sgt G. Pram

Ops Wing

Snr Instr	WOI B.G. Hooper
Instr	S sgt K. Jackson
Instr	S sgt P.P. Terewi
Instr	S sgt J.Grey

Catering Wing Training

Cat Offr	Lt D.A. Armstrong
Snr Instr	WOII J.A. Gruber
Instr	S sgt D.T. Mravicich
Instr	Sgt S.W. Thomson
Instr	Cpl A.B. Frew
Instr	Cpl W.P. MacIntyre
Stwd Instr	S sgt A. Mayes

Catering Wing Kitchen

Kitchen Manager	WOII B.N. Burt
Cook	S sgt G.W. Hedges
Cook	Sgt W.E. Milne
Cook	Sgt D.O. Duthie
Cook	L cpl Williams
Stwd	Cpl R.B. Ball

3. WOI Doug Gargett was farewelled in great Waiouru tradition, after a some what prolonged tour as SSM of the School; he has moved to 3 Tpt Coy Gp. We wish him, Jenny and the family every good wish. Jim Gray, now S sgt, arrived from TF Depot whilst S sgt Ken Jackson arrived from 21 Sup Coy. WOII Ron Gibson moved to that "Regimental" of units DTC, Christchurch and between he and Mr Gargett things may liven up down in the "confederacy." WOI Frank Brett very recently obtained a posting at his own request to sunnier climes in Papakura after his tour as Senior Instructor, Catering Wing. The Schools A.O. now SI (MT) Wing has been promoted to WOI - congratulations Hep!

Things We Know

4.
 - a. Our Chief Clerk is known as 'Radar'.
 - b. The Training Officers truck demolition kit works!
 - c. The Chief Instructor's starting pistol doesn't!

Things We Don't Know

5.
 - a. When does WOII Sid Leef's posting to Campbell Island as NCO IC recruiting come through?
 - b. Will the paint being applied to the outside of the Catering wing keep it standing through another winter?
 - c. Is Pike really a Pakistani from Birmingham, England?

Humour in Uniform

6. Doing what you are told is probably this stories theme contributed by the MT Wing.
Scene - trainee TF drivers being processed through eye sight testing phase of drivers licence test by Traffic Officers.

Traffic Officer to Trainee Driver:

"Cover your left eye with your hand and read the bottom line." (Pause)

"Good, excellent - now cover your right eye and read the bottom line again"

—— (Pause) ——

—— (Pause) ——

—— (Pause) ——

Trainee Driver to Traffic Officer:

"I can't see Sir!"

The Traffic Officer, amazed that the Army should have to lower its standards to recruit a half blind soldier, turns to the trainee with a look of pity and sees the offending individual with the left hand still over the left eye and the right hand over the right eye, both eyes covered!

The eyes have it?

9.25 OPERATIONS COURSE

Photographs from the Field Exercise (Exercise Hui Hui)
7 - 11 Oct 74



Patrolling : Lepls Bosson, Ferritt, Hansfield and
Dvr Attewell during the exercise.



Patrolling : Lepls Austin, Woke-Tuhimata and
Ovr Maaka move out.



Col Marcha carrying out contact drills on Ax Hui Hui

9.20 INSTRUCTOR TRANSPORT 4 STAR COURSERINASC SCHOOL 7-11 OCT 74Photographs from Exercise Hui Hui

Unditching the Landrover are Lcpls Kelly and Cooper.



Lcpl Kelly demonstrates his weapon during a visit by the course to National Park School.

THE COOKERY AND FOOD ASSOCIATION
NZ COOKING COMPETITION 4-7 SEP 74

The Cookery and Food Association is an organisation which promotes and develops catering throughout New Zealand. One of the associations more important fields is the promotion of Catering Competitions. During Hospitality 74 the CFA conducted competitions in which the Army was represented by its second year Apprentice Chefs as well as more senior chefs who competed for the Nestles Maggi Cup.

The apprentice chefs competed against the Auckland, Wellington and Dunedin Polytechnical Institutions for the Waldorf Trophy. The Waldorf Trophy is given by the Auckland Gas Co and the competition was based on the competitors gaining the most points over four dishes which the teams had to prepare and present.

The following shows the dishes presented, the competitor and placings:

	<u>Dish</u>	<u>Competitor</u>	<u>Placings</u>
a.	Cutlets Reforme	Cdt Barley DJ	4th
b.	Sweet and Savoury Omelettes		Not placed
c.	Poisson Bonne Femme	Cdt Russell GS	3rd
d.	Poulet Saute	Cdt Franks GJ	1st
	Chasseur	Cdt Bradley MP	2nd

The Apprentice Chefs were placed third in the competition with only two marks between 1st and 3rd position. It is worth noting that the technical institute competitors were fourth year students and they had far more practical experience than our apprentices.

The RNZASC School Catering Wing are to be congratuated on the results and Ssgt Mravicich for tutoring these young lads.

The Maggi Cup which is presented by Nestles Co Ltd is normally competed for every two years. It was first won by the Navy and then the Airforce. One could say that it was the Army's turn to win the Cup but you can be assured that the Army won the cup this time proudly. The Army team led by Sgt Bird and supported by Lcpl Cathcart and tutored by Capt J.W.Carruthers and WO1 Gray has put many hours of training into the set menu. It would have been interesting to see the judges marks of this competition because the Army team with their much practised skills could not be faulted in their preparation, cooking and presentation.

When the Maggi Cup is again competed for Sgt Bird's and Lcpl Cathcart's enthusiasm will be hard to match. Sgt Bird not only presented the meal to the judge but presented it correctly with wines on a well prepared table of good linen, sparkling cut glasses and soft candle light.

The RNZASC wish to thank the Fort Dorset Officers Mess which allowed the Maggi Cup team to use their table ware.

The Army will wherever the opportunity arises compete in competition. Our apprentice Chefs and Stewards training proves we have the confidence and capabilities to meet all challenges.

EXERCISE COBRAA BRIEF REPORT FILED FOR ANON BY ANON

For those less informed and unfortunate RNZASC personnel who have the pleasure of being employed in a non field force (commonly known as static force) appointments, Exercise Cobra was devised by the ingenious minds of the staff echelon of Headquarters Logistic Support Group (LSG) located somewhere in Palmerston North. (For security reasons - the writer is unable to be more explicit as to its precise location).

The aim of the exercise was to train personnel of LSG in basic jungle skills with the emphasis on Minor Tactics and Navigation. The planning staff of the exercise should not be underestimated in their ability to be cunning and selective, as the final location for the exercise was to be the, well known haven called Great Barrier Island. (For those who are interested it is located between Easting 54 - 80 and Northings 59 - 96 on NZMS 252/8 Great Barrier Island and Little Barrier, 1st Edition 1973 1:50,000.)

To cut a long story short ANON and other members of 10 Tpt Coy (GT) concentrated in Papakura on 16 Sep 74 with 1 Comm Z Sig Sqn acting as hosts. ANON who travelled to the concentration area separately was immediately kitted out and separated from his loyal followers to travel in discomfort by helicopter to Great Barrier Island, leaving his followers to travel in comfort via HMNZS Lachlan courtesy of the Navy the following day.

On arrival at Great Barrier Island ANON was responsible for preparing a drop zone (DZ) to receive fuel at Claris airfield. The writer wishes at this stage to clarify some anomalies which were recorded in the 1 AASO Newsletter No 19 concerning certain events during receipt of the drop:

- a. The DZ party were not standing on or near the DZ marker panels. They were positioned 100 metres up wind from the panels.
- b. Contrary to normal DZ approach and drop procedures the aircraft was flown at right angles to the prevailing ground wind conditions and 100 metres upwind from the marker panels.
- c. As a result of a - b above it came as a surprise that on the first run by the aircraft at right angles to the ground wind direction there suddenly appeared a 44 gal drum falling rapidly towards the DZ party. At this stage the first IA was carried out - run like hell.
- d. The DZ party then moved to the flank of the DZ to get away from any possibility of this near miss (of the DZ party) occurring again but to no avail. Once again the aircraft decided the DZ party formed better aiming marks than the marker panels and down came the second drum over the DZ party's heads.

- e. Finally for the third drop the accuracy improved and the third drum eventually landed 10 metres approximately from the marker panels. (They say practice makes perfect - soon I hope).

The writer hopes that those who unwisely accepted a one sided story concerning this event will now be aware that there are two sides to every story. This side is fortunately the true story.

Now back to the report. On day two of the exercise ANON whilst awaiting the arrival of his loyal followers volunteered to go for a short walk to survey the scenery. He was shortly to regret this decision as the walk could now be compared with the death march in Burma during the Second World War. ANON, who is normally desk-bound, found that this walk was the quickest way to obtain fitness - but oh the suffering! He quickly realized that Gt Barrier is not geographically or topographically the same as the Canterbury Plains.

In silent suffering ANON bedded down his loyal followers and lay back to mentally prepare himself for the ordeal of having to receive further airdrops during the next two days. Needless to say ANON's loyal followers were able to survive until day five of the exercise without their gallant leader. During ANON's absence from his followers they covered such training as Voice Procedure, Minor Tactics, Map Reading, Night Harboursing - during which the silence of the move into, during, and out of the position was done with such stealth as to have scared the enemy away (a herd of stampeding elephants had nothing on them so I'm told) and navigation which ANON's loyal followers succeeded in achieving with a 99.9% success. Interspersed in the training phase was recreation during which time many wasted hours were spent trying to catch fish. This recreation was, I understand, against ANON's wishes as I believe he hates fish and loathes fishing or fishermen. Some success was had with obtaining shell fish. (In season of course).

Day six was spent doing watermanship and ANON and his now not so loyal followers, as the driving/dücking force, had a confrontation regarding the dryness of the patient (ANON) floating on an improvised stretcher. This rather enjoyable training period was followed by recreation and much as I know ANON didn't like it, fishing was again the order of the day. (Still nothing was caught).

Day seven was spent by ANON and his loyal followers in revising and carrying out a night ambush which was sprung on unsuspecting members (both male and female) of ICCS who were carrying out a two day training weekend on the Island.

Day eight was spent in relaxation and preparation for the final exercise which commenced at 1530 hours and ANON and his loyal followers task was to locate and develop a missing hot pool and re-open about 600 metres of track through the biggest Ti/Tree ANNON had ever seen. ANON by this stage considered that he was fit enough to force the pace in moving to his new base camp area. This decision was soon to be regretted as ANON underestimated the fitness of some members of his loyal followers and also over estimated his own personal fitness.

The move out commenced a cracking pace and it wasn't long before the troop was negotiating a one in one incline and the breathing rate and pumping rate, of ANON's heart increased rapidly. The pace was maintained to ensure that ANON did not lose face in front of his loyal followers by showing he was not fit as he made out to be. ANON later admitted he was not the only one in this position, although he did say he had to tell one of his followers not to whistle during the hard going as ANON felt it was demoralizing the rest of his followers. (I personally feel that it was ANON's morale being affected not his followers).

Day nine was spent locating and developing the hot pool and also re-opening the track through the Ti Tree. ANON's loyal followers proved that they had the ability to work as a team and were not scared of hard and tedious work. ANON puts this factor down to the exceptionally high morale of his followers.

The days work was marred only a NODUF casualty who was immediately evacuated back to the exercise base camp. This was carried out exceptionally well by two sections of ANON's followers comprised of RNZ Sigs, RNZAMC and RF Cadet personnel. These followers unfortunately missed out on the pleasure of a swim/bath in the hot pool but the training value of this event proved more worthwhile.

Day ten was spent returning to the exercise base camp and preparing for the move back to Papakura.

Day eleven started like Day one with ANON being separated from his loyal followers and sent on board HMNZS Lachlan to supervise and control the loading of stores and personnel. This phase of the exercise went smoothly and at the scheduled time HMNZS Lachlan weighed anchor and headed back to Devonport.

During the return journey (up spirits' was piped and many of ANON's followers sampled the joys of a tot of navy rum (ANON included). Whilst ANON and others of the exercise hierarchy were sampling the hospitality of the host mess (which included lunch with a choice of pork chops or mutton chops), there was an urgent knocking on the door. On opening ANON found the RSM (looking rather distressed) standing there. Normal pleasantries were passed and he informed ANON that the ship had docked some time ago and the troops and stores had been loaded onto the trucks and were awaiting the arrival of their leaders, so that they could depart for Papakura and the planned social evening. (It is quite amazing how gently the navy berth these days isn't it).

The social evening was quiet and uneventful until it was announced that RNZASC had slaughtered RNZEME at rugby the previous day. ANON explained that he felt sorry for those of his followers who belonged to that unfortunate Corps (RNZEME), as the RNZASC followers really rubbed it in.

Day twelve was spent carrying out the final preparations for the return to home locations and after a rather nerve racking drive to the station by 1 Tpt Coy vehicles ANON and his followers boarded the rattler and headed home.

ANON asked me to pass on his appreciation to his loyal followers during the exercise and in particular to those who are domiciled in 10 Tpt Coy (GT). They are:

Ssgt Smith

Dvr Wharewera

Dvr Brown T.

Dvr Martin

Dvr Staniforth

Dvr Prujean

Dvr Eccleshall

In closing ANON has asked that the following impression be put in writing, "This has been the best exercise of this nature that I have attended and my thanks and those of my loyal followers, go to the planners and co-ordinators and DS staff who helped make the exercise what it was'.

ANON

ARMY COOKS TOPS IN COOKING CLASH

Diners at the Army's camp at Fort Dorset, Wellington, should have no problems titillating their taste buds.

The two top chefs in New Zealand's armed forces are there to pander to their epicurian eccentricities. Sergeant R.A. Bird and Lance Corporal Peter Cathcart proved that they are without peer when it comes to whipping up a soupcon of celery or wrestling with a recipe. In a competition conducted by the Cookery and Food Association of New Zealand, the pair produced a four-course meal which secured for them a large trophy and proof that they were tops in the Army, Navy and Air Force.

The competition, which is held biennially, requires teams of two chefs, one team from each of the Army, Navy and Air Force, to produce a four-course meal in three hours. In the University of Auckland on 7 September this year before a large section of the public the three teams drew spatulas and set to.

Air Force were represented by Corporals Tony Kessler and Mike McCann, both of Christchurch. Tony cooks at Air Base Wigram and Mike in on posting to Shelly Bay, Wellington. Navy were ably represented by Leading Cook Shaun Ainsworth and Cook Bill Burt, both chefs in HMNZS Canterbury, and Army entered two of their "characters" from the culinary world, Sergeant R.A. "Tweet" Bird and Lance Corporal Peter "Gumby" Cathcart, both of whom work in the officers' mess at Fort Dorset.

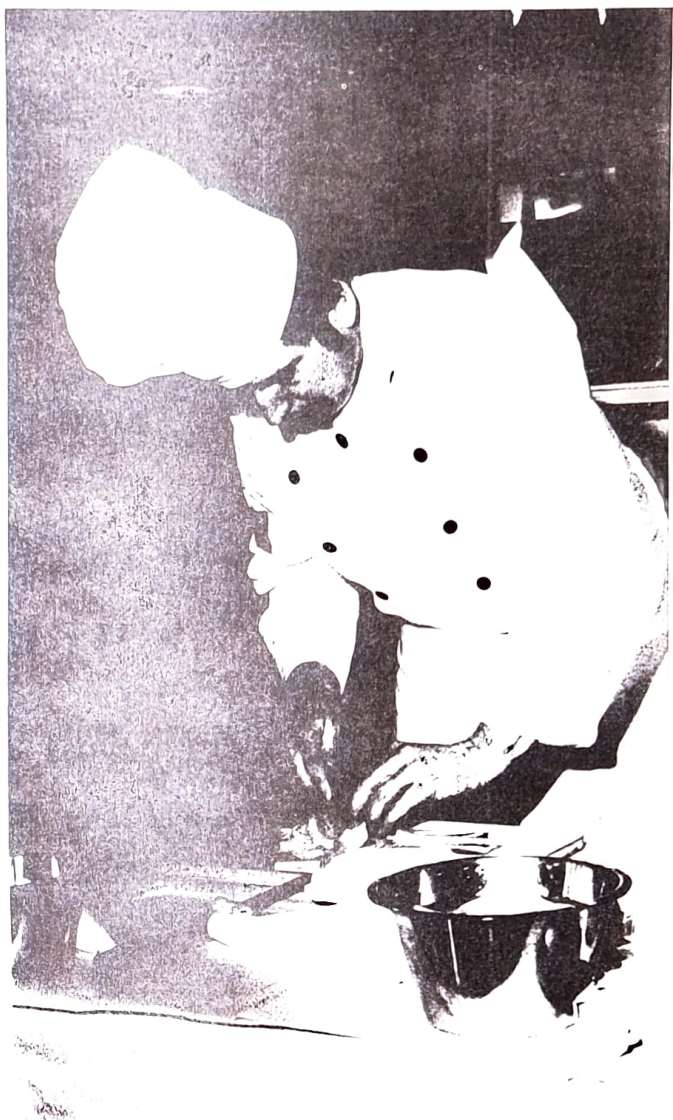
Three hours later out came the soups, fish dishes, goulashes and meringue pies. "Delicious", exclaimed the judges from a large civilian food production firm and proclaimed the Army team the winners. This was not the only success the Army has had in catering competitions held recently. Four apprentices from the Regular Force Cadet School, Waiouru, competed in the Cookery and Food Association's competitions nicknamed Hospitality 74.

For preparing a grilled meat dish Cadet D.J. Barley secured himself 4th place and a commendation. Cadet G.S. Russell's poached fish did even better, gaining him third place. But even this effort did not match the first place to Cadet G.J. Franks and second place to Cadet M.P. Bradley for their sautes chicken. The second-year cadets' placings were especially meritorious considering they were competing against fourth-year students from the Auckland Technical Institute, Wellington Polytechnic and Otago Polytechnic.

The cadets received their training for the competition from Staff Sergeant D.T. Mravicich at the Army's school of catering in Waiouru.



The catering sales manager for the Nestle Company (NS) Ltd., Mr. E. R. Humphrey, presents the trophy to the leader of the Army team, Sergeant R. A. "Gweet" Bird, a chef in the Officers' Mess at Fort Dorset, Wellington. With him is the second member of the winning Army team, Lance Corporal Peter "Gumbo" Cathcart, who also cooks at Fort Dorset.



Hard at work preparing their entry in the inter-services cooking competition in Auckland recently are Lance Corporal I. Cathcart, left, of Marton, and Sergeant R.A. "Tweet" Bird, of Wairoa. Sergeant Bird and Lance Corporal Cathcart, who are both in the New Zealand Army and serve in Port Dorset, Wellington, won the competition, which was held in conjunction with the Cookery and Food Association's biennial competitions in the Auckland University. Two-man teams from the Royal New Zealand Navy, Royal New Zealand Air Force and New Zealand Army were given three hours in which to prepare four-course meals consisting of soup, a fish dish, goulash and a meringue pudding. The winners took a large challenge trophy donated by a food manufacturing organisation.

1ST ARMY AIR SUPPLY ORGANISATION

As mentioned in the previous Corps Newsletter big things are expected of this Unit and the following programme of activities highlights this fact:

AUGUST

24/25 Aug

Successful RF/TF Training Weekend at Whangaparaoa.

SEPTEMBER

11 Sep - 22 Oct

Advanced Air Despatch Course

17 - 25 Sep

Exercise Cobra - Gt Barrier Island

OCTOBER

2 Oct - 6 Nov

Basic Air Despatchers Course

15 - 17 Oct

40 Sqn Heavy Drop Exercise

Oct 74 - Feb 75

Participation in Deep Freeze

NOVEMBER

1 - 3 Nov

Air Drop at Burnham Camp
Display

6 - 8 Nov

40 Sqn Heavy Drop Exercise

8 - 9 Nov

Display at Whangarei

9 - 10 Nov

RF/TF Training Weekend at
Hobsonville

13 - 26 Nov

Aircraft Loader Instructor/Unit
Emplaning Officers Courses

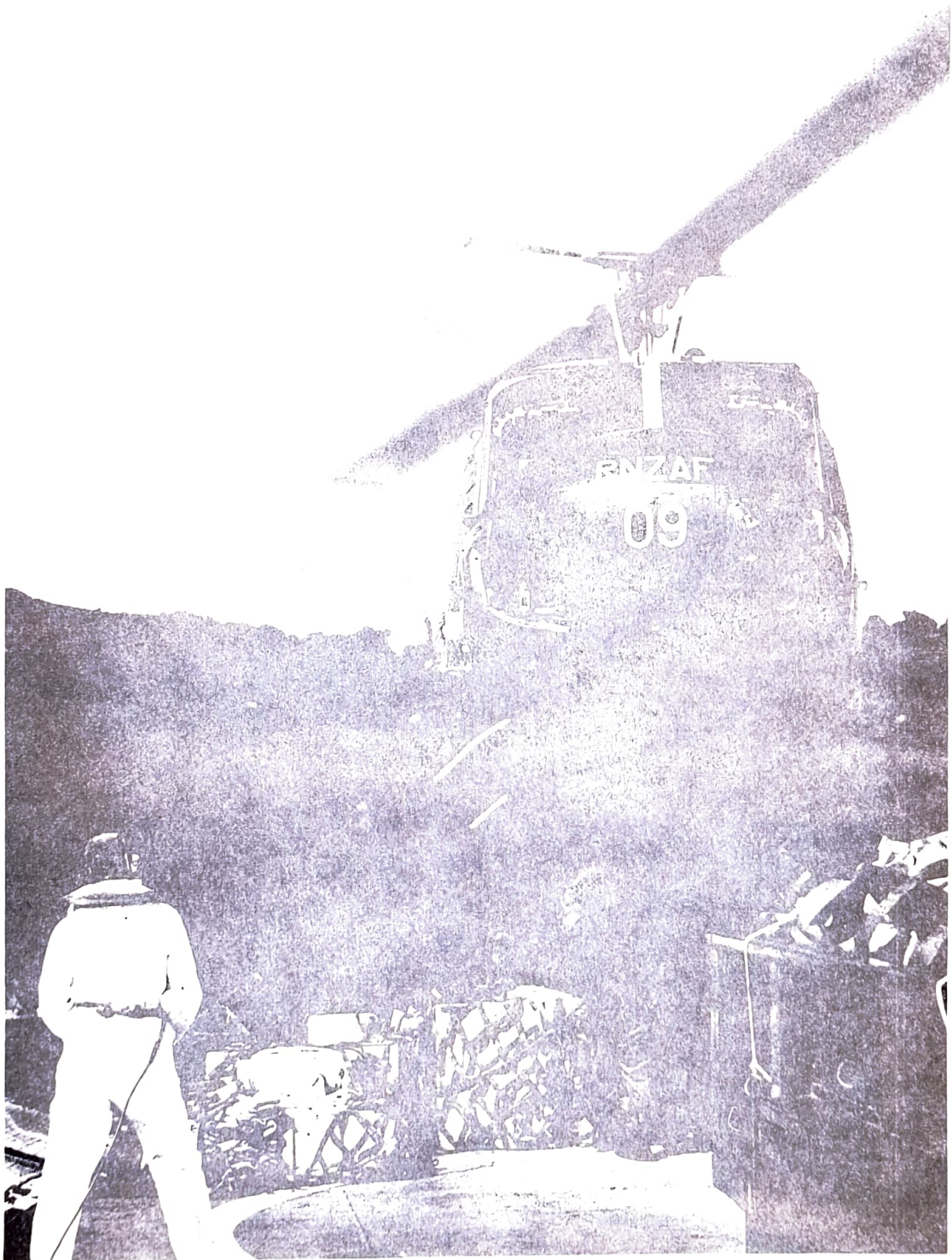
19 - 21 Nov

1 Sqn Tactical Exercise at
RiverheadEXERCISE COBRA

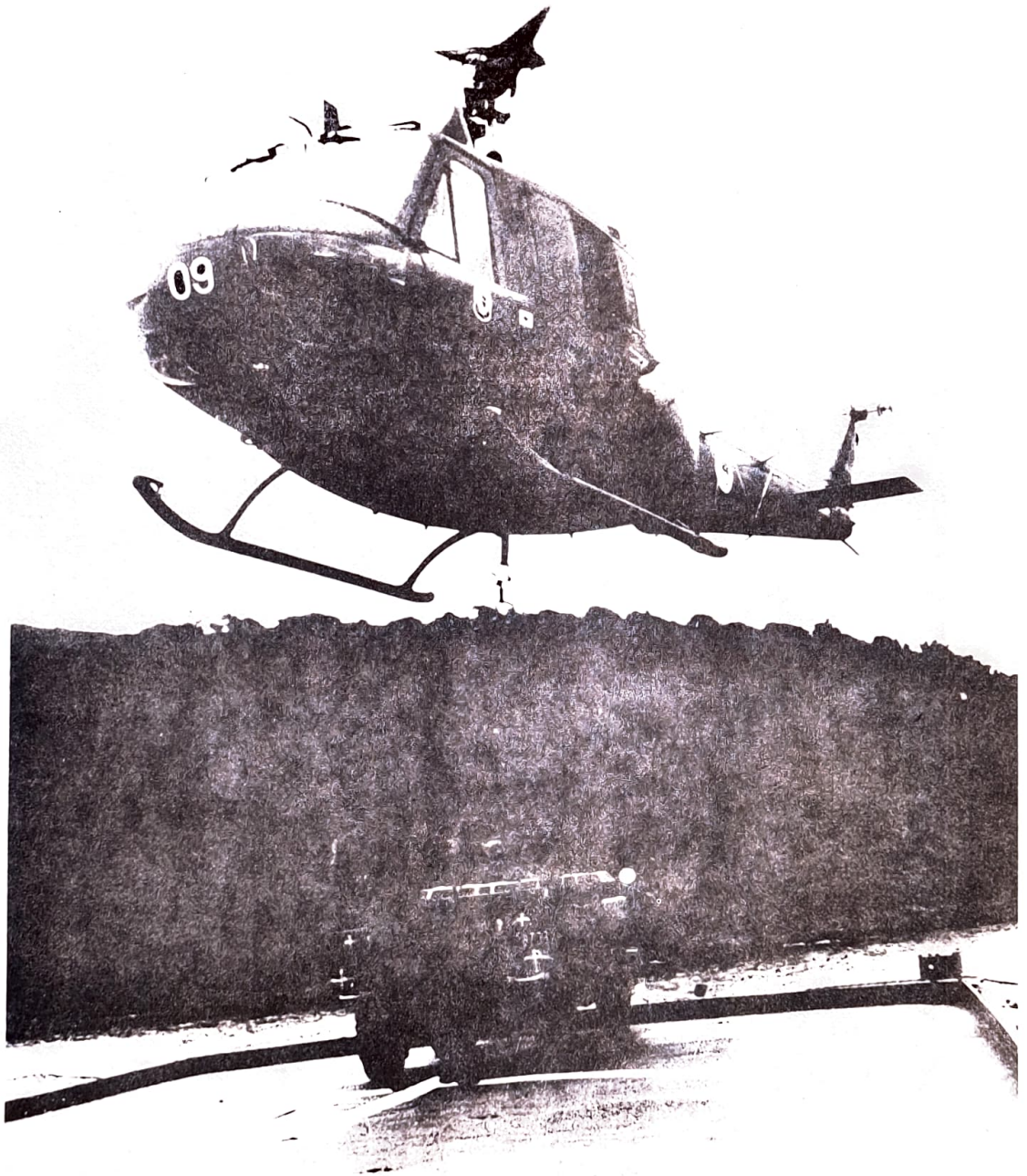
1 AASO really became involved in this LSG exercise held on Great Barrier Island. Lcpl Isgrove and Dvr Dawson were involved throughout, supporting the ground forces by manning DZs and backloading stores from the Island. The TF personnel involved were Cpls Barnett and Caldwell, Lcpls Dingwall and Sadler and Dvrs Thomas, Johns and Davis, all of whom attended on the 21/22 September.

WOII Lowrie, Dvrs Gerrard and Paki were helicopter handlers on HMNZS Lachlan (see photos) for both landing and extracting from the Island.

Four Air Despatch sorties were flown into the troops during the exercise.



On the deck of HMNZS Lachlan W011 Lowrie W.P.
and Dvr Gerrard H.R. hook up the cargo nets
containing stores for Gt Barrier Island troops.



A critical underslung load - the 1 ton landrover
about to be lifted from ship to shore.

LINE LOGIC

Dieters go to great lengths to avoid great widths

....

A suggestion to skiers : Take out Black and Blue Cross

....

It's better to have loved a short girl than never to
have loved a tall

....

Old gardeners never die. They just spade away, then
throw in the trowel

....

Over here they're called coffee breaks. In England
they're called absent-teaism

....

What seems to be the loudest sound in the world is
the first rattle in a new car

....

The reason why worry kills more people than work is
because more people worry than work

....

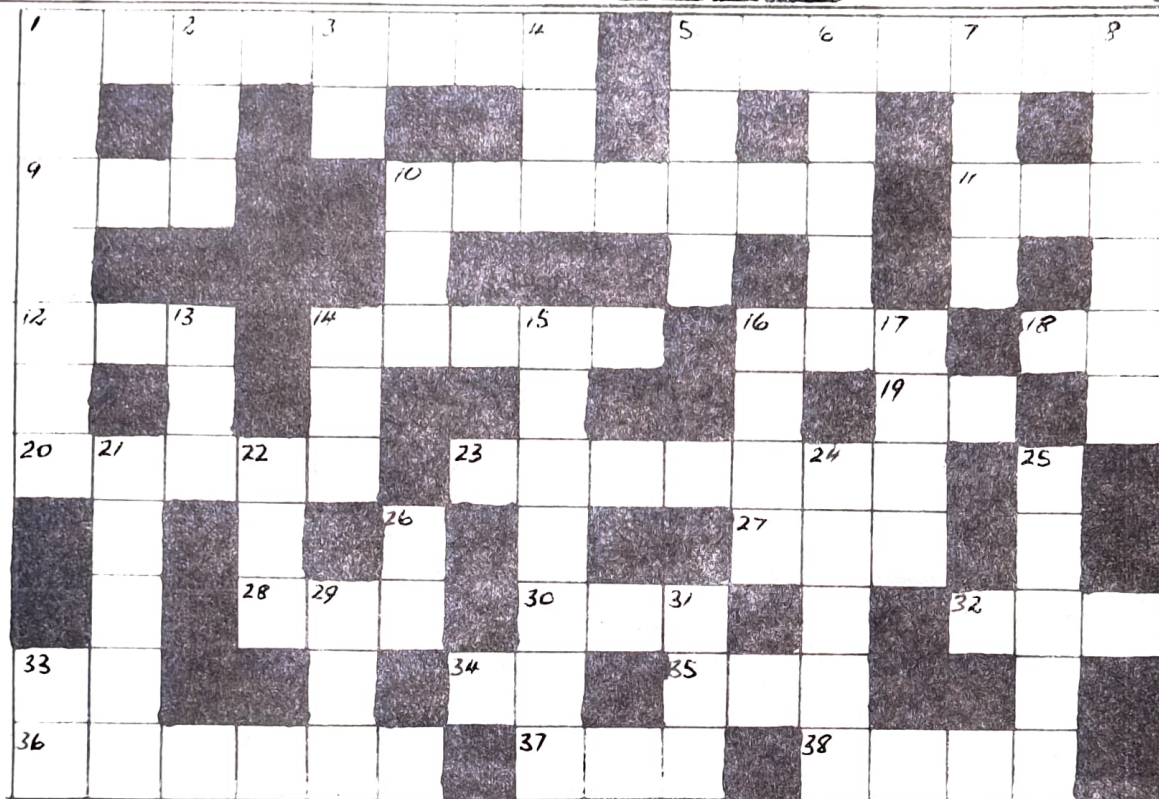
And finally, an interesting exchange: Son: "Dad,
What's a Grecian urn?" Father: "Well, son, that
depends on the type of work he does."

....

Some civilian firms who move Defence Freight



— PACE LINE



* abbreviation

DFO Wellington

Across

- 1 SCST's desk
- 5 Small spheres
- 9 Definite
- 10 Absent
- 11 Established in every Camp*
- 12 An RTO*
- 14 Not light
- 16 Q Document*
- 18 A go-between staff officer*
- 19 Gives out free sunny holidays*
- 20 Ground near Whangehu River
- 23 Mystic groups
- 27 All
- 28 Convoy time*
- 30 Mark 1 Landrovers
- 32 A tree
- 33 An FMO*
- 34 L1A2*
- 35 Under Williams Field
- 36 Important soldier
- 37 Not nay
- 38 Import levy

Down

- 1 From Taumaruanui (parade)
- 2 Less than ten
- 3 See 18 across*
- 4 Help signal often from 11 across
- 5 Injure
- 6 Often 36 across
- 7 AFNZ 289*
- 8 RNZASC (area) in the FMA
- 10 Forklifts*
- 13 Tracked vehicle *
- 14 Rarely stocked fuel nowadays
- 15 An HMS vessel
- 16 Cooler
- 17 Author of last crossword*
- 21 Phonetic letter
- 22 Odds and ends
- 24 Trailed
- 25 SO2(ST) NEWZFORSEA
- 26 Down ?
- 29 Grunt
- 31 Before meter
- 33 Annoying weekend sport*

FARRELL LINES
INCORPORATED



ALLTRANS
EXPRESS



MOGAL

5 TRANSPORT COY"A TRIBUTE TO MR MAT WELSH"
AND THE MOW NGARUAWAHIA CAMP

Mr Welsh has been running the pumping station at Ngaruawahia Camp for 30 years. A retired Serviceman he served in Egypt in the Second World War. He was injured in 1942 and lost his left eye. He was returned to NZ in 1943. He came to Ngaruawahia Camp 26 Sep 44, and continues to serve with the MOW.

He has produced many millions of gallons of drinkable water, the yearly average would be in the region of 25 million gallons per year, from the muddy Waikato and the standard of water is such that the Department of Health has given it a Class 'A' rating every time. Quite an achievement in these days of conservation and water pollution, considering the water that comes from the mighty Waikato River is that thick in dirt etc, that it is quite a wonder that it even supports any fish life at all.

For the technical minded it may be noted that the water pump used in the pump house is a Tangi Water Pump, and was installed second hand in 1921 and has never broken down and no true record of its age can be found!

LIVE DROP TO WAIOURUby Dvr A.B.Picot

July 23rd saw the winter TF/RF Basic Air Despatch Course forsake the pleasant congenial surroundings of the Whenuapai Golf Course for the rigours of Tongariro National Park. Cutting their teeth on an operation of genuine humanitarian assistance (I.E. dropping of food to hungry soldiers) were Drivers Le Mon and Tako (RF) and Ciprian, Davis, Davies, Johns, Thomas and Picot with Sgt Haitana in charge. After several weeks of training and flying in the world of make believe, all the course welcomed the opportunity to see some of their beautiful country, experience a "real" drop and a change of DZ. The locale was on the shores of Lake Rotoaira (if the authors geographical intuition is to be trusted) with the depressing brownish scrub common to the area between Turangi and Waiouru - the DZ being a flat piece of land adjacent to a marae and sculptured hydro-electric waterways.

July 22nd was spent sorting, checking and packing the sumptuous rations in A21 packs. The course, who previously thought they had A21's sewn up found out otherwise. Hopefully, the RNZASC School will have had a traditional English breakfast of bacon and eggs. The rations appeared to be of a standard superior to the 24 hr ration packs which were issued to the TF course in their basic field training exercises. Malicious thoughts about the ultimate fate of the food crossed the mind of one of the course members who shall remain anonymous (I respect your intentions Geoff) but the omnipresent eye of Sgt Haitana prevented any abuses.

The next morning dawned calmly enough, but minutes prior to intended loading time, the Gods vented their disapproval with a display of visual coulombic discharge and audible side effects (in other words a thunderstorm). Half the morning was spent savouring the relative luxury of the 1 Squadron joe room - glossy nudes and all. Finally the go-ahead. Loading formalities were completed and by this time the sky had cleared somewhat and we took to the air.

Conditions both there and back ranged through just about all the meteorological spectrum; the country was visible for about half the observable time. Many areas were soaked and consequently the land took on a strange translucent quality, with reflections of the sun on wind-whipped water creating unusual effects.

Flying at any height gives a topographical insight unable to be achieved on the ground. No matter how many times one has flown, there is always interest in the layout of the land, and, lies suggested by the ground relief are exposed in the air. Also noticeable is the enhanced distance effect. Flying at 5000 ft always feels much higher than "about a mile" - especially with respect to the increase in observable ground.

Route was via Waiuku, Hamilton, Mangakino and Taupo, where we bided our time with circling movements waiting for the weather to clear and trying to spot a former Prime Minister's Taupo retreat. On to Turangi, around a "big hill" and to the DZ.

/The drop

The drop itself went off without any major hitch with the aircraft flying (what appeared to be) very low and banking very sharply. Dvr Davis at number three swore he could count individual strands of wool on sheeps' backs and three rainbow trout swimming up the spillways of the adjacent artificial canal while grimly restraining the load from premature despatch. Sent away were four A21's, one "spud" pack and ten ballast packs. All appeared to open and land safely. Then throttle open and back home. Refreshments served - smiles all round.

The journey back was reasonable and several course members were mildly astonished at the high incidence of swimming pools in Waikato farmhouse surroundings. Landed at Whenuapai with a perfect 2 x 2 point landing. Debrief and trip back to base. Four hours in a Bristol Freighter equal an early night which is just what I am going to do -----.

NEW ZEALAND SUPPLY DEPOT - SINGAPORE

By: Captain A.R.Dixon RNZASC

During August 1973, Major W. Fraser arrived in Singapore from the Directorate. He formed part of the NZ Planning Team, which was to review the effects of the Australian withdrawal and formulate policy, relating to New Zealand's future in South East Asia. Things moved quite rapidly and by October 1973 an Equipment Table had been drawn up and an Establishment for a New Zealand Supply Depot was completed.

It was 'GO' from 3 March 1974.

I was appointed OC and my staff started to arrive from New Zealand on 5 Jan 74. WOI Haami, from RNZASC School, was appointed Chief Clerk and SWO Iles from Commodore Auckland's staff, was appointed Stores Warrant Officer. This naval appointment "filled the gap" in our expertise, to supply the Navy. Ssgt Calvey arrived from 1 BDE., and was posted as Internal Checker. Sgt Haddon arrived from 7 Pet Pl and took control of the POL Section and the unit Q Account. Sgt Locke and Dvr Gale were already in Singapore working for ANZUK Supply Depot. Cpl McNeil (shortly to be Sgt) arrived from Waiouru Coy. Cpl Gosnell came from 1 Tpt Coy, and he is my Adm NCO. There are five 'Brits' nine Kiwis and 27 locally employed civilians.

From the supply point of view it is like being on 'Annual Camp' all the year round. There are visiting forces from UK that are resupplied in Malaya and Borneo and some rations are flown as far as the Persian Gulf. The resupply to Navy (AS - NZ - UK) keeps us busy especially during peak periods when there can be as many as 18 ships alongside. There are nine alongside at the moment. One ship has taken 22 tons of meat, three tons of fish, 50 tons dry, and three tons frozen bread - a grocery bill worth about NZ \$64,000. WOI Haami's staff and six calculators don't get much rest. Dvr Gale with Cpl McNeill or Sgt Locke sometimes go by lighter out to the Naval Anchorage but usually the ships berth alongside the Depot. By the way - Ken Gale spent a week at sea on HMNZS Otago recently - he has since decided to stay with RNZASC.

Our refuelling team still looks after the "choppers" on exercise and Sgt Symons (UK), who works for Sgt Haddon usually leads the team.

We look after ration packs for UK and NZ and that is Ken Gale's dept. He usually controls 45,000 packs in a cool store that has 92,280 cubic ft of air conditioned space. During March he issued 19,600 packs.

Cpl 'Gos' administers all staff. His additional "Volume" from those used back home is the "Conditions of Employment for Local Civilians".

I haven't said much in this article about the local or UK chaps that work for us, because you won't know them by name. The UK appointments are Master Butcher - WOII Jones, Sgt Clerk - Sgt McLeod, Cpl Clerk - Cpl Wadley, Cpl Butcher - Cpl Robbins and of course Sgt Symons whom I mentioned earlier.

/We have

We have a great team, including 3 females. By the way - we all thank whoever sent the carton of Leopard from Trentham, addressed:

"To the boys in Singapore".

We drank it last Friday with a toast to the guys back home.