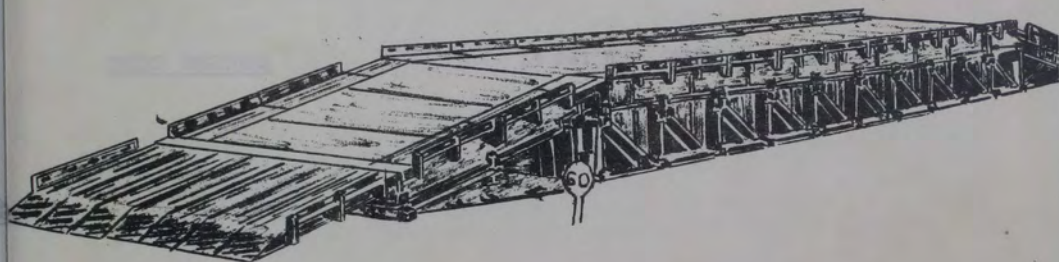
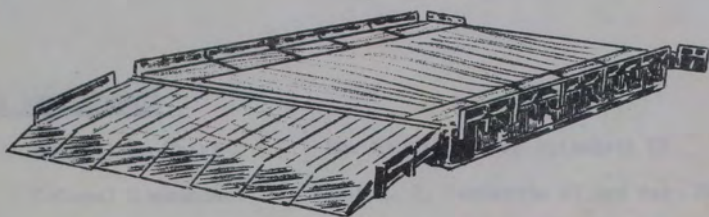






# R.N.Z.E. liaison letter



*n° 21 1 Feb*

**1980**



R.N.Z.E.

Waisson letter



No 21 132

1980



# THE CORPS OF

## ROYAL NEW ZEALAND ENGINEERS

### HONORARY APPOINTMENTS

Colonel-in-Chief

Her Majesty Queen Elizabeth II

Colonel Commandant

Col R. C. Pemberton MC and Bar, ED

### CHIEF ENGINEER

Lt Col D. J. O'Brien BE(Hons) MNCIE, ANCIM, RNZE

A LETTER FROM THE CHIEF ENGINEER

Fellow Sappers

After several years in the 'staff work wilderness' I am delighted to return to the Corps as Chief Engineer. In doing so I would like to express my appreciation of the stirring work done for the Corps by my predecessor, Lt Col Wedde, in his all too-short twelve months in the chair. We wish him and his family well for their two years in Singapore.

The Colonel Commandant and I have just completed a very successful tour of Engineer Annual Camps. It was good to see sappers carrying out realistic field engineer and All Arms training, despite the dreadful weather experienced for most of the camps. The skills which were apparent and the fine spirit in which the training was carried out speak well for the state of the Corps and I congratulate you all.

Exercise Truppenamt II is our next major training commitment which should provide a good opportunity to develop and validate RNZE command and control and staff procedures. Shortly after this exercise I plan to visit all Engineer units and I look forward to meeting the many sappers I was not able to see at Annual Camp.

1980 promises to be another busy year for RNZE. The Solomon Islands deployments, involving both RF and TF personnel, between March and August will be our major overseas activity. There are prospects of further work in the Chatham Islands, Raoul Island and perhaps Antarctica in 1981 and these will all require reconnaissance and planning this year. All squadrons also have commitments to works tasks at home in addition to their training activities. The Triennial Corps Conference for all RNZE Officers and selected WO's is planned for September 1980.

A highlight of the year will be the raising of 7 Fd Sqn in Papakura on 1 Apr 80. By happy coincidence, a reunion to mark the 40th Anniversary of the embarkation of 7 Fd Coy NZE for the Middle East is to be held in May 80. I'm sure the new "Tigers of the Corps" (the proposed motto for 7 Fd Sqn) will get together with their worthy ancestors of 7 Fd Coy and celebrate the occasion in true sapper style.

Last but not least, on Sappers Day 1980 we confidently expect to open the RNZE Corps Memorial Library in Linton, marking the climax of many years hard work and fund raising by both serving and retired sappers. This has been a magnificent effort by all concerned and a fitting start point for RNZE in the 1980's. See you there!

D. J. O'Brien  
Lieutenant Colonel  
Chief Engineer

# III

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-oooOooo-

This Liaison Letter has been compiled by  
THE SCHOOL OF MILITARY ENGINEERING

-oooOooo-

Sapper units and associations may incorporate articles as extracts from this Liaison Letter in their own publications without seeking authority or making acknowledgement.

-oooOooo-

Contributions for the next Liaison Letter are required to be in the hands of the Editor by:

24 April 1980



RESEARCH REPORT ON THE  
RESEARCH REPORT ON THE

Chapter

1950

ONE Corps Battalion

TWO 1st Battalion of 1st Corps

THREE 2nd Battalion of 1st Corps

FOUR 3rd Battalion of 1st Corps

FIVE 4th Battalion of 1st Corps

SIX 5th Battalion of 1st Corps

SEVEN 6th Battalion of 1st Corps

EIGHT 7th Battalion of 1st Corps

NINE 8th Battalion of 1st Corps

TEN 9th Battalion of 1st Corps

ELEVEN 10th Battalion of 1st Corps

Twelve 11th Battalion of 1st Corps

Thirteen 12th Battalion of 1st Corps

Fourteen 13th Battalion of 1st Corps

Fifteen 14th Battalion of 1st Corps

Sixteen 15th Battalion of 1st Corps

Seventeen 16th Battalion of 1st Corps

Eighteen 17th Battalion of 1st Corps

Nineteen 18th Battalion of 1st Corps

Twenty 19th Battalion of 1st Corps

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Thirty-seven 36th Battalion of 1st Corps

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Thirty-nine 38th Battalion of 1st Corps

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Fifty-three 52nd Battalion of 1st Corps

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Fifty-five 54th Battalion of 1st Corps

Fifty-six 55th Battalion of 1st Corps

Fifty-seven 56th Battalion of 1st Corps

Fifty-eight 57th Battalion of 1st Corps

CHAPTER ONECORPS MATTERSNEW CHIEF ENGINEER

LT COL D. J. O'BRIEN BE (HONS) MNZIE, ANZIM, RNZE

At the end of 1979 Lt Col D. J. O'Brien was appointed Chief Engineer.

Lt Col O'Brien joined the New Zealand Army in Jan 60 and attended RMC Duntroon graduating as a Lieutenant in Dec 63.

He returned from Australia to SME for a few months prior to his posting to 6 Fd Sqn as Troop Commander.

Soon "Lt" O'Brien was on his way to South Vietnam as part of the Engineer Team RVN. Following an adventuresome tour in Vietnam he returned to NZ and was posted to 1 Const Sqn on loan back to the Southern District Construction Troop.

1966-67 saw "Capt" O'Brien attending Canterbury University Engineering School. He completed an honours degree in civil engineering and was posted as Officer Commanding 2 Construction Squadron.

In 1970 "Major" O'Brien was overseas once again. This time it was Thailand as part of 5 Spec Team on the Feeder Rd project. Following a successful two and a half years he returned to Support Branch Defence Headquarters.

Approximately 12 months later it was off to Singapore for a short tour as part of the planning team involved in establishing NZ Force SEA.

Once again back in NZ he was posted to the Engineer Directorate but only for twelve months prior to attending Staff College Queenscliff, Australia.

In 1976 for the first time in many years Major O'Brien settled for the relatively lengthy period of almost 3 years at Field Force Command as G2 OPs.

1979 saw his promotion to Lieutenant Colonel and posting to Policy Branch. Here he became closely associated with exercises in Australia, in particular the highly successful Kangaroo III.

Lt Col O'Brien was appointed as Chief Engineer in Dec 79.

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FM DEFARM CAMPBELL

TO NZDEF WELLINGTON

BT

UNCLAS

SIG RAL/BKA

ENGRS40174

FOR CHIEF ENGINEER FROM DENGERS AND ALL MEMBERS OF ROYAL  
AUSTRALIAN ENGINEERS, PAST AND PRESENT.

A. YOUR DIG RIT 443/2/5 OF 110428Z OCT 79

1. THREESCORE AND SEVENTEEN YEARS AGO YOUR FATHERS BROUGHT FORTH  
ON YOUR ISLAND NATION A NEW CORPS CONCEIVED IN LABOUR AND DEDICATED  
TO THE PROPOSITION THAT ALL MEN ARE CREATED EQUAL, BUT SAPPERS  
ARE MORE EQUAL THAN THE REST. (WITH APOLOGIES TO A LINCOLN).  
2. HEARTY GOOD WISHES AND MAY THE NEXT SEVENTY SEVEN YEARS BE AS  
PROSPEROUS AS THE LAST HAVE BEEN. YOU CAN BE ASSURED OF OUR  
CONTINUING FELLOWSHIP IN 'SAPPERING'

BT

**ACTION COPY**

NNNN

ACTION SUPERVISOR

OFFICER TO WHOM THIS  
MESSAGE IS DELIVERED IS  
TO ACTION OR REFER TO  
CORRECT OFFICER





## BUCKINGHAM PALACE

3rd October, 1979

*Dear Colonel Pearce,*

Thank you for your letter of 2nd October containing a message to The Queen from the Royal New Zealand Engineers.

This has been laid before Her Majesty who has commanded me to send you the following reply. I should be grateful if you would arrange for it to be transmitted to the Chief Engineer.

"I sincerely thank All Ranks of the Corps of Royal New Zealand Engineers for their kind message of loyal greetings, sent on the occasion of Sappers Day 1979. As Colonel-in-Chief, I much appreciate this message and send my best wishes for an enjoyable anniversary celebration.

ELIZABETH R."

*Yours sincerely,*

*R.J. Pearce*

Colonel R.J. Pearce, MBE.

From: Colonel J B Wilks



Regimental Headquarters Royal Engineers  
Brompton Barracks  
Chatham  
Kent ME4 4UG

Chatham Mil 0634 44555 ext 227

REEM/697

Colonel R J Pearce MBE  
New Zealand High Commission  
New Zealand Defence Liaison Staff  
New Zealand House  
Haymarket  
London  
SW1Y 4TQ

24 October 1979

*Dear Colonel,*

The Chief Royal Engineer, Lieutenant General Sir David Willison KCB OBE MC has been away and has just seen the very welcome message from the Colonel Commandant RNZE on the occasion of the 77th Anniversary of the granting of the title Royal to the RNZE. He would be grateful if you would pass the following message to the Colonel Commandant RNZE:

"The Chief Royal Engineer and all ranks of the Corps of Royal Engineers send their sincere thanks for your message on the occasion of the 77th Anniversary of the granting of the title Royal to the RNZE on 15 October. You can be assured that your expressions of friendship are, as ever, reciprocated."

*With all good wishes,  
Yours sincerely*

*John Wilks*

CHAPTER TWODIRECTORATE OF WORKSDEFENCE HQAppointments

Director	Col R. McL. Dickie OBE
Deputy Director	Wg Cdr A. T. Dickie
Asst Director	
(Projects)	Maj A. W. Ansell
Asst Director	
(Army)	Maj J. D. Broadbent
Staff Officers	Capt J. S. Hollander
	Capt R. W. Goldie
Chief Draughtsman	WO1 J. E. Shields
Draughtsman	WO2 K. R. Moore
	Sgt Packer
	Lcpl T. A. Wyatt

Personnel Changes

Maj Broadbent to full time University study wef Mar 80. This year will allow him to complete a BA degree. He has been studying Political Science and Public Administration part time for the last five years.

Maj Jason-Smith from Fiji to ADW4 wef Feb/Mar 80. (Proposed posting).

Capt Heaton from civil attachment (MMD) to SO4A wef Jan 80.

Capt Hollander has returned from Ex Longlook and is to be posted to SO2E Army GS mid Feb 80.

Further, the Hollanders have just produced a daughter, Deborah. Congratulations! - especially to Rosemary over the last few months.

Ex Sgt (now OCdt) Pullen has been accepted for officer training and is now at the OCTC Waiouru. Upon satisfactory completion of the eleven month course there, he will be commissioned and we look forward to seeing him back in the Corps sometime in the future.

Sgt Packer has rejoined us after a two year tour to the Confederacy. Congratulations on promotion.





Lop1 Wyatt is due to go to 1 Fd Sqn soon so that he can get back to real soldiering.

We expect that Spr Hapi from 2 Fd Sqn will join us soon to replace Lop1 Wyatt.

### Major Works Projects

We had quite a good year in 1979. Some major projects have advanced towards construction and some have been completed. Some examples are:

#### Papakura

- a. 150 bedroom barrack block completed.
- b. New Camp HQ commenced.
- c. Contract let for new Camp FOL point.

#### Waiouru

- a. Cambrai and Malaya Barracks converted to single bedrooms.
- b. New Ancillary Workshops progressing well.
- c. Swimming pool enclosure completed.
- d. Contract let for new SNCO Mess and quarters.
- e. Contract let for the civil engineering work associated with the proposed Officers Mess.

#### Linton

- a. New 60 bedroom barrack completed.
- b. New 20 bedroom SNCO quarters started and completed.
- c. New Camp FOL point started and completed.
- d. Contract let for new Officers Mess.
- e. New HQ for 10 Tpt Sqn completed (this one by 2 Fd Sqn).



#### Trentham

- a. New 20 bedroom SNCO quarters completed.
- b. New 20 bedroom officer quarters well in hand.
- c. Building 73 at IBSB reroofing completed.

Burnham

- a. New Fire Station completed.
- b. Contract let for new SNCO's Mess.
- c. One chalet completed and one due to start (3 Fd Sqn).

Of course there are many other projects in a variety of locations that have just been completed, are in hand or are due to start soon. One of significant interest is the extension to fuel holdings. Linton has just been completed and Papakura is due to start, both with completely new facilities however, it is intended to install or upgrade FOL storage and issue facilities at:

HQ NZLF Takapuna, Ngaruawahia, Waiouru, Trentham,  
Buckle Street Wellington for DSTP, Fort Dorset,  
Burnham, and Central Battery Dunedin.

With an eye to the future, most of these will make provision for diesel storage.

-oooOooo-

DRAUGHTING OFFICE

1980 has just dawned, and brought with it a few changes in personnel in the Defence Works draughting office. Sgt Gary Pullen passed his ROSB in December, and as a result he is now an officer cadet on the present OCTC in Waiouru. We congratulate Gary, and wish him well for the future. His superb draughtsmanship and capacity for hard work will certainly be missed in this office. Gary is the second draughtsman that we have lost to the officer Corps in the past six months, with Lep1 Nigel Gattsche going to Portsea mid 1979. They join the ranks of previously commissioned draughtsmen for example, Wing Commanders Carr and Dickie, and Majors Nichols and Stewart.

Gary was replaced by Cpl Phil Packer, ex 3 Fd Sqn who was promoted to Sgt on posting. Wellington softball should benefit by this posting, and the office is pleased to see him return to the fold after practical experience in construction.

Major administrative work to be carried out early this year is the microfilming and cataloging of RNZAF works drawings, and the compilation of a comprehensive listing of all existing plans based on building numbers within the camps and bases. Experience has shown that the present system of categorising buildings by occupancies does not work, as occupancies are forever changing, but the building number does not. Copies of this listing shall be sent to the appropriate Regional Works offices, and other Service Works HQ, and should help in rapid identification of details required when requesting copies.

The crystal ball is still clouded as far as works tasks for the Field Sqn are concerned, with the only new tasks on hand being a new sports pavilion at Burnham, and reconstruction of a Navy Ski Lodge at Ohakune. This is not to say that the office is not busy, as there is always a constant queue of people requiring draughting tasks of a minor nature.



GLOSSARY OF WORKS DIRECTORATEEXPRESSIONS

Concur Generally - Have not read the document and don't want to be bound by anything I say.

In Conference - Don't know where he is.

Kindly Expedite - For God's sake try to find the papers.

Passed to Higher Authority - Pigeon-holed in a more sumptuous office.

In Abeyance - A state of grace for a disgraceful state.

Appropriate Action - Do you know what to do with it - we don't?

Give Him The Picture - A long, inaccurate and confusing statement to a newcomer.



Under Consideration - Never heard of it.

Under Active Consideration - We'll have a shot at finding it in the files.

Has Received Careful Consideration - A period of inactivity covering time lag.

Have You Any Remarks? - Give me some idea what it's all about.

That Project is in the Air - Am completely ignorant of the subject.

You Will Remember - You have forgotten, or never knew because I don't know.

Transmitted to You - Hold the bag a while - I'm tired of it.

It is Requested - Please take a look and write another endorsement.

It is Recommended - We don't think it will work but you stick your neck out and try it.

It is Estimated - My guess - now you guess.

Historical Record - A historical record of incomplete, obsolete and useless information.

For Compliance - Sure it's silly but you gotta do it anyway.

For Necessary Action - We don't know what they want, you do it.

Immediate Action - We've stalled it long enough, now you do something.



Returned Without Action - Try to put the blame on us, or how should we know if you can hardly tell.

For Signature - I thought it up now you can take the rap for it.

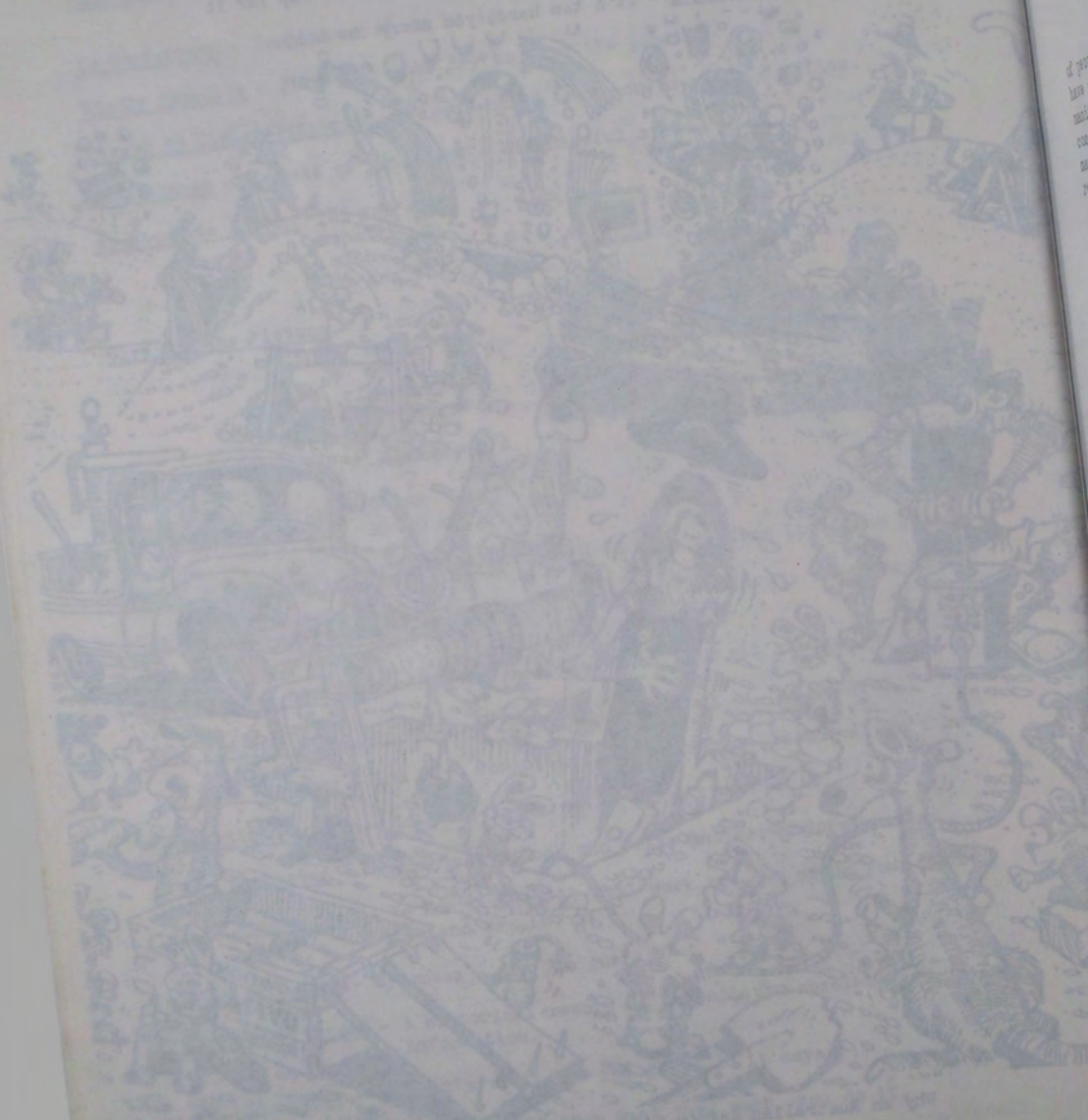
Please Accept Action - It's too hard, you carry the baby.



Why an Australian Safety Officers Ticket is no good in NZ.

THE NEW YORK TIMES

Returned without action - By the way, it is not the first time that the  
it has been so long since the last time that the  
for themselves - I thought it up now, but I don't know if it  
please, please, please - It's the best thing I can do for you.



By the way, it is not the first time that the  
it has been so long since the last time that the  
for themselves - I thought it up now, but I don't know if it  
please, please, please - It's the best thing I can do for you.



CHAPTER THREEARTICLESENGINEER TRAINING ORGANISATIONIN THE UNITED STATES ENGINEERS

WO2 H. E. Chamberlain

"Think Big" is a catch phrase which is commonly used by all sorts of people in all manner of ways. However it is rare that members of RNZE have occasion to assert themselves in this way. Possibly this is manifested least of all where military engineering training matters are concerned. The wide scope of military engineering is often neglected by many members of our Corps, therefore this brief article is hopefully a reminder of the vast scope of our calling.



Recently I had a letter from a friend in the US Engineer Corps describing the organisation of which he is part. There is no way which our Corps can match facilities or equipments, but it is quite on the cards that within our respective fields our instructors are every bit as good. So we have some things to live up to.

With the permission of Lt Col Edward de Santis, Commanding Officer of the 4th Engineer Training Battalion at Fort Belvoir, the article below is produced. It just gives a wee glimpse of a kindred corps.

The 4th Engineer Training Battalion is part of the US Army Engineer Training Brigade located at Fort Belvoir, Virginia USA, and is primarily concerned with advanced individual training. Many subjects taught are beyond the scope of our engineers but some items will appear



vaguely familiar. Others, such as Refrigeration and Atomic Demolition Munitions Specialist are almost in the region of fantasy within our Corps at this time.

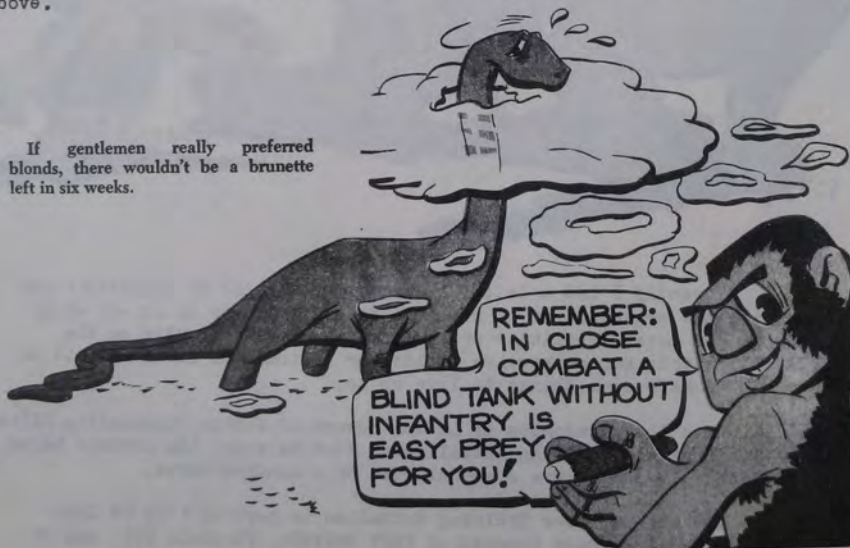
In the org diagram the MOS (Military Occupational Specialities) the equivalent of our military trades, are broken down into training troops (platoons). The US sapper opting for these choices is sent to this training battalion after basic corps combat training. (Remember that this is only part of a training brigade and other trades not shown in org are in other training battalion of this brigade).

Looking closely at the diagram some trades appear which have their equivalent in our RNZEME instrument technicians, vide the 35E trades (Mine detector and night vision device repairmen etc). However others can be found within our corps in a miniscule way e.g. soils technicians of which there would be less than 10 at present in the army who have had advanced training.

Moving to the Battalion HQ organisation there is a command/administration and training set up which could possibly be seen as a large version of the School of Military Engineering. However, this one battalion has virtually a company of instructors (three troops) with a number of specialist civilian appointments which would be Capt - Lieut equivalent. Within the organisation there is its own integral operations, supply, maintenance and catering sub-units.

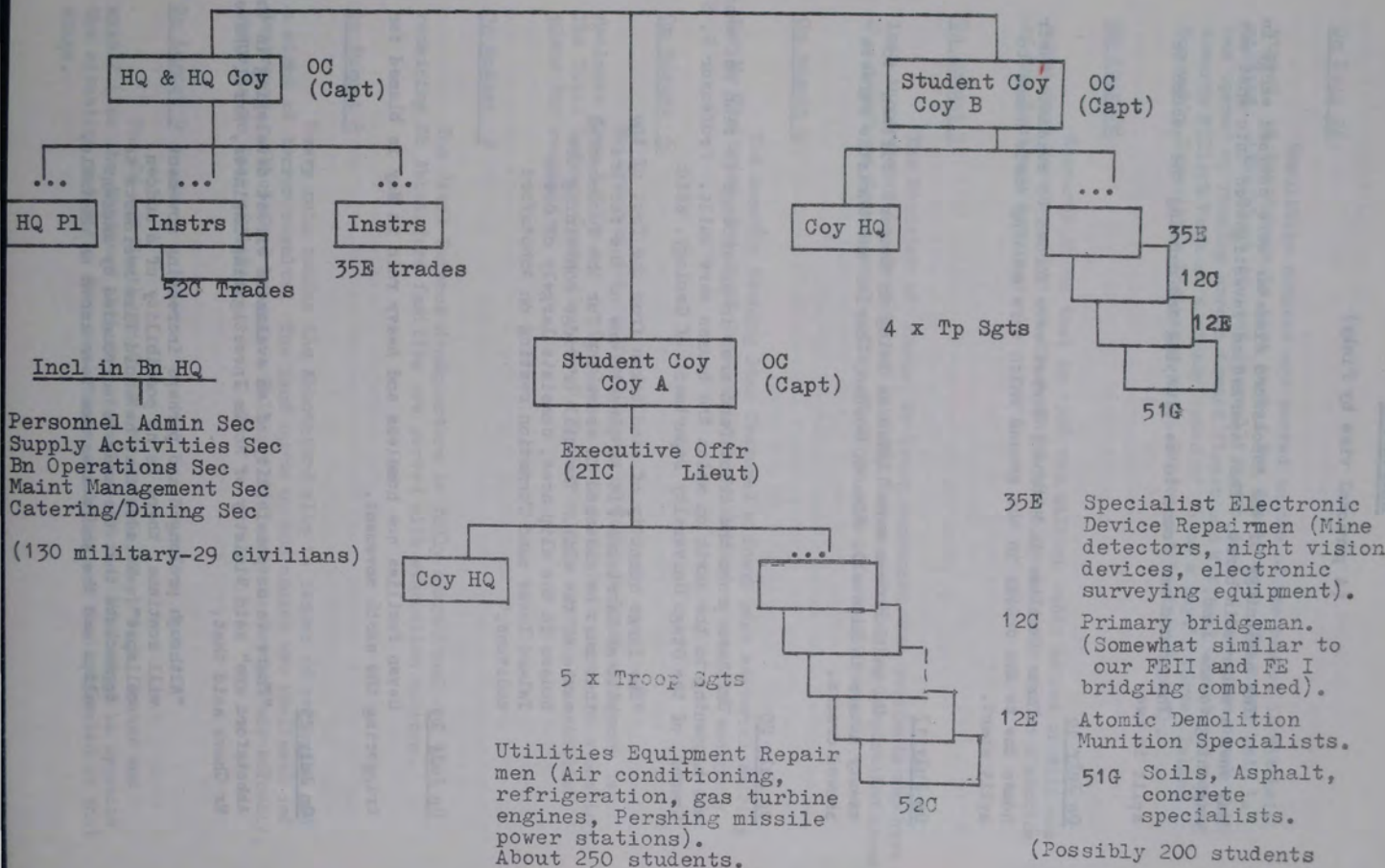
So, we are like this organisation in some respects, but well out of the picture in others. Too rarely do we get the opportunity to "think big". This short look at another engineer training unit should remind us that military engineering has many facets and that some operations are hard for us to imagine? It behoves us all to be aware of the wide scope of military engineering and not to be enclosed in the small world to which we could become accustomed by our lack of contact with the exotic trades shown above.

If gentlemen really preferred blonds, there wouldn't be a brunette left in six weeks.



4th Bn

(CO)  
Lt Col



ABBOTSFORD

(A personal view by Pinky)

The beginnings of the Abbotsford disaster were noticed early in May when a water main burst. That sparked an investigation into what was happening to the land.

The ground was found to be slumping and causing the suburb to split in two.

On July 16

Three families in Mitchell Street were forced to evacuate their homes due to the cracks in the ground which were causing their homes to split apart.

On July 17

Up to 12 houses were listed as being in danger. Fifteen to twenty houses in Mitchell, Edward, Gordan, Charles and Christie Streets showed cracks.

On July 20

Drillers probe the Abbotsford area in an attempt to find out what was happening to the earth on which the houses were built. Professor D. S. Coombs, of the Otago University Department of Geology, said:

"The large quantity of sand taken from the foot of the hill at Harrisons Pit is clearly one of the factors that must be assessed in searching for the fundamental cause of the slip. The hill or ridge containing the houses in the slip area, consists largely of Green Island loose sand formation resting on Abbotsford mudstone."

On July 23

Seven families now homeless and heavy rain in May is blamed for triggering the earth movement.

On July 25

"There is no possibility of an avalanche effect developing in the Abbotsford area" said Ministry of Works Investigating Engineer, Errol Chave. Mr Chave said that,

"Although prolonged and perhaps increasing movement will continue, there is no possibility of a sudden collapse". He adds that he would like residents to appreciate that the area is surrounded by ancient slips and the whole area has been known as unstable.



On July 26

Demolition notices are served on two of the houses in Mitchell Street. A third home is also marked for demolition. The water main is shifted. 'The block of land generally North East of the large crack that has opened up running across Edward Street and Mitchell Street, is moving towards Millers Park at a steady speed of 16 mm a day.' (Green Island Borough's Consulting Engineers E. R. Garden and Partner Report).

On July 28

Research shows that in 1968 two million cubic metres of fill was taken from Harrisons Pit at the base of the slip area for use on a section of the Southern Motorway.

On August 1

The Minister of Works, Mr Young announced that residents who have lost their homes in the slip may qualify for second Housing Corporation Loans - a departure from normal policy, Cabinet sets up a committee.

On August 4

The Dunedin Evening Star featured a front page editorial calling for Mr Vic Crimp, Mayor of Green Island, to declare a state of emergency.

On August 6

Mr Crimp acted. A local state of Civil Defence emergency is declared from 8.00 a.m. A circular is read to 50 home owners at a meeting. The Civil Defence Controller, Mr D. Woods, holds a meeting to establish plans for evacuation.

On August 7

The Civil Defence Headquarters is fully operational and the remaining 28 Abbotsford families are served with evacuation notices.

On August 8

Heavy rain causes the Abbotsford slip to become an avalanche and a night of terror results. The land opens up and houses are swallowed and destroyed. Abbotsford becomes a full-scale disaster area, but miraculously, there is no loss of life.

On August 9

The CO 40 South, Lt Col M. N. Ritchie, Capt B. L. Fraher and myself ('as the Engineer advisor') travelled out to Abbotsford to appraise the situation and offer Army assistance which had not been requested at that stage.

We boarded a Hughes Jet Ranger Helicopter at the Sunnyvale Sports Club Grounds and flew over the area.

What we saw was a real nightmare, and the reality of the non loss of life struck home.

A whole section of the hill upon which stood approximately 50 houses had moved down-hill away from the rest of the suburb, taking with it roads, vehicles and power wires.

Many houses were left teetering on the brink while many others lay battered and twisted at the bottom of the chasm. The chasm was large enough to fly safely through, with the helicopter below the level of the surrounding land.

We returned to the sports ground and then travelled to the Green Island Community Centre where the Civil Defence had set up its Headquarters.

The Mayor of Green Island and the CO decided that the Army's manpower could be used to evacuate the homes that were directly beside the chasm and those that were on the 'Island', as the piece of land that had slipped had been called. A company of 2/1 were requested, and the Airforce were to fly them down that day. This is where things became SNAFU and Blue Band Airways came into their own. The first aircraft was to land at Dunedin at 1815hrs and the next flight at 1930hrs. This was not to be, it was 1900hrs before the first aircraft landed and the same aircraft then made a return flight to pick up the rest.

When the Grunts arrived they told us that having arrived at Wigram to board the aircraft it was found that there was too much fuel for the load.

Some of the troops got off the plane and got onto an Airforce Bus. They were taken to Christchurch Airport where they re-caught the plane which by now had burnt up sufficient fuel to lighten the load.

While all this circus was going on, members of the area were arranging accommodation in the hall, procuring stores and with the help of some of the TF Cooks, cooking a meal for the Grunts, who did not believe it when confronted by a plateful of steak, eggs and onions!

#### On August 10

With the Grunts milling around in the hall awaiting an 'C' Group, six of us left for the Civil Defence Headquarters to begin working directly under the Civil Defence Organisation.

By the time we got to the Headquarters the usual rumours were flying around, one of them being that the Army were going to blow up the unsafe houses. The reporters were on to us as soon as we arrived trying to find out if we were there for that purpose.

With the Grunts finally employed packing household effects, into removal vans, from the most critically affected houses we six started our duty.



As the Police and Traffic Department had the whole slip area sealed off, we were to take seven or eight people in a van into the area and they could bring out of their houses two cleansacs of belongings per family. Then we would go back to the Civil Defence Headquarters with the people, drop them off, and pick up another van load. There was a bit of confusion at the start until all the TO's were told that the Army was allowed in, as it was just police before. This was to my mind most heart-breaking - going with these people into the area that they had hastily left two days before, with virtually the clothes they stood in, then having to decide in the half hour time limit what to bring out for the family - you don't get much in two cleansacs.

However most of the vans were filling up with extra cleansacs and tricycles. In one load I had seven cats along with eight people in the van. Unfortunately we had to draw the line at one family's pet goat!

This task was carried out throughout that day and then continued the next day.

Two of us had to go with one old chap and his wife to help load his caravan and get it out of the area. He was one of the lucky/unlucky ones whose house is still intact on stable ground but with the slip area moving on the other side of the road. At the time of writing this article he and a few other families still have not returned to their homes due to the uncertain ground above them.

On the night of the slip, this man and his wife were evacuated from the hill when he realised that he had forgotten his money. So he told us... "I drove back in. The first Traffic Officer put his hand up to stop me and I drove past him, then further up the road another Traffic Officer tried to stop me, he had left a bit of room between himself and his car so I drove past him. I got to my house and retrieved my money, and then they came and dragged me out of my home", he said most indignantly.

However with Sgt Wells and I in the car he was 'legal' this time and made sure the TO's knew it. The next day Saturday dawned clear and calm and it was back up the hill. But the urgency of the first couple of days had now calmed down to a mild panic! Household lots of furniture were still being removed down off the hill and taken to storage at the wharf, but the whole feeling from everybody was quiet resignation and a more careful appraisal of the situation than had been given in the heat of the first 36 hours.

By now earth moving machinery was starting to re-arrange the slip area by cutting a road across the chasm to the 'Island', the sloping of the upper bank of the stable area to prevent areas crumbling into the chasm and the digging of large pits into which were pushed the skeletal remains of the houses destroyed in the slip and those houses considered too dangerous to shift is too close to the banks.

These houses, where safe enough to be entered by a party and all the household effects removed, with a couple of these houses at a 30° angle we found it a bit hard to open some doors.

In one of the houses in the chasm the phone was on the wall. I picked it up said "Hello" looked at one of the grunts with us and said "its for you". He had taken about three paces forward before the grins from his mates gave the game away.



Sunday was declared a rest day for most of the people involved and then on Monday it was decided to withdraw the Army's involvement as the major part of the work had been done.

In retrospect being involved with the disaster was a very humbling experience. It is easy to sit back in an arm-chair and look at the news on the idiot box and say 'poor buggars, it couldn't happen to us' and then right on the back door of Dunedin it happens. You can witness at first hand the massive forces involved you become infinitesimal in comparison.

## SCATTERABLE MINES

### Introduction

Since the Second World War we have seen a number of advances in minewarfare. Fourth generation mine systems are now in the planning stages and by the mid 80's they will be available for use by Commanders in the field.

### Mine Systems

First generation systems were used in WWII. The mines were hand laid and unsophisticated. Considerable time and manpower was required to emplace minefields of this generation.



Second generation systems were designed to improve speed of laying and reduce manpower during the laying of existing mines. This was done by the introduction of mechanised minelayers. The Berminelayer was one of the last of the second generation minelaying systems.

Third generation systems are just entering mass production. They are scatterable and delivered by either Artillery or aircraft. To comply with existing minewarfare doctrine 3rd generation systems have to be delivered with accuracy so that they can be covered by friendly fire. Because they are scattered the system must also have an inbuilt neutralisation or self destruct device. Examples of 3rd generation mines are the M-56 Anti-Tank Helicopter delivered mine and the M692/M731 155 mm artillery delivered anti-personnel mine. The Israelis used scatterable A/pers mines in Southern Lebanon during the recent civil war in that country.

Fourth generation mine systems will involve a change in the existing teachings for the emplacement of mines. This new system will allow the Commander greater scope in the use of mine obstacles. 4th generation mine doctrine will be explained later on in this article.

### Historical Background

Mines are an obstacle. They are designed to disrupt, delay and channel enemy forces into killing zones. Their primary role has not been to destroy rather to enhance the efficiency of other weapon systems. Very little historical information is available on the ability of mines to disrupt and delay however some information is available on their destruction ability. During WWII the causes of armoured casualties were;

- |                                    |       |
|------------------------------------|-------|
| a. Artillery and Anti-Tank weapons | 59.8% |
| b. Mines                           | 23.7% |
| c. Bazookas                        | 17.0% |
| d. Miscellaneous                   | .5%   |

Therefore almost a quarter of all tank casualties during WWII were caused by mines.

If we now look at tank losses to mines as a percentage of losses to all enemy action some interesting results emerge.

a. North Africa	1942-43	18%
b. Western Europe	1944-45	23%
c. Italy	1943-45	28%
d. Pacific	1944-45	34%
e. Korea	1950-51	56%
f. Vietnam	1967-69	69%



Of course the topography of the theatre and the type of war will have influenced these figures.



Mines are a force multiplier. That is a small but well equipped force in defence and employing minefields can engage a larger force in combat and survive. e.g. During the 2nd battle of Alamein Rommel was out numbered in tanks 5.5 to 1 and in men 2.5 to 1. He had however 2 million mines protecting his forces in defence. It took Montgomery 12 days to break through the defences and he suffered large armoured casualties. It must also be remembered that

these earlier model mines only acted on the tank tracks (the tracks consisting of less than 25% of the area of the total vehicle).

The problem with these early minefields was:

- They required a large engineer effort.
- It took considerable time to construct them.
- A large logistic effort was required to move the mines to the front.
- Good intelligence gathering on the enemy commanders part allowed him to include the minefields in his plan.
- The minefields did not disrupt the enemy's logistic effort or build up.
- Because of the time required to build the minefields the whole front had to be covered and not just the most likely axis of the enemy's advance.



This 1st generation hand laid system is still being taught in the NZ Army but with the arrival of the Barmine layers 2nd generation systems will be able to be employed. However this article looks to the future and what it may hold.



### An Outline of Third Generation Systems

Third generation systems are used with the existing minewarfare doctrine. They are covered by fire and observation. This has resulted in them being used on the FEBA and therefore they do not delay or disrupt the enemy's logistic effort. Another disadvantage of the system is that because it is scatterable the mines can only be surface laid and therefore are easier to detect than buried 1st and 2nd generation mines.

However the system does have advantages:

- a. Minefields need only to be laid on the enemy's axis of advance. This can be achieved due to the systems speed of laying.
- b. Because the need for laying can be accurately measured it is possible to more effectively employ ones own engineer resources.
- c. There will be a great psychological effect on the enemy as it will be possible to deliver a minefield directly in front of an enemy forces advance.

### Scenario



Let us look at how commanders will use 3rd generation mine systems. Our small but

well equipped force is in defence in readiness for an impending attack by a superior enemy force. Our intelligence gathering agencies are working well (SAS patrols, satellite and photographic missions). This has enabled us to pre-dump all our various ammunitions and logistics stores in the areas of maximum efficiency.

The enemy advances towards our forces. The position facing the enemy is warned and it calls for an anti-tank minefield. The higher commander agrees and Iriquois helicopters fly over the defenders position dropping scatterable anti-tank mines. The defending commander also sends out hunter/killer Anti-tank teams that are equipped with short to medium range guided missiles.



The enemy force still mounted and not expecting to strike a minefield runs straight into the mines. Because the mines are so dense a number of AFVs are destroyed almost immediately. The enemy's AFVs are forced to slow down and visually avoid the mines. Then the defenders Hunter/killer teams open fire destroying more tanks and APCs. The enemy is forced to withdraw his AFVs and his infantry dismounts

to attack on foot. The defending Commander has already anticipated this and has requested a scatterable anti-personnel minefield. Once again the higher Commander agrees and a medium Artillery Regiment is ordered to fire a scatterable mine mission. The 155 mm guns of the Regiment deliver a heavy concentration of M692/M731 rounds each containing 36 M43A1 mines. When the mines strike the ground 7 trip wires are fired out from the body of the mine. The area between the defenders and the enemy infantry becomes a vast cobweb of mine tripwires.



When touched the mines bound into the air and explode at head height. The enemy start to withdraw but already the medium guns have increased their range and laid another minefield between the enemy infantry and their armour.

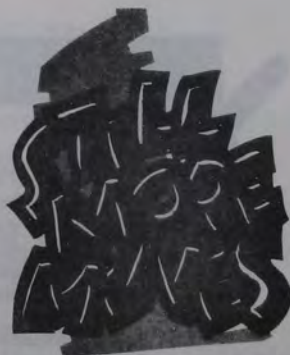


The enemy infantry is caught in the open, their attack has failed and they are destroyed by the defenders weapons.

The defending Commander now decides to counter-attack with his armoured reserves. The defenders tanks advance rapidly across the anti-personnel minefield. The exploding M43A1 mines have no effect on the tanks. Just before the tanks strike their own anti-tank minefield the defending Commander activates the mines self destruct mechanism and all the mines self destruct. The defenders tanks pass through the now safe minefield and engage the demoralised enemy forces.

Of course the scenario has been over simplified and many factors have been left out.

However much 3rd generation systems have improved the efficiency of minewarfare they do not have the ability to stop a potential enemy making preparations for an attack. 4th generation systems will prove to be much more efficient long range mining technique.



#### Outline of Fourth Generation Systems

Where 3rd generation systems are designed to be used close to friendly troops the doctrine has changed for 4th generation systems. They will be used deep in the enemy's logistical areas. Laying minefields deep to the enemy's rear, disrupting his lines of communication



and denying key areas would be of enormous advantage to the friendly commander. These sophisticated Wide Area Anti-armour Munitions (WAAMs) will be carried to their target areas by Precision Guided Munitions (PGMs). The new mine systems will not be laid in any linear formation but will be scattered in a random density with no discernable geometry. Therefore the enemy will not be able to deduce the area or density of these minefields. Because they will be delivered deep in the enemy's rear they will not need a highly accurate and timely self destruct mechanism. A reliable self neutralisation is all that is required.



Enemy forces will not have to come in physical contact with these mines as they will have an off-route capability. That is, the mines will lie in wait with a range of up to 50 m. When activated by either;

- a. ground vibration,
- b. sound,
- c. infra-red,
- d. visual siting,
- e. radar,
- f. some other method,



the mine will fire and home-in on the target which will be destroyed.

This system has obvious advantages;

- a. it will not require to be covered by fire and observation,
- b. targets don't have to strike the mine to activate it,
- c. mines can be laid close to roads and other areas suitable for denial to the enemy,
- d. minefields can be laid deep to the enemy's rear,
- e. such a system will have a profound psychological effect on enemy forces,
- f. there is no mine clearing system currently available to clear such a minefield,
- g. the 2 main principles in the use of minefields (disrupt and delay) are maximised.

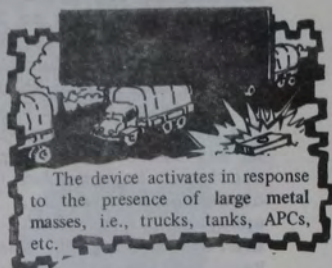




And how will these new mines be carried to their target areas? Well modern conventional aircraft might be suitable but perhaps a better choice will be the Cruise Missile (Air Launched Cruise Missile ALCM).

Just how will the targets be located deep in the enemy's rear. Some existing options include:

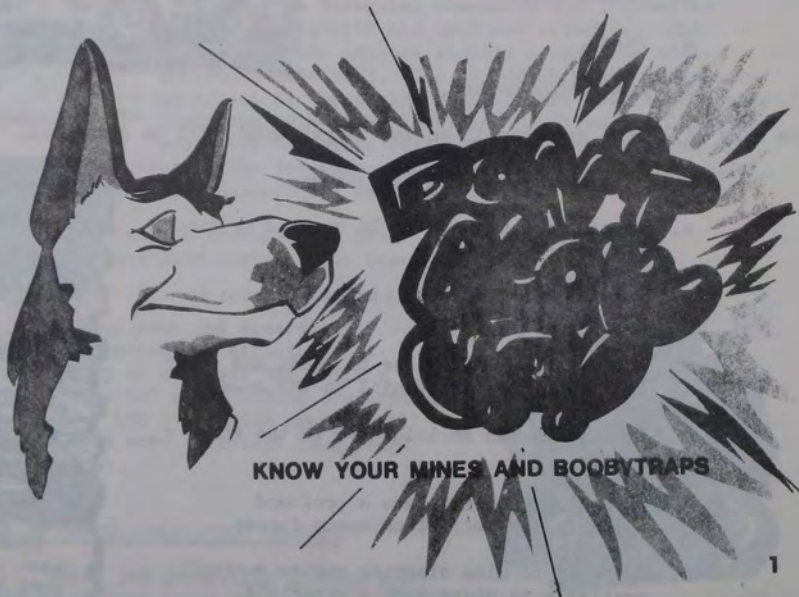
- a. long range SAS patrols,
- b. drones,
- c. satellites.



The device activates in response to the presence of large metal masses, i.e., trucks, tanks, APCs, etc.

### Conclusion

With these new mine systems it will be possible to disrupt and delay an enemy force while they are attempting to carry out preparations for their attack. It may be possible to stop an enemy attack before it even starts. And if an enemy knows his opponent has such weapons he will have to allocate much larger logistic forces to support his attack.



CHAPTER FOUR1 FIELD SQUADRONAppointments

OC	Maj A. T. Beaver
2IC	Capt J. H. Kamp
Trg Offr/ 1 Tp Comd	Lt G. A. Bruce
SQMS	WO1 R. J. Wright
Colk	Ssgt D. E. Trask
2 Tp Comd	WO2 R. D. Milligan

Postings Out

Cpl G. T. Jordan	to	WTD 14 Jan 80
Cpl W. J. Platt	to	Cadet Schools 28 Jan 80
Spr G. R. Harry	to	3 Fd Sqn 9 Apr 80
		Attached until then

Postings In

Sgt T. E. Gilbert	from	Fiji
Spr S. R. Allpress	from	Cadet Schools
Spr R. W. Darroch	from	Cadet Schools
Spr G. J. Fenton	from	Cadet Schools
Spr T. P. Kelly	from	Cadet Schools
Spr T. P. Little	from	Cadet Schools
Spr M. E. Moselen	from	Cadet Schools
Spr R. J. Radcliffe	from	Cadet Schools
Spr R. R. Tatham	from	Cadet Schools
Spr D. C. Theobald	from	Cadet Schools

Promotions

Sgt D. E. Trask	to	Sgt
Lcpl A. F. Jordan	to	Cpl

Marriages

Spr M. Henderson	to	Cathy nee Hicks 27 Oct 79
Spr B. Forsman	to	Glenda nee Ranby 8 Dec 79
Spr F. Curran	to	Jo-anne nee Kelly 19 Jan 80



-oooOooo-

Automation: Man's continuing effort  
to make work so easy that women will  
someday be able to do it all.

ATTEMPTED RECOVERY OF 18 CENTURY  
GUN FROM THE NORTHERN Wairoa RIVER

DARGAVILLE

On the 11 Nov 79 a four man team from 1 Fd Sqn was tasked to locate an 18 century gun from the Northern Wairoa River. The pers involved in the task were:

Cpl Sinclair C. W.  
Spr Bettison M. D.  
Spr Davies M. B.

Team arrived in Dargaville and were greeted by Capt Dixon (RNZCT) the local Recruiting Officer for Northland. Prior to our arrival he had organised accommodation at the Northern Wairoa Hotel (good to see that RNZCT were on the ball).

We then settled in at the Hotel and checked the bar out (not necessarily in that order). Then it was down to the task. We were given a broad area to search approximately 150 m along the river bank. How we organised the search was by starting at either end of the area given, and sweeping into the centre with mine detectors. However after two days of fishing out no parking signs, horseshoes and numerous other metal objects, we decided that the gun was more likely to be out further in the river than anyone expected. We came to the conclusion that it was obviously going to be a job for the diving team.



On the 18 Nov 79 a team of divers arrived in Dargaville to carry on the task, they were:



Sgt Osbourne J. W.  
Cpl Sinclair C. W.  
Lcpl Abernethy G. T.  
Lcpl Langford M.  
Lcpl Thompson T. M.  
Lcpl Hayes J. M.  
Spr Cooper L. T.

After a quick briefing the divers were in the water. Visibility was nil so the search was extremely slow. Apparently the river is one of two in New Zealand that flows upside down. However, this didn't discourage our fearless divers. Within 20 minutes of the search commencing Lcpl Thompson (Tomo) came to the surface with the good news that he had found it. We fastened lines to it and started pulling it in. When we finally pulled it ashore, to our disappointment it turned out to be an old pipe of some description. So, it was back to the task at hand. For two days we got the same results, nil.





Sgt Osbourne decided to call the search off because of the rip in the water and poor visibility.

The following day we loaded up our stores with the after effects of the previous night and headed back to Papakura Camp.

Cpl Sinclair

-oooOooo-

#### OPERATION REEF BLASTING (TUVALU)

On 31 July 1979 the 2nd Detachment left Mangere International Airport for Funafuti Tuvalu via Suva Fiji.

Team members were Sgt Renata, RNZE Cpl Toia, RNZE, and Cpl Broughton RNZEME (mechanic).



On arriving at Funafuti we were met by the Assistant Secretary to Government Mr Sio, who took us to the hotel we were staying in until our departure to Nui Island where the 1st Detachment was waiting our arrival and the initial change over of the teams.

The Reef Blasting team was under the command of Lt S. G. Ransley RNZE of 3 Fd Sqn.

We stayed in Funafuti for about seven days, and in that time all we did was a lot of swimming and getting used to the local customs and most of all their beer, which was Fiji Bitter or Aussie canned beer.

We left Funafuti on the 7 August for Nui Island by the local Island Trader the "NIVANGA" which was a cargo come passenger ship.

On the way it was relatively calm, but as the night came it gradually got rough and this did not agree with my other two team mates, they looked a bit green around the gills.



The trip took three days and by that time my two friends had found their sea legs.

On arriving at Nui Island we were met by the Team Leader Lt Ransley and members of the 1st Detachment, from there the off loading of our gear and the change-over was about to begin.

We had about 2 to 3 hours with the 1st team showing us around our new surrounds which was to be our home for the next 3 months.



For the next three months we carried on with the work from where the 1st team finished off which was cleaning up the harbour entrance and blasting the actual harbour. The work was very interesting, it varied from plant operator, and underwater dems, which broke the monotony of doing the same job all the time.

The people on the Island were very friendly and helpful and every week we were invited to share their mid-day meal with them, which was on a Tuesday and Wednesday.



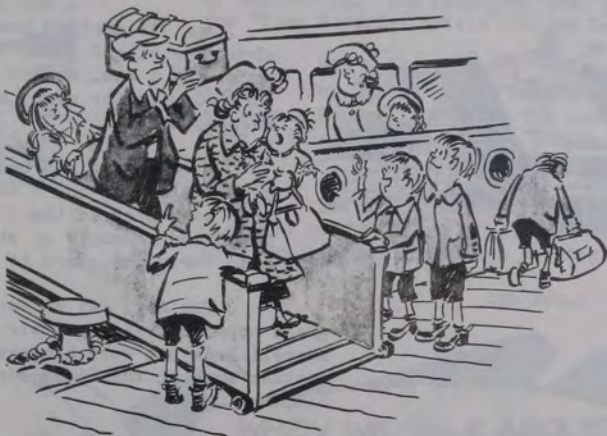
We had problems with our tractor. It, either had a flat tyre or a starter motor problem.

The task was involved around the serviceability of our tractor, if it wasn't working we had to employ local labour to shift rocks away from the harbour and push them into piles, about 50 metres from the harbour's edge.



Sappers Day was celebrated in the normal manner, the only difference being that we drank the local brew (Ka Oki Oki) which was made from the sap of the coconut tree, and it really had a kick to it, everyone enjoyed themselves.

The day, came when we had to say farewell to our local friends, and tears were shed for many of our friends that we had made while on the Island.



On arriving back to Funafuti, the task of storing and returning u/s gear back to NZ started which only took us about three days to complete, as we were in a hurry to get back home to our respective families.

All in all the Reef Blasting team enjoyed the work and the social life of the Island. The people on Nui Island were pleased with the job that was done by the Reef Blasting Team, and even some of the Government Officials at Funafuti.

So in closing, myself and other members of the Team congratulates our Team Leader Lt S. G. Rensley, on a job well done.

Sgt Renata  
1 Fd Squadron

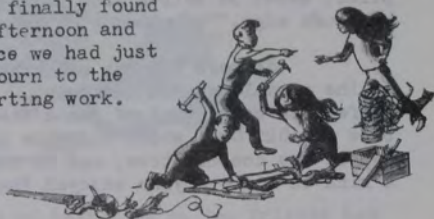


RAGLAN EXPERIENCE

On the 5 Dec 79 Lcpl Mike Payne, Spr Jim Simpson and myself left Papakura Camp at 0700hrs travelling down to Raglan to erect a concrete pad to hold a 25 pounder field gun at the Raglan Club.

Arriving at Raglan, we were a bit confused as where to go as none of us had ever been there before, so after a bit of touring around, we finally found the place. Being 3 o'clock in the afternoon and having had a hot and tiring trip since we had just come from Tokoroa, we decided to adjourn to the Club for a couple of ales before starting work.

We finished boxing up the pad at 7 p.m., then went back to our Motel to get showered and cleaned up, and then returned back to the bar to carry on where we finished off. We found the locals to be very hospitable and were even invited to a party after closing time.



We arrived back at our Motel about 2 a.m. and awoke at 7 a.m. to start work. By 1 p.m. we had finished pouring our pad with the night before's booze all sweated out.

We retired back to our Motel for a good clean up and a well deserved rest then went back to the Club for a quiet night and a couple of shouted beers and also for a few games of snooker.

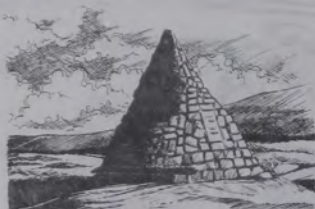
The next day we awoke early with great hopes of raiding their well talked about mussell-beds but were hampered by the bad weather much to the disappointment of Jim Simpson.

We finally left Raglan for Papakura about 11 a.m. and arrived back in Camp about 3 p.m.

Overall we enjoyed ourselves very much for the short period of time we were there, and wouldn't mind going back if ever the opportunity arose again.

Spr Haerewa

-oooOooo-



SAPPERS DAY SPORTS

With the threat of rain at 0800hrs we decided to have indoor games using the gym for basketball, the Cinema for volleyball and the rugby field for hockey.

Each troop entered three teams and each group went and played one sport for the two hours allotted. Each group came up with a winner and runners-up.

With all games over at 1500hrs we added up the points and found One Troop had come out the victors again. Then a shower and change and we celebrated Sappers Day like good Sappers do.

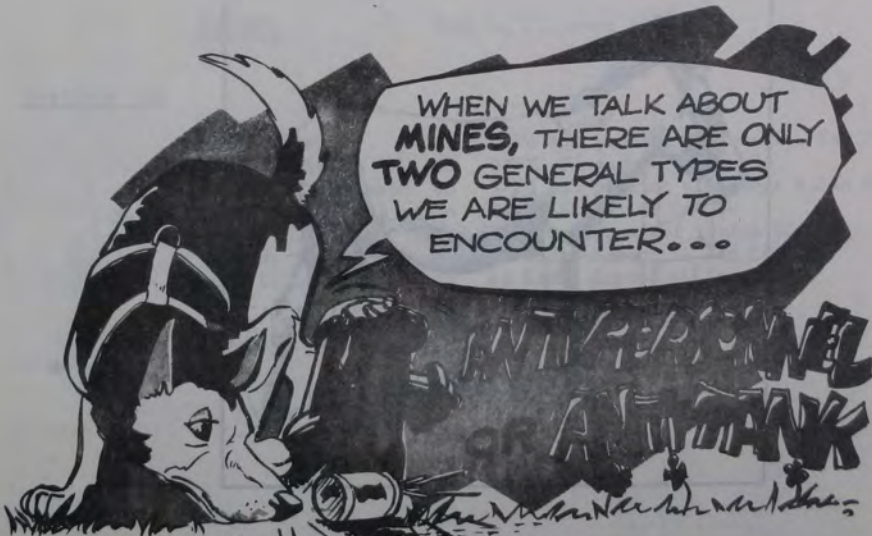


We had a good turnout of ex Sappers for the after sports function and a few words from the Col Commandant Col R. C. Pemberton MC and Bar ED. Col Pemberton then presented the "Tupe Memorial Shield" to One Troop.

The holders of the "Grump Shield" and the "Web Spoon" pasted on their awards to Murray Kendall for being the Grump of the Year and Langs Evans for the Strife Stirrer of the Year.

The day went off very well and finished about 2200hrs, with the evidence of a few hangovers the next morning.

Sgt Evans





EVEN PRIESTS ARE NOT INFALLIBLE

A new priest at his first Mass was so scared he could hardly speak. He asked the Monsignor how he had done.

"Fine" but next week it might help if you put a little Vodka or Gin in your water to relax you. The next week he put Vodka in his water and really kicked up a storm. After Mass he asked the Monsignor how he had done. He said "fine" but there are a few things you should get straight.

1. There are 10 commandments not 12.
2. There are 12 Disciples not 10.
3. David slew Goliath, he didn't kick the shit out of him.
4. We don't refer to Jesus Christ as the late J.C.
5. Next Saturday there will be a Taffy Pulling Contest at St Peters, not a peter pulling contest at St Taffys.
6. The Father, Son & Holy Ghost are not Big Daddy, Junior and the spook.
7. Moses parted the water at the Red Sea, he didn't pass water.
8. We do not refer to Judas as El Finko.
9. The Pope is consecrated, not castrated and we do not refer to him as the "Godfather."
10. When the multitude were fed with loaves and fishes, Jesus did not mention chips.





CHAPTER FIVE2 FIELD SQUADRONAppointments

OC	Maj A. Anderson MBE
2IC	Lt D. Begley
SSM	WO2 D. P. Cunningham
FOW	WO2 H. E. Chamberlain
SQMS	Sgt A. Brooker
Cclk	Sgt W. J. Beck

2 Works Team

AO	Capt J. Lock
Purchasing	WO2 D. R. Futter
COW	WO2 J. Greig

1 Troop

Tp Comd	
Tp Ssgt	Sgt K. W. Featherstone
Tp Sgt	Sgt J. M. Visser

2 Troop

Tp Comd	Lt P. F. Cosgrove
Tp Ssgt	Ssgt R. Hughes BEM
Tp Sgt	

3 Troop

Tp Comd	Lt A. F. Joyce
Tp Ssgt	Ssgt N. Mercer
Tp Sgt	Sgt E. L. Cox

Tpt NCO

Ssgt A. J. Brown BEM
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Postings Out

Spr J. Shearer	to	3 Fd Sqn pending discharge 4 Nov 79
Ssgt G. Findon	to	NZWFU Singapore 10 Jan 80
Spr K.M.G. Simpson	to	3 Fd Sqn pending discharge 8 Jan 80
Spr P. L. Baird	to	Civvy Street 13 Dec 79
WO1 I. E. Lamb	to	NZLF Takapuna wef 19 Jan 80
Ltcl N. E. Black	to	RF Cadet School 14 Jan 80
Ltcl D. L. Hornby	to	RF Cadet School 14 Jan 80
Sgt G. A. Kingston	to	RTU Fiji wef 12 Feb 80
WO2 H. E. Chamberlain	to	Army General Staff (soon)
Offr Cdt B. D. Kenning	to	Portsea, Australia, 7 Jan 80

Detached

Cpl S. Koko	to	SME (Fijian RDU)
Spr B. McLean	to	Ministry of Foreign Affairs (Moscow)
Spr M. McCarthy	as above	
Spr R. Armstrong	as above	
Cpl J. W. Greening	to	Operation Midford, Zimbabwe-Rhodesia
Cpl M. J. Vincent	as above	

Postings In

Spr S. A. Rodgers	from	RID Nov 79
Spr F. L. Webb	from	RF Cadet School Dec 79
Spr M.C.F. Smith	from	RF Cadet School Dec 79
Spr R. A. Seagar	from	RF Cadet School Dec 79
Spr W. S. Nathan	from	RF Cadet School Nov 79
Spr T. W. Johnston	from	RF Cadet School Nov 79
WO2 D. P. Cunningham	from	HQ Fiji Engineers Dec 79
Spr M. A. Burroughs	from	RF Cadet School Jan 80

Promotions

Lcpl F. J. Green	to	Cpl wef 9 Nov 79
Lcpl M. C. Earley	to	Cpl wef 9 Nov 79
Lcpl F. L. Kay	to	Temp Cpl wef 9 Nov 79
Spr J. B. Hammond	to	Temp Lcpl wef 9 Nov 79
Spr E.A.J. Henry	to	Temp Lcpl wef 9 Nov 79
Spr D. L. Hornby	to	Temp Lcpl wef 9 Nov 79
Spr H. Matehe	to	Temp Lcpl wef 9 Nov 79
Spr G. Nicol	to	Temp Lcpl wef 7 Dec 79

Matched

Lcpl Hammond to Miss Monica Low

Hatched

By the Begley's a daughter	- Amanda
By the Waitoa's a son	- Jeremy
By the Sue's a daughter	- Karen

Despatched

Nil



-0000000-

Sign in a laundry window: We do not tear  
your laundry with machinery. We do it  
carefully by hand.

DIARYNovember

The unit was involved in many varied activities. A second MACK truck course for drivers was required so Ssgt Brown and his merry men sorted that out.

Works tasks included a number of 25 pounder gun pads for the guns which the General was giving away. These were located at Levin, Wanganui and Stratford. As well as these, odd jobs at the Army Museum were required, apprentice houses at Waiouru were a continuing saga and at Linton work carried on in fits at the Corps Memorial. This was on the basis of when men were available.

19-30 November. Training is always on the mind of 2 Fd Sqn personnel. This month 2 Troop (which is the RRG troop) moved with the HQ troop to Waiouru to the RRG exercise. There the unit was practiced in camouflage, signals, movement and SOPs procedures - as well as being called on for real tasks. A small footbridge was required to be built/repared for National Roads board just south of WAIOURU. ATG required some oil sump traps to be constructed. MOW were to do these, but could not complete until well into 1980. The unit started these during the exercise, but another problem arose.

Someone blundered in WAIOURU. Someone at the Waiouru fuel point was not monitoring the off loading of fuel into the storage tanks. The result was a fuel spillage which flowed into the Waiouru stream. Elements of both 2 Field Squadron and 5 Spt Squadron were called out during the night and were on stand-by for three days. This took up part of the RRG exercise time, but was good for the unit because of its real nature.

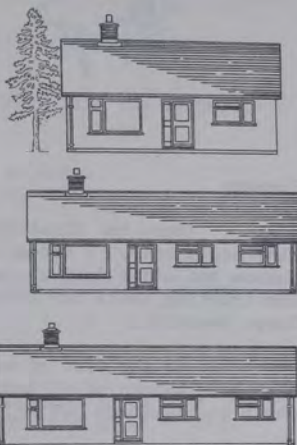
Sport. Lepl Black took part in a Round the Mountain relay. His team came 5th in the competition.

December

Was a month of winding down (or up depending on the circumstances). Some tasks were completed ready for handover whilst others had machinery brought back to the Unit for servicing ready for the new year.

Leave commenced for some early starters on the 8th but most were required through until the 14th, when all but a skeleton staff remained.

The Corps Memorial received a boost when all the blocks were laid and back filled. That completed the exterior walls to the required height.





"Stan' back. She  
nicht start  
onytime."



The unit had one or two requests for assistance after the 14th notably the oil sump problem in Waiouru. This we assisted. The other request which also came from Waiouru was just as the unit was closing down. This one was not agreed to.

Lep1 M. K. Anderson went off to Invercargill to play softball in the NZ Services team. Played 9 games, won 7 and the rest don't count.

### January

Here the first month is almost gone. The unit was off with a hiss and a roar. 2 Troop to Annual Camp, 1 Troop to apprentice houses, museum and other jobs in Waiouru. What was left of 1 Troop were employed constructing seats for Truppenamt II and placing the capping beam on the Corps Memorial.

At the time of writing it is not known what interesting things have been happening at Annual Camp so a report from that will have to wait until next Liaison Letter.



-oooOooo-

Don't let it be said that your brain  
is entitled to unemployment  
compensation.

Point to Ponder

Money is what things run into - and people run out of.

-ooo0ooo-

Instead of oil calming troubled water, it now makes waters troubled.

-ooo0ooo-

Can a comma make the difference between life and death?  
Consider the following:

Pardon impossible, to be shot at dawn.  
Pardon, impossible to be shot at dawn.

-ooo0ooo-

Tact is the ability to stay in the middle without being caught there.

-ooo0ooo-

My grandparents thought nothing of getting up at five o'clock every morning. I don't think much of it either.

-ooo0ooo-

FINDING NORTH BY DIGITAL WATCH AND SUNAim

The aim of this article is to provide a stand-by means of finding True North for those ill equipped navigators who, in peace time, are frequently in need of inspiration but rarely at a loss for excuses.

To find North by Digital Watch and Sun:

Step One: Find the Sun. This is done by looking skyward where a blinding glare, often accompanied by pain in the eyes, will indicate the direction of the sun. Alternatively, look at the ground (to find ground see Step Two) and find your shadow. Then, keeping yourself upright, align the tip of your shadow(S) with the top of your head (H) and slowly turn H through 3200 mils to look along the line S-H-Sun.

Step Two: Shadow Stick. Find a straight stick and place it upright in the ground (to find ground, look immediately below feet where ground will normally be parallel to and contiguous with soles of boots). Note that Stick (s) will cast Shadow (sh) on Ground (G).



Step Three: Clock Face. Refer to Digital Watch and ensure that time shown is correct by either:

- a. Checking with conventional watch owners nearby, or
- b. dialling 1194 on nearest telephone.

Then, having established the time of day, draw on ground (G) a conventional clock face around Stick (ST) using ST as pivot for clock hands not normally shown on Digital Watch. On representational Watch Face, draw in the hands of conventional watch at correct time of day as per Digital Watch.

Step Four: Aligning Clockface. Align the figure 12 on clockface with Sun (s) by rotating Ground (G) around Stock (ST) until figure 6 coincides with Shadow (Sh) to achieve the alignment 6-Sh-St-12-S.

Step Five: Find North. Draw a line on the conventional clock face from the Pivot (P) to a point midway between 12 o'clock (12) and the hour hand (H). This line, P-(12-H) should indicate NORTH. If in doubt, firmly shut eyes and spin around until you feel dizzy and fall down, whereupon after rising from Ground (G) there is at least a chance that you will be facing North (N).

Finally: If all else fails. REMOVE DIGITAL WATCH, swing it around overhead and let go. DIGITAL WATCH will then have gone WEST in which case True NORTH is probably over your RIGHT shoulder.

Instructor's Note. Finding North by Digital Watch and Sun should only be taught to advance Map Reading Classes, potential enemies and Taxation Dept employees. It is not taught to:

- a. Officer Cadets.
- b. Auckland Islanders.

-oooOooo-



A guide, showing an elderly lady through a zoo, took her to a cage occupied by a kangaroo. "Here, madam," he said, "we have a native of Australia."

"Good gracious," she exclaimed, "and to think my niece married one of them."



CHAPTER SIX3 FIELD SQUADRONAppointments

Appointments as at 23 Jan 80 are:

OC	Maj J. B. Bell MBE (TF)
2IC	Capt S. Dickson
AO	WO1 M.T.O.T. Nepia
SSM	Ssgt D. L. Berry
SQMS	WO2 F. J. Chick
Colk	Ssgt L. C. Nilsen
Tpt NCO	Lcpl K. G. O'Keefe
1 Tp Comd	Lt G. B. Manning (TF)
1 Tp NCO	Sgt W. D. Murphy
2 Tp Comd	Lt W. F. Thompson (TF)
2 Tp NCO	Ssgt D. G. Staines
3 Tp Comd	Lt A.J.C. Hague
3 Tp NCO	Cpl T. C. Shaw
Trg Offr	Lt S. G. Ransley

Postings Out

Ssgt C. J. Oliver	to	RF Cadet School wef 7 Jan 80
Ssgt G. F. Mitten	to	RF Cadet School wef 3 Dec 79
Sgt B. E. Meade	to	NZAMTC wef 4 Dec 79
Cpl P. G. Packer	to	Spt Br (Def HQ) wef 17 Dec 79

Postings In

Spr E. F. Davis	ex	2/1 RNZIR wef 1 Dec 79
Spr G. E. Hand	ex	2/1 RNZIR wef 1 Dec 79

Promotions

Lcpl (W) L. A. Duff	to	Sub Cpl wef 1 Nov 79
Lcpl T. W. Oakes	to	Temp Cpl wef 7 Dec 79
Spr G. H. McColl	to	Temp Lcpl wef 1 Oct 79

Discharges

Spr B. C. McEwen wef 1 Dec 79  
 Lcpl N. C. Shepherd wef 25 Dec 79  
 Spr T. C. Adams wef 11 Jan 80

-oooOooo-

"A Good Match"

It its true that money talks, the only thing  
 I've heard it say is "Goodbye."

-oooOooo-

Taxes could be much worse. Suppose we had to  
 pay on what we think we're worth.



ANNUAL CAMP 1980 RNZE

Annual Camp for 3 Fd Sqn came much earlier this year than last and involved a new approach to training that was reflected in the results that followed. Both RF and TF were thrown into a hell for a leather fortnight of training and exercises where sleep was at a minimum and work at a premium.



*"You knew when you married me that inspiring sagas isn't a nine-to-five job."*

We set out on Saturday the 5 January to an obscure racetrack at Motukarara close to Lake Ellismere. Night had fallen and well under way before we were all under canvas. The next day heralded the start to supply the troops with all the comforts of home with the exception of wives, girlfriends etc. The showers were put up and the bar facilities were sorted out. It wasn't until the 6th that our work really started for the 103 pers present at the camp.

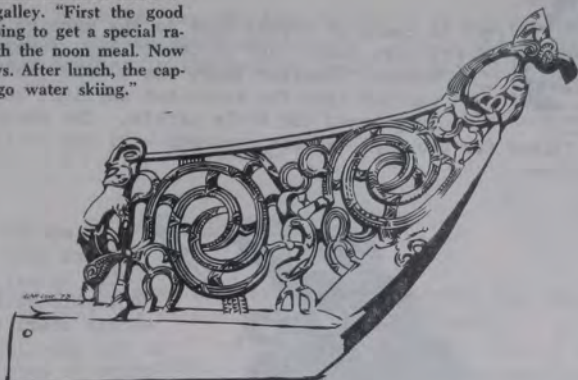
We had a round robin system for training where while 1 Troop did mine warfare, 2 Troop did boating in the new assault craft and 3 Troop was left with field defences. The instruction for minewarfare and field defences was of a particularly high standard, with WO1 Bruce and Lt Manning on mines and WO2 Johnson and Sgt Staines on field defences all giving their years of experience in a competent manner. The boating was different as we were the pioneers on finding the limits and safety factors regarding the use of assault boats. In effect we had as much knowledge on the subject as the instructors as to what to do.

As I was involved with 3 Troop we started with field defences. We were instructed on cat wires, low wire entanglements, double apron high wires, and stages one and two of field defences.

We moved to minewarfare and spent two days absorbing everything they threw at us. It was on the 11th that the only mishap occurred. The infamous assault boat accident which made a few eyes water. Mostly cuts



"I have both good and bad news for you men," declared the crew chief of the old slave galley. "First the good news. You're going to get a special ration of rum with the noon meal. Now for the bad news. After lunch, the captain wants to go water skiing."



on the head occurred with other minor injuries. Needless to say the nurses did more for rapid recovery than any treatment they offered at the hospital. After that episode a court of inquiry was formed to sort out the sordid details. Major Rickard and Captain White dealt with that and the results will help to form the basis of the safety rules that will govern the use of assault boats in the future. We finished our minewarfare and moved ourselves to the assault boats. After WO2 Watson had finished giving us an example of what's not supposed to happen to an outboard motor we went out to Lake Ellismere and practised our formation boating. However after four hours of this some of the more addicted smokers were starting to fell the birch, so calling a halt we climbed out into knee deep water, walked the required 30 m away and filled our lungs. Whilst engaged in developing lung cancer we stumbled across the fact that the Lake was a haven for flounder so with typical quick thinking a drag net was produced and a few hours later we had enough for a decent breakfast. We then formed up and as night had now fallen we started our manoeuvres up and down the Lake. At one o'clock in the morning we called a halt and headed home.

The next night saw us in position in Prices Valley. During the next night we moved out of the Valley and headed for Birdlings Flat for an assault on a small promontory further up Lake Forsyth. This was carried out without too many slip ups, although I think now that the assault pioneers might not want to walk "our" four hundred metres again with an assault boat and motor to carry as it turned out to be nearer 600 m. This mini-assault served to help sort out the problems that might arise when we did our main assault on Quail Island.



The next morning we were given detailed instructions by the Commander of the Assaulting Company to ensure everyone knew what was happening and what they were doing. Our attack was planned to happen at either five in the morning or five at night, but some sappers intelligently listened to Radio Avon who warned residents in the area that gunfire would





be heard at around five in the morning so most were prepared. We were taken over to Church Bay, formed up and waited till H-hour. However there was a delay while the safety boat was put into the water and daylight had considerably brightened the whole affair. The enemy party had been on the Island for two days and its strength - 24 was in a strong defensive position.



When we did set out, it was in three waves but the third wave got there just in time to see the end. One notable point that will bring either tears to your eyes or bring on the chuckles was the fact that, there we were cammed up from head to foot and then completed the ensemble with bright orange life jackets. However this was deemed necessary by the safety officer for all boating exercises. Pers involved in the enemy party will still vow and declare they shot the assault force to pieces and the attacking party are convinced its mission was accomplished without too many casualties. Still, whatever the outcome all involved learn't a great deal.

The war ended, we moved out to breakfast back at base camp, we cleaned the stores and prepared for the annual camp function.

That night a hangi was laid and after all had eaten the Seniors were invited to the OR's canteen. Among those were Lt Col D. J. C'Brien, the Chief Engineer, the Col Comdt, Col R. C. Pemberton and a good chorus was raised and I don't think anyone could fault the function.

All through the camp we received visitors who came to see engineers at work. They were:

Col Harris, Maj Williams, Brig Valintine, Col Mortiboy, Maj Hornbrock, Maj D. A. Cormack, Maj N. Bradley, Capt Webster, and the Camp Comdt Col J. M. Masters MC.

There were a few others in the camp who helped to keep the wheels rolling, the heart pumping and the stomach churning. We had two TF veh mechs from 2 CANTS. A TF Medic from 3 Fd AMB, 2 RF cooks from a Comp Sqn and 4 kitchen hands who made it difficult for us to distinguish between the tea and the hot water at smoko.

Saturday lunchtime saw the departure of 3 Fd Sqn from Motukarara Racetrack leaving peace and serenity after a hectic fortnight and ending another chapter in the book of Annual Camps.

Spr S. A. Wells

-oooOooo-

### THE BIG MOVE

The task was to move a prefabricated classroom from Fendalton Primary School, by road, to Hanmer Springs (in one piece).

On 12 Nov 79 nine guys, a landrover and stores truck left Burnham heading to Fendalton Primary School. The boss, whom was the only one of us that had been there before (on the recce) had trouble finding the school again. After a couple of u-turns we managed to find the place.



The building was approximately 10 m x 6.4 m and was situated in the middle of the school grounds, surrounded by trees. We were asked not to damage the trees when removing the building. Lifting the building off the ground was no trouble as there were no wires to cut or concrete foundations to worry about. The power wires overhead were disconnected, but we couldn't disconnect the trees.

When the building was two feet off the ground, rollers and long beams were placed underneath and the building laid on to the beams. Following this we hoped to be able to push the building out of the trees, even with the help of the landrover she was not going to move. By lifting the rollers up higher on one side to put the building at more of an angle, she moved easily. Once far enough out of the trees, we jacked the building up high enough for the transporter trailer to get underneath.



Later in the afternoon the civilian transporter arrived, and backed his trailer in. He lifted the building with the hydraulic trailer off the supporting boxes and lowered it down on to its deck where it would stay until Hanmer Springs. (Hopefully)

0630hrs the next morning the transporter was on the move with its house on its back. Moving through town was also like a turtle, very slow,



knocking a few power lines along the way. Once out on to the main drag the transporter driver didn't waste any time. He pulled into the Hammer Springs Forestry Hut area at 1115hrs. The building was placed on supporting boxes and the driver soon after disappeared.



Our accommodation was in the large main building, very much like a big house with a few bedrooms, a kitchen and bathroom facilities. Showers were in a shower block out the back.

The ground was hard and rocky, but gave us a good base for the piles. The level was set up and Wednesday and Thursday was spent digging and concreting in the piles. Friday the building was lowered into

position and the outside piles were wired on to the building. All tools were cleaned and oiled and placed back in the truck ready to move home in the morning.

A couple of the guys wives came through to Hanmer for a look around and stayed at the Army Motels. The local pub was a good pit stop after the days work and after the two mile walk there the beer was even more welcome. (The trip on the way back seemed further). The hot pools were also enjoyed after the days work. Meals were sort of a hit and miss but the food was always there, all you had to do was cook it. The deer stalkers amongst us didn't do any good, became bored and ended up having a blast at some quail with the shotguns. Everyone concerned had a good time, enjoyed the task with the added enjoyment of being in Hanmer Springs.



All materials including fuel was supplied by the Forest Trust Board.

(Test Your Knowledge)

Without having a second look how do you spell  
Ha .... Springs.

-oooOooo-

The greatest labour-saving device for some people is tomorrow.

-oooOooo-

The rainy days a man saves for usually come on his vacation.

-oooOooo-



Hammer Springs - If you don't believe me look at a map.



RIPAPA ISLAND

During October 1979 20 members of 3 Troop completed three tasks on the Island for the Navy League. The tasks were:

- a. Repairs to the Jetty;
- b. construction of a water tank cover; and
- c. laying a concrete floor in the galley.

The move to the Island was by road to Purau Bay and by LTR to the Island.

Two shipments were made by the raft before all stores personnel and equipment were safely on the Island.

Jetty

The jetty repairs took 11 days to complete and involved 50% of the manpower. The task was to; basically tie in the new piles, (drawn by the Lyttleton Harbour Board 1977), and replace the transoms and bearers where required. As the jetty was stripped the fun started. A fair proportion of the jetty just fell into the water, also it was realised that insufficient beams were available on the Island. A special trip to the Port of Lyttleton was made and after consultation with the Harbour Board four large beams were loaded onto the LTR and the return journey commenced. Half way across the sea started to get a little rough. Couple this with one motor being stopped, some of us started to worry whether we would make it. No real progress could be made forward so a course was set and eventually a small bay was reached which offered protection from the heavy sea and wind. Later that evening the LTR was moved to the moorings just off the Island. As and when required the beams were brought to the end of the jetty and winched into place.

Water Tank Cover

The tank was of concrete construction and divided into two parts by a concrete partition. After investigation it was decided that each tank had to be cleaned out and the water purified. As fresh water is a sacred commodity on the Island the idea was to pump water from one tank to the other, then clean the empty tank and pump the water, purifying at the same time, back into the clean tank then clean out the second tank. After an hour of pumping the question was raised, was the water level dropping? Yes came a happy reply, however two hours later no real progress was noticed. A frantic search revealed a joining pipe through the dividing wall. Justice was done later that evening in the Mess. It was obvious by the red faces of a Lcpl and Cpl that they were guilty or was it embarrassment? The tank cover was easily fitted the following day.

### The Galley Floor

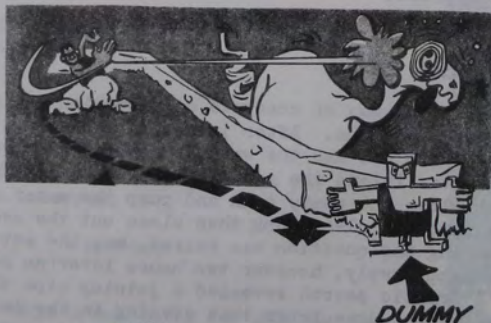
The galley floor was a good project for those who wanted the same experience as what must have been experienced by the prisoners who constructed the fort many years ago.

Rocks from the mainland were carted in a net via a flying fox and barrowed to the Galley area. Sand was transported by pontoon from a nearby beach. Two hundred bags of builders mix had been off loaded on the Island on day one, and the concrete mixed on site.



### Recreation

The total time spent on the Island was two full weeks. The first Sunday and second Saturday was set aside for recreation. The Saturday was an invitation, sent to wives or girlfriends and family, to spend the day on the Island. Although the weather was not the best, all had a good time.



-ooo0ooo-

A young boy was helping his grandfather dig potatoes. After a while, the child began to tire. "Grandpa," he asked wearily, "what made you bury these things anyway?"

CHAPTER SEVEN5 SUPPORT SQUADRONAppointments

The following are the appointments as at 1 January 1980:

OC	Maj C. R. Parker
2IC	Lt S.A.G. Foote
L/O Offr	Capt W.G.W. Williams
QM	2Lt W. D. Ryan
SSM (Acting)	WO2 J. H. Hendrick BEM
SQMS	Ssgt K. J. Avenell
Tpt WO	Ssgt G.E.P. Callaghan
Colk	Sgt R. W. Bulman
1 Tp Comd	Lt C. G. Shaw
1 Tp Pl WO	WO2 J. H. Hendrick BEM
2 Tp Comd	2Lt A. E. Wilson
2 Tp Pl WO	WO2 R. J. Stent

Postings In

Spr M. J. Cavanagh	from RF Cadet School
Spr J. J. Cochrane	from RF Cadet School
Spr P. D. Illston	from RF Cadet School
Spr A. M. McInnes	from RF Cadet School
Spr E. T. Atkinson	from 2/1 RNZIR
Spr D. J. Frandsen	from 2/1 RNZIR
Sgt R. L. Buchanan	from 1 Fd Sqn
Maj C. R. Parker	from SME
Cpl R. J. White	from SME

Discharges

Maj T. W. Dench

Promotions

Cpl Alexander	to TSgt
Lcpl Mabey	to Cpl
Spr Henderson	to TLcpl
Spr Kench	to TLcpl
Spr Knuth	to TLcpl
Spr Stephen	to TLcpl
Spr Stowers	to TLcpl
Spr Toheriri	to TLcpl

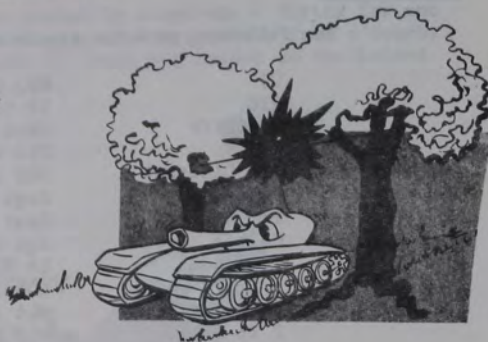
-oooOooo-

Rich people miss one of life's greatest pleasures - paying the last installment.



TrainingMINESWARFARE AND BOOBY TRAPS13/14 October 1979

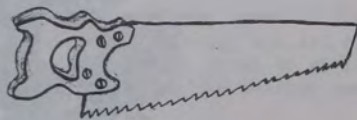
The troops were given revision in the application and safety with mines and booby traps. The weekend concluded with an exercise in setting and detecting of booby traps. Ten TF pers attended this training.

BASIC CARPENTRY AND CONCRETE CONSTRUCTION24/25 November 1979

This weekend was used to give TF personnel a basic appreciation of carpentry and concrete construction as preparation for the Solomon Islands deployment in May 1980. Two tasks around the Squadron area were used for instruction. A good turnout of TF pers attended.

Equipment

Relocatable Sawmill. The new equipment to replace the aged and ailing Logbolter has now arrived. It consists of a 1.2 m break-down saw and a 0.9 m breast bench, and is manufactured by AAE Ltd, Tauranga.



Before this unit is put into production there is a requirement to construct a concrete pad of approximately 230<sup>2</sup> m on which to anchor the sawbench/motor units. Once this has been completed the manufacturers will conduct a brief operators course and hand over the machine to the unit.

Specifications:

breakdown saw	1.2 m saw
max log length	5.5 m
engine	100 hp 6 cyl Ford diesel
Timber infeed	150 f.p.m.
breast bench	0.9 m saw
engine	60 hp 4 cyl Ford diesel
timber infeed	215 f.p.m.

Crushing Plant. The crushing plant has been running almost continually to try and keep up with the ever increasing demand for crushed metal. The most recent outputs include:

Camp Parade ground	2003 <sub>m</sub>
New FOL point	1503 <sub>m</sub>
10 Tpt Sqn HQ RNZCT	1003 <sub>m</sub>
Conway Road development	35003 <sub>m</sub>

still in progress

Most of the Field Engineers have become quite efficient in its operations.



New Excavator. On 28 Jan 80 WO2 Hendrick and three men travelled to 1 BSB Trentham to uplift the Units new International Hydraulic Excavator.

### Works

Conway Road. On 1 Aug 79 5 Spt Sqn was tasked to crush metal for Conway Road, also the removal of trees behind the PT Shelter where Conway Road comes through. On 20 Aug 79 the Conway Road alignment was pegged out. Earth works commenced on the 21 Aug, and continued into September as climatic conditions allowed. On 15 Oct 79 the second stage of Conway Road was started and a soft spot was hit where a membrane was used successfully. Drainage, curbing and channelling is to be completed before the top course is laid and brought up to tar seal standard.

New FOL Point. Earth works commenced on 21 Aug 79, with GILBARCO commencing their work a fortnight later. Their three tanks were unloaded on 12 Oct 79. Two large ditches were formed by the 966C front end loader, and the tanks lowered in by 410 crane. They were then back-filled and levelled and a load of sand placed on top of each tank site. A nib wall was constructed around the site and final grading of the Conway Road FOL point was completed on 17-18 Dec 79 and sealing completed on 16 Jan 80.



Home Valley Re-alignment. A TOD of plant personnel from 1 Tp 5 Spt Sqn left Linton on Monday 12 November 1979 to continue with the Home Valley re-alignment, returning on the 22 Nov 79.

We had our share of fine weather on this TOD but of course the favourite Maiouru weather set in. Workshop site and FOL point were set up by the big cut in readiness for the re-start in 1980. The TOD consisted of IHC trucks as the MACKS were on other tasks, so carting of metal from the No 1 quarry, situated halfway down the Argo side of Home Valley was a very slow process in order to keep the trucks on the road. Most plant jobs involved widening the road for sight distances in the area Dart Range-Burridge Estate Road. All plant had to be pulled off site on 21 Nov because of live firing in the area.

-oooOooo-

Taxpayer to Internal Revenue Service investigator: "But I insist, sir. My relatives are an organised charity."



A second TOD made up of the same troop, and under the watchful eye-ometer of Sgt Hapeta left Linton on 28 Nov and returned 12 Dec 79. Had a lot of fun on this TOD and shed a lot of sweat completing three cuts in eight days. There wasn't much time for bludgers.

All the cuts were very wet with the D7 and Birtley towed by winch through most of the construction. All three cuts are 80% and awaiting TOD's to begin in Feb 80 for completion. The only target left on Home Valley re-alignment is the big cut which in places is of 6 metres. No 1 Plant Tp has been tasked to finish the Home Valley task which with a lot of fine weather we hope to have completed by April 1980.

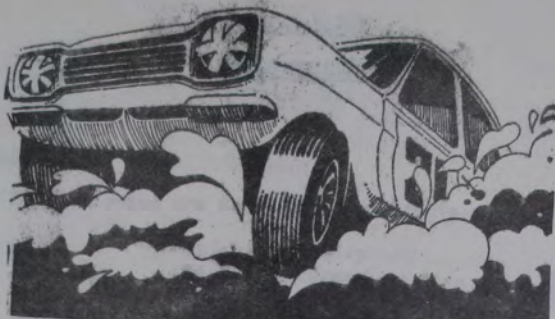
### Letters

#### HOW TO IDENTIFY AN ARMY CAR



- a. They travel much faster in all gears, especially reverse.
- b. They accelerate at a phenomenal rate.
- c. They have a much shorter braking distance.
- d. They can be parked in places where it is too dangerous or risky for privately owned cars.
- e. They can ride over gutters and kerbs at twice the speed of private cars.
- f. Their batteries, radiators, oil, and tyres never need to be checked.
- g. The floor is cunningly designed to double as an ashtray.
- h. They use only high-octane petrol and spilling when filling does not damage the paintwork.
- j. They never need to be put under shelter at night.
- k. They can be driven as far as 100 km with the oil warning light flashing.
- l. They need cleaning less often, especially the inside.



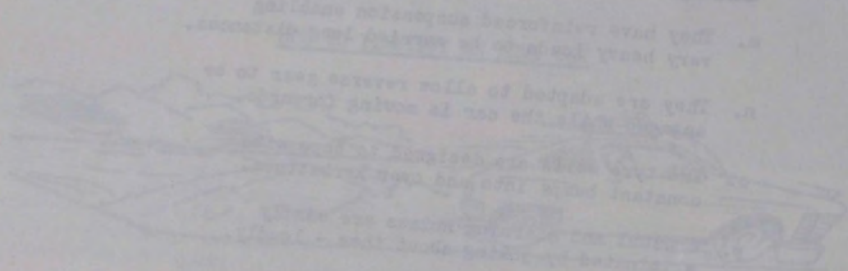
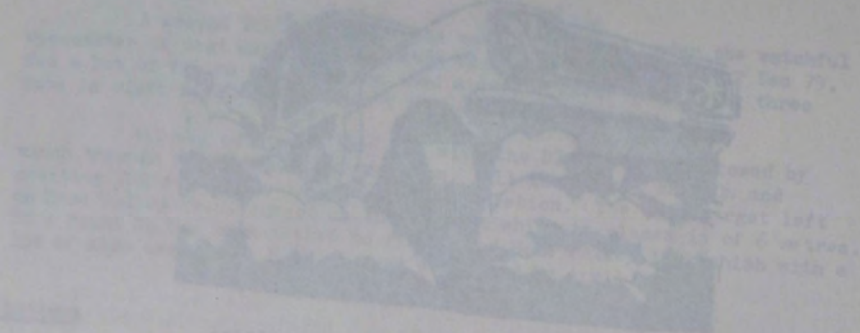


- m. They have reinforced suspension enabling very heavy loads to be carried long distances.
- n. They are adapted to allow reverse gear to be engaged while the car is moving forwards.
- o. The tyre walls are designed to cope with constant bumps into and over kerbstones.
- p. Unusual and alarming noises are easily eliminated by joking about them - loudly.
- q. They can be left anywhere unlocked.
- r. They have extra long life batteries so it is unnecessary to switch the lights off at night.
- s. Army cars with flat tyres can be driven long distances to the nearest workshop thus avoiding the need to change wheels or even carry a spare wheel.
- t. They have excellent cross-country performance for recons.
- u. They are especially water and sand proofed for journeys through rivers and along beaches.
- v. It doesn't matter what goes wrong with them as with a bit of luck the blame can be shed to an earlier or following driver, and
- w. they are reserved for important people.



#### LAST POST

Spr Tommy Clarke was killed in a car accident at Palmerston North on 9 November 1979. He was buried with full military honours at Rotorua on 14 November 1979.



1. They have returned to their former place of residence.

2. They are expected to return to their former place of residence.

3. They are expected to return to their former place of residence.

4. They are expected to return to their former place of residence.

5. They are expected to return to their former place of residence.

6. They are expected to return to their former place of residence.

7. They are expected to return to their former place of residence.

8. They are expected to return to their former place of residence.

9. They are expected to return to their former place of residence.

10. They are expected to return to their former place of residence.

11. They are expected to return to their former place of residence.

12. They are expected to return to their former place of residence.

13. They are expected to return to their former place of residence.

14. They are expected to return to their former place of residence.

15. They are expected to return to their former place of residence.

16. They are expected to return to their former place of residence.

17. They are expected to return to their former place of residence.

18. They are expected to return to their former place of residence.

19. They are expected to return to their former place of residence.

20. They are expected to return to their former place of residence.

CHAPTER EIGHT6 FIELD SQUADRONAppointments

The following are the unit appointments as at 30 Jan 80.

OC	Maj D. J. Powley
2IC	Capt T. E. Jones
SSM	WO2 A. J. Oliver BEM
Trg WO	WO2 P. A. McKeany
R & LO	Lt (W) R. E. Thompson
SQMS	Sgt D. R. Greeks
Colk	Sgt J.L.L. Cubitt
Trg Ssgt	Ssgt S. M. Ross

Posting Out

WO2 P. A. McKeany to 5 Spt Sqn as SSM  
WEF 10 Mar 80

Posting In

WO2 P. Munro from 2 TFR as Trg WO WEF 3 Mar 80

Promotions

Lcpl D. M. Stott to Cpl

Births

To Capt and Mrs Jones a son on 25 Nov 79.

Marriages

Sgt J.L.L. Cubitt on 3 Nov 79.

Officers and SNCO's Tactical Study

The Squadron held a Tactical Study for Offrs and SNCO's on the 24-25 Nov 79. Those who attended were confronted with a number of TENT problems as well as presentations by the OC, 2IC and SSM. The weekend was quite successful and the unit thanks Maj Broadbent (Def Wks) and Capt Radford (2 Fd Sqn) for acting as Syndicate Directing Staff.





### Grenade Training

On the 27 Nov 79 WO2 McKeany and Ssgt Ross travelled to ATG for grenade refresher training with WTD. Having thrown grenades both were eligible to conduct the Squadrons grenade training at Annual Camp.

### Annual Camp Reconnaissance

The OC and training staff made a brief trip to Waiouru on the weekend of 1-2 Dec for the purpose of recon our Annual Camp training zone. Much to their surprise gone were the pines and the whole zone was burnt and bald.



### Xmas Party

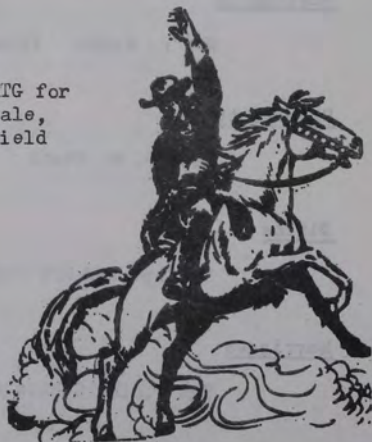
The Squadrons Christmas draw was a great success. The Colk walked away with numerous prizes much to the amused disgust of those present. The following day the kids had their own party. Jelly and ice cream, soft drinks, paper hats, chippies, sweets, and of course Father Christmas. For those adults who were recovering from the activities of the night before sanctuary could be found in the beer garden.

### Annual Camp 12-26 Jan 80

The Squadron camped in Zone 10 ATG for its 1979/80 Annual Camp. We went light scale, lived on ration packs, and practiced our field engineering.

Subjects covered were:

- a. Assault river crossings.
- b. Field water supply.
- c. Command and control.
- d. Unit movement operations, air, MT, and foot.
- e. Construction of wire obstacles and field defences.
- f. Minefield breaching and clearing.
- g. Grenade throwing.
- h. Aerial ropeways.
- j. Camouflage.
- k. The Class 30 trackway



Flattery is the art of telling a person exactly what he thinks of himself.



With such a large number of subjects to cover the Squadron Sappers were always on the go.

### Here and There

We understand 7 Fd Sqn is to be mechanised. That was an APC seen sticking out of the rear of their Officers/SNCO's Mess at camp.

During camp 2 Tp (Chick Troop) was attacked by 4 females, the SSM, Cclk, and a Sigs NCO. The attack thoroughly demoralised the troop and they refused to come out and fight.



-oooOooo-

The Judge looked up to see the familiar face of Sapper X before him. He said 'I've had you up here for speeding, drunken driving, reckless driving, illegal parking, driving a car without a license and warrant of fitness and the last time you were here I cancelled your driving license. Whats the charge this time?"

Sheepishly, Sapper X mumbled" Jaywalking, your Honour".



General Training

With such a large number of students in attendance at the General Training School, the school authorities have decided to divide the students into two groups, one for the day and one for the night.

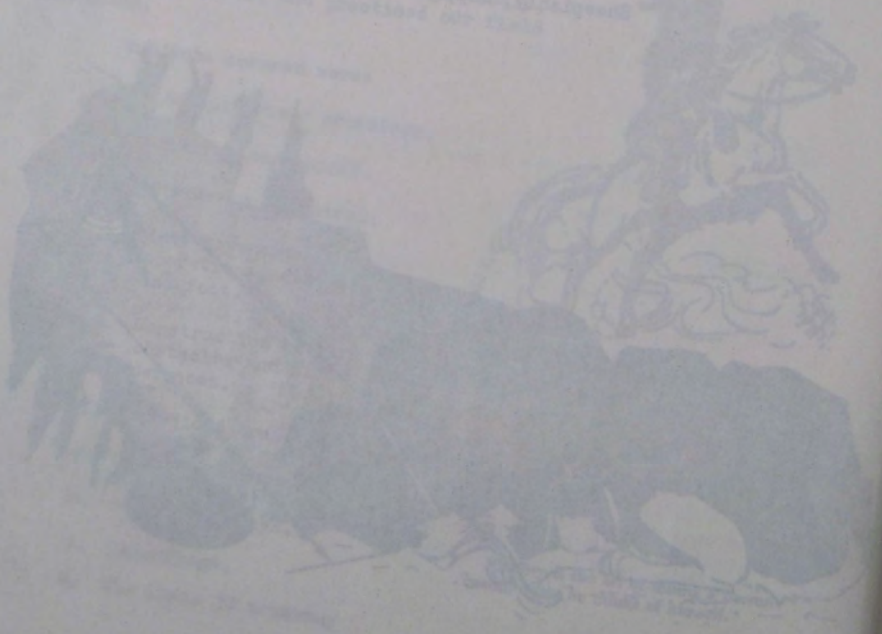
Day and Night

The students of the day school are to be instructed in the subjects of English, Mathematics, and Science. The students of the night school are to be instructed in the subjects of English, Mathematics, and Science.



—continue—

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Section

School  
Department

to a subject

The people like to be educated and to be able to read and write. They want to be able to do these things so that they can get a better job and make more money.

It is very important for people to be educated and to be able to read and write. They want to be able to do these things so that they can get a better job and make more money.



CHAPTER NINESCHOOL OF MILITARY ENGINEERINGAppointments

Chief Instructor	Maj R. A. Barrett
Admin Offr	Capt J.L.C. Alabaster
SSM	WOI H. J. Gallagher
SQMS	WOI R. J. Huggins
Cclk	Sgt K. S. McEwen
Snr Instr	Capt S.T.J. Rouse
Instr WO	WOI W. H. Lamb
Instr WO1	WO2 C. Walsh
Tpt NCO	Cpl C. J. Wilson

Postings In

Maj R. A. Barrett	from	NZWSU
Cpl K. C. Jones	from	WTD

Postings Out

Cpl W. G. Rudolph	to	WTD
Cpl R. J. White	to	5 Spt Sqn
Maj C. J. Parker	to	5 Spt Sqn
Sgt G. E. Corlett	to	5 Spt Sqn

Promotions

WO2 W. H. Lamb	to	WOI
----------------	----	-----

-oooOooo-

Senior Management

The first Senior NCO Management course was conducted at the School in November. Being a new course required for promotion to Staff Sergeant many of the topics covered had not been taught formally before.

As a consequence we were occasionally unsure of the best approach to a subject or whether or not we were teaching "grand mother to such eggs".

There was a well motivated group of SNCO's on the course with people like Sgt Everson etc. This led to a good deal of in-class discussion and the adoption of a seminar approach to a number of lessons. Sgts "Lang" Evans & Moors ensured there was seldom a dull moment while the constructive criticism both during the course and at the end of course discussion will benefit future students.

It may be interesting to note for future students that other Corps are interested in our course and are thinking of establishing ones on similar lines.

Excavator Operator Phase A 26 Nov - 7 Dec

A successful course with 3 students passing the Objectives with little problems. It proved that operators can load onto trucks with a dragline eh Mike. The students I am sure, know now how to change the different attachments with a few little four letter words thrown in to make the task go a little easier. They can now look forward to phase B with renewed interest but chaps, start off with a bare base machine. (otherwise you'll have to strip it down and start again like you did last time)

Course 6,24 AA Camouflage Instructor 26 Nov - 7 Dec

18 NCO's representing a variety of Corps marched into SME on the 26 Nov to spend two weeks refining the art of not being seen.

The course was somewhat restricted at times by a slight lack of serviceable vehicles but the intelligent blending of individual experience with course instruction led to the usual high standard being achieved without the usual spate of vehicle damage.



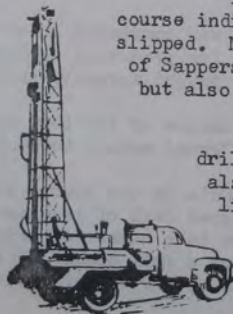
The RNZAF also came to the party (including a SNCC on the course) providing both a different point of view and a few thrills.

It was interesting to note the increased number of Military Police on the course. So look out heavy footed Sappers, that tussock bush sitting "inconspicuously" on the edge of the road might be an MP! Not that you'd be able to see him of course.

Medium and Light Drilling Rigs

For the first time in a number of years the Speedstar and Pilcon were formally taught on a course at SME.

The difficulty in obtaining instructors for the course indicated just how badly the state of the art had slipped. Not to worry, next year we should have a number of Sappers to call on who have not only completed the course but also done some continuation training.



The Speedstar and Pilcon were not the only drilling machines taught. Improvised drilling was also introduced as it "falls" within the bounds of light and medium drill rigs and maintains the art of improvisation. So just because you haven't got a beaut machine doesn't mean you can't put down some form of hole.

For those who are thinking of coming on the course don't be put off by rumours of a lot of theory. It is by rumours of a lot of theory. It is and must be essentially a "hands on" course specifically designed to rebuild and maintain the art of drilling.



RFMF/TDS TRAININGLinton Camp Duty Complex

The task has moved at a good steady pace since November last year.

Although the critical path was worked to incorporate a six day working week this has not been implemented to date. The working of nine hours a day, five days a week has been sufficient to keep the task running to schedule.



Originally the complex was to be broken into two stages, allowing enough carpentry training for both the 1979 and 1980 M.A.P. students. This however presented problems with broken contracts and tenders with our sub-trades, so it was decided to attack it as one continuing task. The change in plans was a good scheme as the complex should now be completed structurally by the end of March leaving only, painting, landscaping and roading to be done!



The Duty Complex has been an ideal task to train any junior carpentry blocklayer. It is a roofing masterpiece with five valleys, eleven hips and two french gables not to mention the flat roof areas.

The trainees have shown continuous improvement throughout the task and this is due mostly to the type of work the Duty Complex offers being a "new" building task. If trainees in future contingents are to reach the same level of competency as junior tradesmen it is essential that they be trained by doing new work rather than renovations.



The writer could go into a lot of detail about the stages of construction and the workmanship obtained during construction to date but this we will leave to your own judgement. The learnings and workmanship of the 1979-1980 training contingent stands and speaks for

itself.

The next Liaison Letter should give a final report of the Duty Complex and the new contingent who should arrive mid-April.

-oooOooo-

A person can accept not being worth his weight in gold. What's shattering is finding your're not even worth your weight in pork chops.



THE CIGARETTE SPEAKS

I'm just a friendly cigarette,  
 Don't be afraid of me,  
 Why all the adventures say,  
 I'm harmless as can be  
 They tell me that I'm your 'Best friend'  
 (I like that cunning lie)  
 And say you'll walk a mile for me  
 Because I satisfy.

So come on girlie be a sport,  
 Why longer hesitate,  
 With me between your pretty lips  
 YOU'LL be quiet up to Date.  
 You may not like me right at first  
 But very soon I'll bet,  
 You'll find you just don't get along  
 Without a Cigarette.

YOU'VE smoked one packet so I know  
 I've nothing now to fear,  
 When once I get a grip on girls,  
 They're mine for life, my dear.  
 Your freedom you began to loose,  
 The very day we met,  
 When I convinced you it was smart  
 To smoke a cigarette.

The colours fading from your cheeks,  
 Your finger tips are stained  
 And now you'd like to give me up  
 But, sister you are drained.  
 You even took a drink last night  
 I thought you would ere long  
 For those whom I enslave soon loose,  
 There sense of right and wrong.

Year after year I've flattered you,  
 And led you blindly on.  
 Till now you're just a bunch of nerves,  
 With looks and health both gone.  
 You're pale and thin and have a cough,  
 The doctor says T.B.  
 He says you can't expect to live,  
 Much longer thanks to me.

But its too late to worry now,  
 When you became my slave  
 You should have known your chances were,  
 YOU'LL fill an early grave.  
 And now that I have done my best,  
 To send your soul to HELL  
 I'll leave you with my partner DEATH  
 He's come for your - FAREWELL.

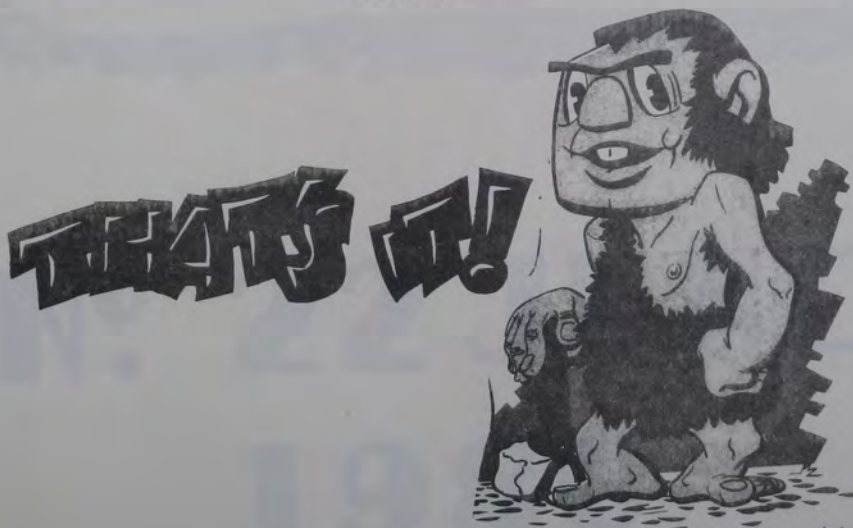
A QUOTE FROM A 1901 MANAWATU NEWSPAPER

"Our correspondent wishes to supplement the efforts of the Headmaster of Harrow, urging that immediate action should be taken 'To make the Army a more serious practical business profession for young officers that it has been heretofore; for in the past it has been, and still too much even now is, merely a social, easy club for the sons of wealthy men. As one of your correspondents says - and from long experience in Her Majesty's service I am forced to admit it - there is too much "style put on by our regimental officers." Our correspondent goes on to tell an anecdote of his father's which though we do not think it represents the feeling of the Army today, is one of those stories which explain the title "Cheesemongers" as applied to one of Her Majesty's regiments.

Second Lieutenant Fitzwoodle to Second Lieutenant Stevens: 'I say Stevens, is it true your father was only a storekeeper? Stevens: 'Quite true, what of it.' Fitzwoodle 'Oh, nothing; only it was a great pity I think that he didn't make you one!' Stevens: 'You think so? Well, opinions differ. But let me ask you, what was your father?' Fitzwoodle: 'My Father'. Why, my father, of course, was a gentleman.' Stevens: 'Aha! and what a great pity he did not make you one!'

Our correspondent is of opinion that unless, "this detestable spirit", is eliminated, the Army will suffer further reverses. Very possibly, if it exists; but our point has been not the snobbishness, but lack of the desire and the opportunity to take their profession sufficiently seriously, is what needs correction in the career of young Army officers of to-day.

-oooOooo-

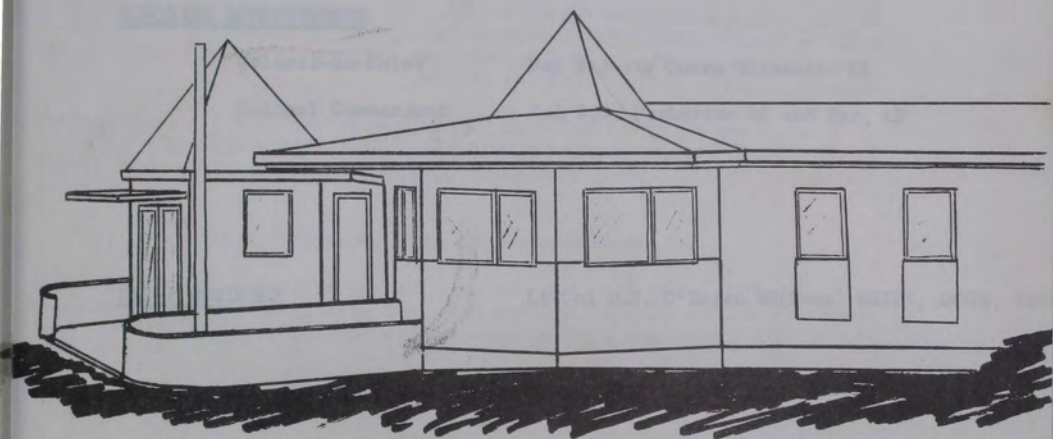






# R.N.Z.E.

## liaison letter



# Nº 22 JUNE 1980

R.M.Z.E.

liaison letter



No 55 JUNE

1980

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ROYAL NEW ZEALAND ENGINEERSHONORARY APPOINTMENTS

Colonel-in-Chief

Her Majesty Queen Elizabeth II

Colonel Commandant

Col R.C. Pemberton MC and Bar, ED

CHIEF ENGINEER

Lt Col D.J. O'Brien BE(Hons) MNZIE, ANZIM, RNZIE

21 July 1988



EDITORIALPREPAREDNESS

For all your days prepare,  
And meet them all alike:  
When you are the anvil, bear  
When you are the hammer, strike.

EDWIN MARKHAM

There is no doubt that Sappers are generally well prepared for trade and soldier skills but how prepared are we for life - the unexpected - the sudden challenge?

In today's mobile army, distance means very little, squadron tasks are often overseas, and many sappers are involved in these tours. Are we able to communicate and understand local customs and traditions? While we have little difficulty completing these tasks, how prepared were we before we left, how prepared were our families and how much preparation had we made to assist them? Having been overseas, how prepared are we on our return, to cope with the mundane everyday affairs which must continue to support training and tours in the future.

For many the completion of their engagement in the Army arrives too quickly. Twenty years is a very short time in the span of a life. Are we prepared to take a productive position in the civilian work force?

"Fortune favours the well prepared"

This quote from Pasteur leads one to believe that Baden Powells motto for the Boy Scouts "Be Prepared" is a must if we wish to maintain standards and keep ahead of modern developments and technology.

### III

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-ooo0ooo-

This Liaison Letter has been compiled by  
THE SCHOOL OF MILITARY ENGINEERING

-ooo0ooo-

Sapper units and associations may incorporate articles as extracts from this Liaison Letter in their own publications without seeking authority or making acknowledgement.

-ooo0ooo-

Contributions for the next Liaison Letter are required to be in the hands of the Editor by:

31 July 1980

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## CHAPTER ONE

### RNZE DIRECTORATE

(Army General Staff)

#### Appointments

Chief Engineer Lt Col D.J. O'Brien  
SCORE 2 Maj J.S. Hollander  
RNZE Clk WO1 H.E. Chamberlain

Since last going to print, this small cell has been almost completely re-staffed and reflects the appointments and personnel above.



Major J. Tymkin departed for the warmer climes of Fiji in February and was replaced by Major J.S. Hollander who "came in from the cold" of Freyberg Building Northern Wellington. WO1 B. McKernan was then the longest surviving member of the team but he too was on borrowed time. All nicely tanned from his excursion to the Solomon Islands WO2 Chamberlain came to join the team and was promoted T/WO1. WO1 McKernan had just a short time to show his relief??? some of the ropes before he too departed to take up an appointment at NZLF where promotion was awaiting him.

So now there is a new team at the top and perhaps a fresh breath of wind. Each of the staff are fitting into their jobs and imposing their character about the place. Obviously you will see all of us from time to time so don't be shy at coming forward when we are in your area to have a chat.



The following letter was copied from an old works file which shows that humour can be found in rusty corners. Mr Hodges a Member of Parliament for Palmerston North was writing to the then Minister of Defence. The cost was estimated at six pounds (£6.0.0)

248 Victoria Ave  
Palmerston North  
March 16th 1940

Hon F. Jones  
Minister of Defence  
Wellington

Dear Mr Jones,

Some time ago a strong wind blew a portion of the high street fence that fronts the Defence buildings here clean over; This has remained as it fell for such a lengthy period now that folks are wondering if there is any interest in defence affairs being taken; as a matter of fact it is a damn bad advertisement for the department, I find that the local Officer in charge has done all he can to have the necessary attention given, without result.

Could we have some strong Departmental RED TAPE forwarded ? just to tie it up.

Thine

Army Secretary.

For reply for my signature please.

18/3.40

*Immediate steps  
should be taken  
to have this fence  
repaired.*

## CHAPTER TWO

### NZ WORK SERVICES UNIT

#### NZWSU SINGAPORE

FE/OC	Sqn Ldr N.P. Moore, RNZAF
WAO/2IC	Capt T. Jones, RNZE
Wks Spvr I	WOI E.R. Elley, RNZE
Wks Spvr II	Sgt N.T. Smith, RNZE
Wks Spvr III	Sgt S.F. Harris, RNZE
Contracts I	WOI E.W. Bruce, RNZE
Contracts II	Sgt G. Findon, RNZE
Contracts III/ Cons Spvr	Sgt P.J. Nolan, RNZEME

#### Civilian Staff at NZWSU

GCO I Maint	Mr Wee
GCO I Purch	Mr Pali
GCO I Finance	Mrs Pauline Heng
GCO Clerk/Typist	Mrs Teresa Lim
Draughtswoman	'Jenny'
Overseer	
Conservancy Spvr	Mr Kan
<u>Woodlands</u>	Mr Lingham (Clerk of Wks)
<u>Dieppe</u>	Mr Yeo (Clerk of Wks)
<u>Tengah</u>	Mr Chin (Deputy Clerk of Works)

#### Preamble

Several changes have occurred since the last NZWSU contribution to the liaison letter with Terry Archer being posted to 1 Fd Sqn and promoted to WO2, Murray Holt and Major Barrett being RTN? to 2 Fd Sqn and CI SME respectively in Jan 80, Clare Chapman and George Goldsworthy returning to 1 Fd Sqn in May 80.

#### Activities

The main activity of the unit continues to be the upgrading and maintenance of all MQs and buildings used by NZ Force in Singapore.

Under the guidance of Eric Elley the new works and maintenance tasks undertaken by local contractors continued with the repaint of MQs at Tengah, the internal repaint of the ORs barracks at Dieppe and the reconstruction of the Tpt Sqn offices together with extensive refurbishment to HQ NZ Force (in the Naval Basin) being the most significant projects.

Sappers day by the unit was undertaken under the careful guidance of Clare Chapman. A fishing trip resulted with only one fish caught, nevertheless, a good day on the water was had by all.

It is appropriate to mention other sappers in Singapore:





HQ NZ Force SEA.

Lt Col H.E. Wedde, RNZE

(Our ex-CE enjoying a well earned 'rest' in the sun)

NZBSU.

WOI K.F. Mallock, RNZE

(Who also acts as the Comd's RSM, a task he is undertaking with credit)

1 RNZIR.

Spr R.S. Hooper

Spr B.M.J. Daly

Spr S.M. Both

Spr J.G.P. O'Dea

Spr D.P. Guthrie

Spr H.M. Harris

Spr J.G. Bassett

Spr S.A. Amos

Spr P.M. Gerrard

Spr S.T. Marsh

Spr H.M.R. Kaa

Spr T.H. Page

Spr J.H. Martin

Lcpl B.W. Jackson

Cpl A.R.M. Peters



## CHAPTER THREE

### 7 FIELD SQUADRON



#### Key personnel of 7 Field Squadron.

OC	Maj P.R. Goldsmith RNZE BE(Hons) PhD
2IC	Capt H.J. Kamp BA
LO/RECON	Capt G.C. Wilson BSc BE(Mech)
SSM	WOI J.E.J. Housham
Clk	Cpl (W) E.A. Gould
Trg WO	Ssgt S.M. Ross
FE Instr	Cpl A.B. Martin
SQMS	Vacant
1 Tp Comd	Lt C.I. Towers
1 Tp NCO	Ssgt W.K. Ruha
2 Tp Comd	Lt M.S. Harison
2 Tp NCO	Sgt R.P.E. Gardiner
Surplus	2Lt J.G. Ecroyd
	2Lt S.A. Lovell

On the first of April 1980, apart from being Aprils Fools Day, a Tuesday, just before Easter, a significant event for the Corps of RNZE took place. 7 Field Squadron, RNZE was officially raised in Auckland.

Periodically the NZ Army undergoes a reorganisation to better suit it to changing circumstances, such as political direction, finance and available resources. 1979 saw another change for the Army to the Land Force/Task Force concept and we in the Engineers are not immune, some of the more senior members can probably well remember the days of Independent Field Squadron and Construction Squadrons. As a result of this reorganisation it was decided to raise another Squadron in Auckland such that we now have 1 Field Squadron which is regular force and 7 Field Squadron TF with an RF Cadre both based at Papakura Camp.

It was in February some 40 years ago that another Engineer Unit bearing the number seven marched into Papakura Camp. 7 Field Company was part of the Divisional Engineers of the 2 NZEF serving in the Second World War and it is with a feeling of honour that we have the opportunity to continue the heritage of 7 Field which was started by fellow Sappers some 40 years ago. Below is reproduced a Short History of 7 Field Coy.

During the Second World War of 1939-45 the Second New Zealand Expeditionary Force which saw service in the Middle East and Italy had in its Engineer complement Divisional Engineers which included among its units 6 (NZ) Field Company, 7 (NZ) Field Company and a unit called 5 (NZ) Field Park Company. These units are the predecessors of the current 6 Field Squadron, 5 Support Squadron and our new 7 Field Squadron. Included in the Engineers of the 2 NZEF were Works Engineers such as Railway, Survey and Construction Companies, Transportation Engineers, the Railway Operating Companies, Resources Engineers, the Forestry Companies and other units such as Postal and Training.

A Field Company of the time consisted of 5 officers and 237 Other Ranks organised into a Headquarters and 3 working sections.

The key dates in the history of 7 Fd Coy are:

12 Feb 1940 - 7 Field Company marches into Papakura Camp.



2 May 1940 - 7 Field Company leaves New Zealand on the Aquitania from Wellington. Travelled to Britain via Australia and South Africa.

16 Jun 1940- Arrived in the Firth of Clyde (Scotland), disembarked and camped near Aldershot. Constructed facilities, trained and took part in local defence till Christmas 1940.

3 Jun 1941 - Embarked at Liverpool.

3 Mar 1941 - Arrived in Egypt at Port Tewfik, to Helwan Camp for three weeks then to Amyria Transit Camp.

3 Apr 1941 - Arrived in Greece, commenced work on an access road, prepared minefields etc associated with the withdrawal.

25 Apr 1941- Evacuated from Greece to Crete. After a few days recuperating attached to 5 Brigade.

3 May 1941 - Final deployment in the Maleme Area.

20 May 1941- Aerial invasion on Maleme Airfield.

31 May 1941- Evacuated from Crete, to Alexandria, there to Amyria Camp. Training then occupied the unit until mid-Sep when they left again for the desert.

11 Nov 1941- The unit left on an 'Exercise' which is now known as the 'Crusader' Campaign which saw the relief of Trobruk. After Christmas the unit was employed on building Defence Works.

2 Apr 1942 - 7 Field Company left Egypt for Syria where more training was undertaken.

15 Jun 1941- Return to the Desert and took part in various campaigns.

13 May 1943- 'FIRST ITALIAN ARMY SURRENDERED AT 1145 ON 13 MAY'. The New Zealanders returned to Egypt for some rest and more training.

3 Sep 1943 - First personnel from 7 Field Company embarked for Italy.

19 Nov 1943- Task over Road and Route Maintenance including crossings of the Sargro River.

6 Feb 1944 - Start of the Cassino Campaign initially with 7 Fd Company in a reserve role but later took an extremely active part.





14 Apr 1944 - Departure from Cassino and with the advance to Florence, Sario River and the Senio River.

2 May 1945 - End of the Italian Campaign.

31 Oct 1945 - 7 Field Company personnel marched in to 6 Field Company.

15 Dec 1945 - 7 (NZ) Field Company was officially disbanded.



"Mother says she doesn't want another tiger hunting holiday."

### The Tiger

In keeping with a tradition within the Field units of RNZE, 7 Fd Sqn have chosen as their mascot along the line of Cpl Coyote, the Red Rooster, Roadrunner, the Big Black Bull, not forgetting the Hon Truby King Esq...? a feline quadraped,

'THE TIGER'

We have also adopted the motto '7 Field

Squadron Tigers of the Corp'.

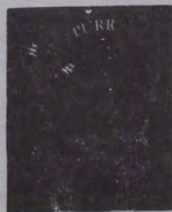
As we are only a few weeks old we don't have much to report in this section. One major item though.

Congratulations to our OC Maj Goldsmith who has just graduated Doctor of Philosophy in Civil Engineering.

I wonder what we call him, Major, Sir or Doc; what a line up of titles.

Til next time

The Tiger Scribe.



## CHAPTER FOUR

### 2 FIELD SQUADRON

#### Key Appointments

OC	Maj S. Dickson
2IC	Capt D. Begley
AO	Capt J.W. Lock
SSM	WO2 D.P. Cunningham
SQMS	Ssgt A.S. Brooker
FOW	WO2 M.G. Holt
Cclk	Sgt W.J. Beck
Tpt NCO	Sgt A.J. Brown

#### 1 Troop

Tp Comd	WO2 J. Greig
Tp Ssgt	Ssgt K.W. Featherstone
Tp Sgt	Sgt J.M. Visser

#### 2 Troop

Tp Comd	2Lt P. Weir
Tp Ssgt	Ssgt W.K. Leach
Tp Sgt	Sgt M.J. Vincent

#### 3 Troop

Tp Comd	Lt A.F. Joyce
Tp Ssgt	Ssgt N.H. Mercer
Tp Sgt	Sgt E.L. Cox

#### Postings Out

Spr K.M.R. Simpson	Civvy Street
Lcpl D.L. Hornby	RF Cadet School
WOI I.E. Lamb	HQ NZLF
Lcpl N.E. Black	RF Cadet School
Sgt G.A. Kingston	NZ Def - Fiji
Spr D.R. Tully	Civvy Street
Lcpl G.A. Tozer	Civvy Street
Spr W. Hapi	HQ NZ Def
Lt P.F. Cosgrove	6 Fd Sqn
WO2 H.E. Chamberlain	AGS
Capt R. Doran	Ex ANZAC Exchange

#### Posted In

WO2 M.G. Holt	NZWSU Singapore
Ssgt W.K.M. Leach	ex 1 Fd Sqn
Spr A.K. Spaans	ex RTD
Spr P.V. Good	ex RTD
Maj S. Dickson	ex 3 Fd Sqn
Spr P.F. Lepou	ex 6 Fd Sqn
Spr D.K. McLelland	ex RTD
Lcpl B. Church	ex 3 Fd Sqn
Lcpl G.S. Downes	ex 1 RNZIR

### Promotions

Spr T.B. Broughton	to	Lcpl
Spr L.W. Rowe	to	Lcpl
Lt D.J. Begley	to	Capt
Cpl M.J. Vincent	to	Sgt
Cpl S. Boyle	to	Sgt

### Hatched

By the Cosford's a daughter Tracey Ann

By the Wey's a daughter Tania Jacqueline

### Matched

Cpl J. Greening	to	Dee Dee
Spr A.L.W. Marsh	to	Sarah Hanson
Spr P.J. Hartley	to	Linda Marion Claperton

-ooo0ooo-

### Works

The main works task the unit is involved in is the Corps Library. The majority of the effort is being put into this task with a number of smaller tasks being cleaned up. The main bearers and posts for the roof have been positioned and a skeleton crew will be employed on the roof while the rest of the unit is deployed to the Solomons from 25 Jun - 12 Aug 80.

### Training

The unit has been involved in the Solomons since the Advance Party deployed on the 16 Mar 80. This party consisted of Capt Lock, Sgt Pycraft, WO2 Chamberlain, Lcpl Anderson, Lcpl Kitney, Spr MacKenzie from 2 Fd Sqn as well as two signal men and a cook. Their task was to set up a base camp for future deployments to operate from as well as purchase the materials needed to carry out the tasks. This they did under trying and humid conditions. They also created a very good impression with the local population which will assist future deployments. To date three phases have been deployed and returned home. They consisted of 6 Fd Sqn TF, 2 Fd Sqn TF, 5 Spt Sqn TF and RF. Progress to date: All tasks started have been completed. The final phase consisting of 2 Fd Sqn RF. Deployed on 25 Jun 80 and are due back 12 Aug 80.





ARMY MUSEUM WAIOURU

"If Ray Wills isn't overly busy, mayhaps I'd have a word with him?"

## CHAPTER FIVE

### 3 FIELD SQUADRON

#### Appointments

OC	Maj J.B. Bell MBE (TF)
2IC	Capt M.G. Thompson
AO	WO2 F.J. Chick
SSM	WO2 A.J. Sinclair
Colk	Ssgt L.C. Nilsen
SQMS	Cpl H.M. Shields
Spt Tp Comd	WOI M.T.O.T. Nepia
3 Tp Comd	Lt A.J.C. Hague
Trg WO	WO2 E.I. Watson
Clk of Wks	Ssgt D.G. Staines
Tpt NCO	Sgt C.D. Moors

#### Promotions

Spr M.R. Page	T/Lcpl wef 23 Jan 80
Spr I.D. Paterson	T/Lcpl wef 28 Apr 80

#### Marriages

Spr M. Heke

#### Births

Capt M.G. Thompson's wife a boy on 29 Jan 80  
Spr N.F. Martin's wife a boy on 9 Mar 80

#### TOD Overseas

Lt S.G. Ransley	Australia
-----------------	-----------

#### Releases

Ssgt J.G. Atkinson wef 18 Apr 80

#### Postings In

Sgt C.D. Moors	from 5 Spt Sqn
Sgt P.L. Jackson	from SME
Cpl J.M. Jensen	from 5 Spt Sqn

#### Postings Out

WOI E.W. Bruce	to Singapore wef 8 May 80
Lcpl Church	to 2 Fd Sqn wef 1 May 80
Cpl M.P. Shelford	to SME wef 1 May 80



## OLDIES V YOUNGIES

### RUGBY

Time: 1330hrs  
Day: 7 May 80  
Place: Coronation Park  
Weather: Fine

Like Vultures perching on a fence the Oldies were sizing up opposition ie Youngies. A-La-Carte 1330 the time had come, the Oldies took to the field like young chickens ready to devour the Youngies as though they were worms. The tempo at the start was fiery with the Youngies scoring first. The Oldies soon retaliated using their weight and knowledge to push the scrum over for a try. The Youngies Captain, seeing the power of the Oldies forwards quickly threw a faint so his team could have a breather. The Oldies sensing a kill quickly moved in and the second try was scored. The Youngies feeling a little meek after the Oldies fine efforts, came back and scored their second try. Half time score 10-8 to Oldies.

After a five minute break the whistle sounded for commencement of the second half. The Oldies realised the Youngies were trying to make a comeback. They used their initiative and employed kick and run tactics thus controlling the Youngies in their territory. Result of this rewarded in another fine try by the Oldies. The Youngies now completely battled by these old fella's stamina and stood dumbfounded. The Oldies took the ball from the Youngies kick off and with speed that would surprise most, another try was scored which left no doubt that the Oldies justly deserved to retain the shield they have held for the last three years.

HAPPY HOOKER  
OLDIES

### Unit Fitness Level

This unit would like to challenge any other unit to match these results.





Unit: 3 Field Squadron

Weather Conditions: wet and Cold

Date/Time: 28 APR 80

No	Rank		Age	RPL	Run		Pullups		Situps		Pressups		AVE	PASS/ FAIL	Individual Motivation Result
					Result	Scale	Result	Scale	Result	Scale	Result	Scale			
M856048	LCpl	G.M. McLintock	29	72	12.42	85			41	75	35.	85	8.6	PASS	+6.0 V Good
X4007	Sgt	W.D. Murphy	32	69	12.00	72			50	78	1.	11	5.6	PASS	+6.0 V Good
H44811	Cpl	H.M. Shields	29	72	14.45	73			48	70	13.	73	7.4	PASS	+7.0 Good
J47802	Spr	B.T. Buckingham	30	75	12.4	82			80	100	70.	80	81.3	PASS	+11.3 Ex
Y49177	Spr	B.D. Coad	23	75	14.70	76			65	97	48	98	89	PASS	+14 Ex
H48606	LCpl	M.J. Dew	26	72	12.20	88			74	100	77.	77	88.3	PASS	+6.3 Ex
R48982	Spr	M. Heke	20	75	14.70	75			50	78	8.	78	71	PASS	+7 Good
A47484	Spr	S.R. Flaws	30	75	11.58	84			60	81	70.	80	84	PASS	+7 V Good
U751658	Spr	G.R. Harry	21	75	13.7	82			60	88	72.	73	71.6	PASS	+11.6 V Good
F47546	LCpl	B. Church	24	75	13.00	84			80	100	75.	81	79.6	PASS	+14.0 Ex
E768319	Spr	B.A. Hodges	21	75	11.00	90			74	100	75.	75	71.6	PASS	+5.6 Ex
Q663288	LCpl	A.W. Cook	27	72	14.73	75			50	78	7.	72	75	PASS	+7 Good
T768470	LCpl	G.H. McColl	24	75	13.39	80			30	100	0.	0	76.0	PASS	+1.0 Ex
P48382	Spr	M.G. McGrath	21	75	11.51	90			6	83	75.	85	88	PASS	+13
F47470	Spr	A.P. McKay	20	75	11.33	86			50	78	71.	81	81.6	PASS	+6.6 V Good
T41659	Cpl	T.W. Oakes	30	72	13.07	83			52	80	26	76	79.6	PASS	+7.6 V Good
Q50039	Spr	N.F. Martin	22	75	13.16	81			107	100	70.	80	37	PASS	+12 Ex
P46818	LCpl	M.R. Page	21	75	13.23	81			60	88	71.	81	81.3	PASS	+8.3 V Good
I47252	Spr	I.D. Paterson	21	75	13.38	80			48	76	70.	80	78.6	PASS	+7.6 Good
K760021	LCpl	T.M. Pinga	27	72	14.45	73			46	74	71.	75	74	PASS	+7 Good
S46108	Cpl	G.L. Stack	23	75	13.24	81			62	7	30.	80	84	PASS	+9 V Good
G750515	Cpl	A.D. Stockwell	28	72	14.03	77			57	80	30.	86	81	PASS	+9 V Good
Y37949	WO2	A.J. Sinclair	38	66	13.45	79			53	81	33.	83	81	PASS	+15 Ex
R47855	Spr	R.C. Versey	20	75	12.09	89			120	100	38.	88	97.3	PASS	+17.3 Ex
J49481	Spr	S.A. Wells	19	75	13.09	83			56	84	37.	82	83	PASS	+8 V Good

Signature:

Date:





Mt Cheeseman and my part in its downfall (with a little help)

Monday the 14 April 1980 became the starting date for 3 Field Squadrons best job yet, only we weren't to know that. We set out in the morning in one RL and 2 Rovers. The RL went to Christchurch to pick up 300 m of Compressor Hose to supplement our meagre supply. We went as far as Springfield to wait for the RL. After some difficulty we located the Railway Cafeteria and worried the ladies behind the counter with the food being consumed, a train was due and they wanted something left for the passengers, so we left. A short time later we had the RL with us again so it was Mt Cheeseman or bust. About fifty k's later and five thousand fee higher the explosive rover had had enough, but it wasn't too bad it stopped 400 yards short of our temporary place of abode. The Ski Lodge



was double storied and was riddled with pot bellied stoves, we were greeted by an old retainer, still living his war experiences in Crete, whose name was Gordan (editors note: NO NOT SME'S GORDAN). However he was very helpful to all on our second day, he left. We got settled in and got gears ready to drill the first outcrop that afternoon but to our immense annoyance and extreme displeasure the Copco wouldn't stay alive long enough to do any damage to the rocks with the drills so we cooked tea and hit the sack.



The next day we had two successes we had the Copco fixed and Gordan consented to leave us by ourselves. We drilled the first outcrop and by teatime it was ready to blast. It was only about two hundred metres away so with some apprehension we pressed the button and showered the lodge under a hail of stones and anything else that happened to be on top of the explosives at the time they went off. We were living off rat pack of the 10 man variety so during the next four days every effort was made to conceal, camouflage or otherwise disguise the dogfood to look like something completely different, namely edible. Everyone took the ominous task to heart and strove so hard we actually enjoyed the meals we cooked. Norris McWhirter will hear of this achievement.

Wednesday saw us drilling in the morning and afternoon preparing for two blasts. The first in the morning and the second at afternoon smoko. We re-blasted the first outcrop into a decent track and cut out a ledge in the second and retired back to the lodge, barring a group of three who set off a beehive on the ski-lift track and successfully broke two windows.

Thursday was much the same routine with two blasts destined to make your eyes water at three hundred metres. Friday heralded our eminent departure and three simultaneous blasts. One Rover left and those remaining with the RL and Rover blew the last charges they then wound their way back to Burnham.

During the job we were diligently overseen by five and sometimes six Keas whose manner, characteristics and disorderly attendance at the lodge broke up the day somewhat and great restraint was placed on us to prevent annihilation of this gathering, although one of us did succeed in almost removing one from this physical plane of existence by feeding it a plate of straight undiluted rat pack stew. The bird never showed up for two days, proving it to be indeed the hardest alpine creature to have survived that terrible ordeal.

Gordan unable to resist a last look at the soldiers who could work unattended for a week, turned up on the last day and we wisely left him in peace or Crete, we were never sure.

It was a smooth job and could have lasted longer, but the system might get narked at a two year TOD on Cheeseman. Those involved were:

Lt A.J.C. Hague  
Cpl T.W. Oakes  
Cpl G.E.R. Taiatini  
Lcpl A.W. Cook  
Spr S.A. Wells  
Spr N.F. Martin  
Spr B.D. McLennan  
Spr M.G. McGarth



(S.A. WELLS)  
Sapper

## CHAPTER SIX

### 5 SUPPORT SQUADRON

#### Appointments

The following are the appointments as at 1 April 1980:

OC	Maj C.R. Parker
2IC	1t S.A.G. Foote
L/O Offr	Capt W.G.W. Williams
SSM	WO1 P.A. McKeany
SQMS	Ssgt K.J. Avenell
Tpt WO	Ssgt G.E.P. Callaghan
Celk	Sgt R.W. Bulman
1 Tp Comd	Lt C.G. Shaw
1 Tp Pl WO	WO2 J.H. Hendrick
2 Tp Pl WO	WO2 R.J. Stent

#### Postings In

Ssgt V.M.J. Hubner from SME  
WO1 P.A. McKeany from 6 Fd Sqn

#### Postings Out

Cpl M.J. Jensen to 3 Fd Sqn  
Sgt C.D. Moors to 3 Fd Sqn

#### Discharges

Spr D.J. Frandsen  
Spr P.T. Ridland  
Spr P. Paewhenua  
Spr B.R. Walker  
Spr M.C. Noble



#### Promotions

Spr S.R. Martin to TLcpl

-oooOooo-

#### Training: Scraper Course 6.35 Foxton Beach 20 Mar - 2 Apr 80

A successful course of three students who, under the careful instruction of Ssgt Hapeta and Sgt Corlett had no trouble in achieving the objectives. The rest of the course was made up of 7 pers from 5 Spt Sqn. The instructors were able to spend much more time with the three students; Sprs Illston, MacInnes and Cavanagh, much to their benefit as far as operating procedures went. Staff Hefferen assessed the students on their objectives.





Training was carried out at Foxton Beach, an ideal place for this sort of course. Personnel stayed at the Boys Battalion grounds and were able to take hot showers after work. Sgt Tom Growcott held the post of cook and must be congratulated on doing a great job - plenty of scones, cakes and pikelets for smokos went down well. And a first for the course - a Birtley scraper was taken down and hooked up to a D7E, an exercise which the students found most interesting.

#### Works: Home Valley Road Realignment

In February 1980 three TOD's went to Waiouru for the realignment of Home Valley Road. The TOD's were undertaken by No 1 Plant Troop 5 Spt

Sqn under the watchful eye of Sgt Alexander, and included 5 Cpls, 8 ORs and 6 mechnaics. The main aim was to finish the big cut which has to date had two seasons work done on it.

Work commenced on 14 Feb 80 finishing on 20 Mar 80. First two days were centered on the completion of three cuts begun in 1979. The big cut was completed using the D8H for ripping through some very hard darba, the D7E and Birtley Scraper, 3 D-Pulls and the D6C. The required level was reached in 5 days and weather-proofed. After inspection by the surveyor another  $\frac{1}{2}$  metre overall was removed from the  $4\frac{1}{2}$  metre cut to allow for 60 m sight distance. This took one more day to complete and the site was then okayed for metal.

As this was going on, the 966C, D7E and 3 Mack Trucks worked the No 2 quarry carting metal to a dump area near the big cut. The metalling took two days to complete.

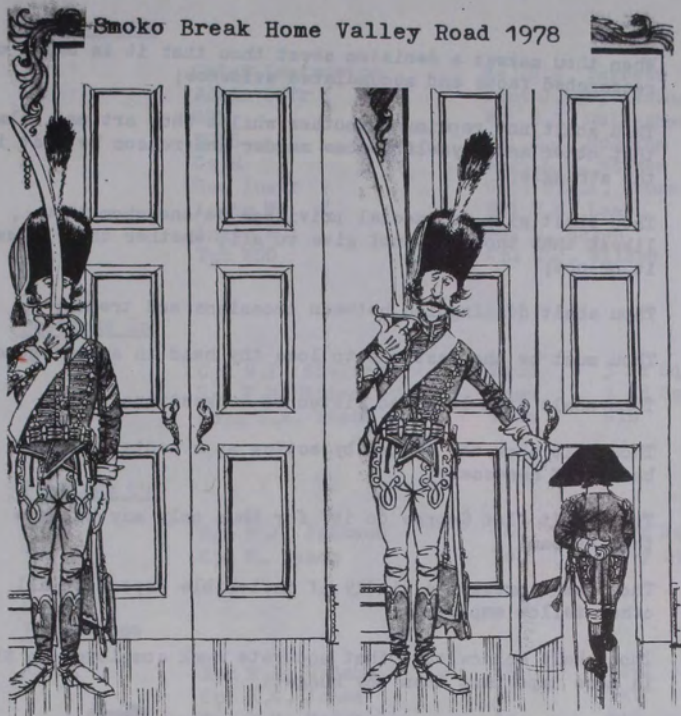
Once again, throughout the TOD the weather was against us and a lot of live firing in Home Valley Road also hampered things. As a result ATG had a good number of smaller tasks completed around the camp. Top soil was spread on Pierce Park (the Golf Course) and a lot of rubbish cleaned up around the camp and taken to the dump. The TOD also assisted 2 Fd Sqn with the emplacement of oil traps for QA Squadron.

The 79/80 work season has been a fruitful one having brought 4 cuts to 100% completion and one cut to 96% complete; so no doubt we will be in Waiouru next year.

Manawatu Youth Institute. 1 Troop were tasked with a job for the Manawatu Youth Institute which was done on an opportunity basis. The task involved three days and consisted of moving topsoil from the Prison Housing area for dumping on the Prison Football field. More work is in the offing for the Institute.



# Smoko Break Home Valley Road 1978



## THE TEN COMMANDMENTS

### FOR ADMINISTRATORS

1. When thou makest a decision seest thou that it is based on researched facts and accumulated evidence;
2. Thou shalt not reprimand another whilst thou art mad, else that other and thyself become madder and reason be lost in the struggle;
3. Thou shalt give no special privilege to one whom thou likest that thou will not give to all, whether thou likest it or not;
4. Thou shalt distinguish between occasions and trends;
5. Thou must be the last one to lose thy head in an emergency;
6. Thou shalt stop look and listen to suggestions;
7. Thou wilt show thy wisdom by acting as a mental waste-basket if necessary;
8. Thou shalt "let George do it" for thus only may he show that he can;
9. Thou shalt present a kindly if inflexible aspect to all other fellow employees;
10. Thou shalt acknowledge that accurate work completed on time is more important than thy budget.

## THE TEN COMMANDMENTS

### FOR THE SOLOMON ISLANDS CONTINGENTS

1. Thou shalt not expect to find things as thou hast them at home, for thou hast left home to find them different;
2. Thou shalt not take anything except work too seriously, for a carefree mind is the beginning of a good vacation;
3. Thou shalt not let others get on thy nerves, for thou art using up limited time to enjoy thy time away;
4. Remember thy passport, so that thou knowest where it is at all times, for a soldier without a passport is a soldier without a country;
5. Blessed is the man who has the right change in any country, for he shall not be cheated;



## CHAPTER SEVEN

### SCHOOL OF MILITARY ENGINEERING

#### Appointments

Chief Instructor	Maj R.A. Barrett
Admin Offr	Capt J.L.C. Alabaster
SSM	WOI H.J. Gallagher
SQMS	WOI R.J. Huggins
Colk	Ssgt K.S. McEwen
Snr Instr	Capt S.T.J. Rouse
Instr WO	WOI W.H. Lamb
Instr WOI	WO2 C. Walsh
Tpt NCO	Cpl C.J. Wilson

#### Postings In

Cpl M.P. Shelford	from	3 Fd Sqn
Sgt W.N. Stirrat	from	1 Fd Sqn
Lcpl T.A. Knott	from	WTD

#### Postings Out

Sgt P.J. Jackson	to	3 Fd Sqn
Cpl P. Lynch	to	Civy Street

#### Promotions

Spr M.J. Welsh	to	Lcpl
Cpl K.C. Jones	to	Sgt
Cpl B.M. Marshall	to	Sgt
Cpl Akari	to	Sgt

School of Military Engineering Motto

"Excretum TAURUS CEREBRUM VINCIT"

-oooOooo-

#### THE SME UNIONS

Four SME union members were in the hotel arguing the merits of their respective dogs.

The first member was a member of the Vehicles Union who said, "My dog can do maths calculations." His dog was named Bones and he said to the dog, "Go to the blackboard and draw a square, a triangle and a circle." The dog went to the blackboard and drew those things with ease.

The Amalgamated Plant Union member said, "I think my dog whose name is Swampy is better." Then he said to his dog, "Go fetch a dozen biscuits and divide them into four (4) piles." The dog then did this without any problem.



6. Blessed is the man who can say "thank you" in any language for it shall benefit him more than any tip;
7. Thou shalt not worry: he that worrieth hath not pleasure and for a few, worries prove fatal;
8. Thou shalt when in Rome do somewhat as Romans do, for when in difficulty thou shalt use thy common sense and copy the inhabitants with courtesy;
9. Thou shalt not judge the people of any country by the one person who has treated you badly;
10. Remember that thou art a guest in the Solomons, Yea, he that treateth his host with respect shall ever be treated as an honoured guest.

Bon Voyage!



"Goodness me! We don't all run about in silk shirts and Italian suits, you know."

The Liquor Trades member said, "They were both quite good, but I feel that my dog can out-perform both those dogs, his name is Colin." He said to his dog, "Colin, go and get a stubby of beer and pour 7 ounces into a 10 ounce glass." The dog then did this without a flaw. They all turned to the Chief Clerks Union member and said, "What can your dog do." The Chief Clerk then called to his dog, "Crome Dome, show these bastards what you can do, mate." Crome Dome went over and ate the biscuits, drank the beer, pissed on the blackboard, screwed the other three (3) dogs, claimed he had injured his back, filed a Workers Accident Compensation Form and shot through on sick leave.



-oooOooo-

#### Basic Field Course 6.34

A hard working crew of 28 sappers and one (W) sapper made up this outstanding course, who at times adopted the symbol of the "Mushroom".

This course adopted many new ideas with emphasis more on team work and the re-introduction of night work tasks, eg night breaching (without compasses and finding mines that weren't even supposed to be in the minefield).

The bailey bridge was also erected during the hours of darkness with a team of not less than 21 out of 29. The others were dispersed to duties such as camp picquet and rugby practise, which are still both waiting to be objectivised and written into the course reports.

Congratulations must go to Ssgt Foley in his successful piloting of the LTR, under the watchful eye of Cpl Palmer, through the Marina Gap under the cloak of darkness, not once but twice whereupon Cpl Palmer took over this amazing feat, employing the cliché "there's more than one way to skin (bounce) a cat". With this enthusiasm and determination he approached the gap and 15 to 20 minutes later was seen to exit the gap from the same entrance end, not backwards, but going forwards??



Two full weekends were employed in putting down and recovering LTR and AFB equipment for the NZ Rowing Champs at Lake Horowhenua.



The highlight of the course was the final exercise held in Santoft Forest for 5 days. Bridge and culvert constructing were the two main tasks undertaken as well as tree felling and minor tactics.

My apologies must go out to one of the forestry gangs, whom I'm led to believe were enjoying a brew up when they were over-run by Cpl Akari's Desert Rats, (and you thought forestry workers were slow!)

The award of the Best Sapper was made by Capt Rouse to Sapper K.W. Loft of 1 Fd Sqn and a cup for runner up was presented to Sapper (W) T. Rimene of 1 Fd Sqn.

#### RF Basic Field Engineering Course 6.2

30 keen and nearly reliable students attended and qualified on this course. Here we had a course with a difference, from Cadets to Firemen and ex Grunts (they saw the light) crawling in at the odd spots. This course will long be remembered with its pictorial display of the course progression. Some of the highlights being captured by a course clown (Birchall).

#### Cartoon Index.

Outboard Jetty	Lcpl Knott
LTR	Cpl Akari now Sgt
Spate	I can't remember but he is a Ssgt

Due to the censor the other cartoons cannot be displayed.

The course came to an end with a final exercise (Coverall ?) where all they were taught was put to practice.

The Best Sapper was Spr Tatham of 1 Fd Sqn.

-oooOooo-

#### RFMF/TDS TRG

#### Duty Complex

The Duty Complex progressed rapidly and was structurally completed by the end of March. However it is still not occupied due to holdups in electrical fittings and availability of plumbers to complete the task. Without any unforeseen problems arising it should be ready for opening by the end of July.

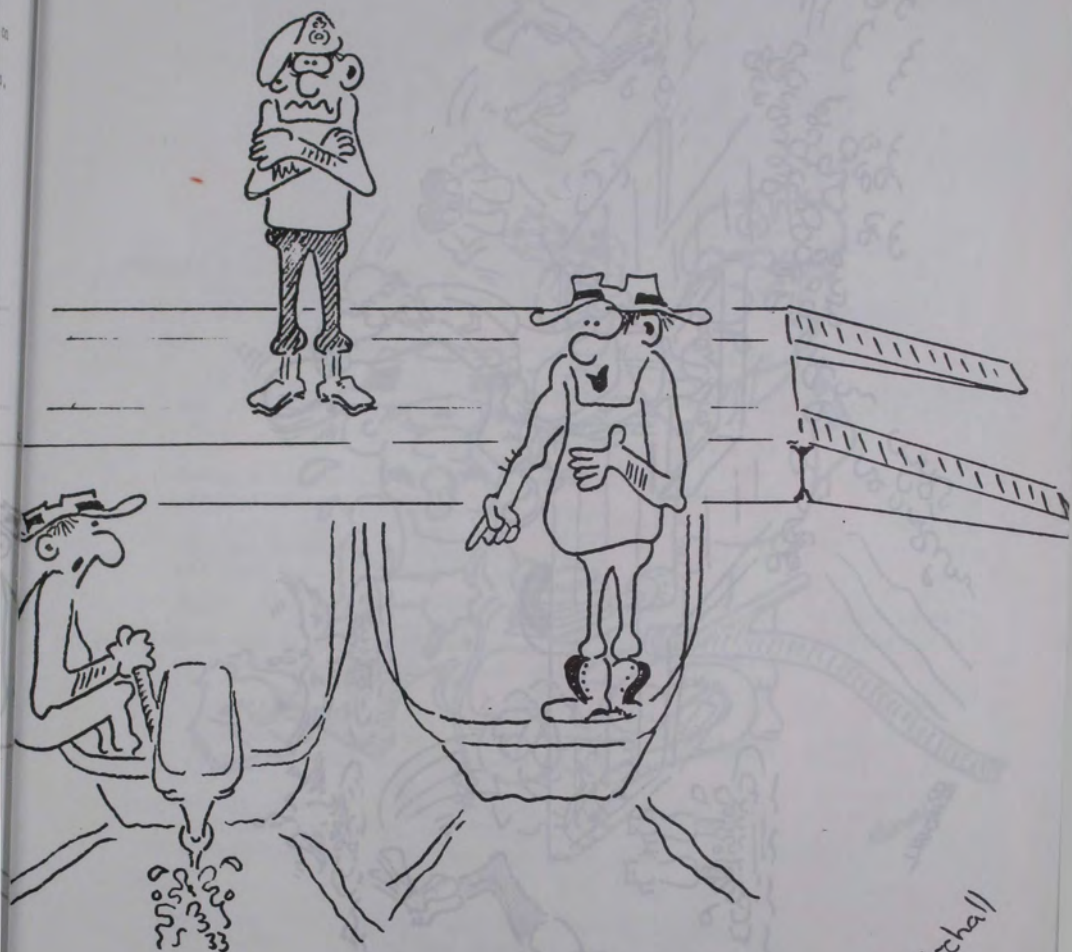
#### Change Over

Since the last Liaison Letter we have had a change of students and instructors.

The 79-80 students left for home mid-April and were replaced 3 days later by a new contingent consisting of 16 Fijians, (1x Ssgt, 1x Cpl, 3x Lcpl and 11x Sappers) 4 Tongans, (1x A Lcpl and 3x Ptes).

Lcpl "Bro" Broughton came to the wing from 2 Fd Sqn for the 1980 Trg period, whilst Lcpl "Boof" Greeve is catching up on some courses at SME.





Birchall

"IT Was There a Minute Ago !! Corp.."



!! Now if Muscle & Easy Start Don't Work ?!!  
! Switch on the Ignition & see what happens !!







### Training

Training has been running at a rather fast pace since the arrival of the new contingent. Subjects covered to date are:

Radio Procedure. Basics only.

Map Reading. Always good for morale, the ranges to the south of Linton tend to punish the bad navigators.

Watermanship. Carried out on the lagoon and Manawatu River, with the highlights being, an aqua sport competition with a basic course and the final exercise coming from Ashhurst back to Linton down the Manawatu River.

Weapon Training. Aply run by "Bro". It is the first time most students have touched an SLR.

First Aid. Run by an instructor from Med School Burnham, teaching basic first aid only.

Water Supply. Clarification, sterilisation, storage and distribution of water. Water point appreciations certainly have a wide scope.

FE Skills. Knots, lashings, aerial ropeway and many other engineer skills.

Engine Hands. Run by Cpl Wilson, this was a simplified course taken from the old engine hands course syllabus.

We had people who got married,  
 Who had babies that had to be carried,  
 We built a 56 m suspension bridge,  
 And climbed the Alps to the highest ridge,  
 We have worked hard to all hours,  
 And been rewarded by finishing every task of



Chainsaws. We were fortunate to have a representative from Husqvarna spend three days with the course covering most aspects of chainsaw maintenance and felling. A display of chainsaw capabilities will be part of the display to be held at SME on 16 July.

We have many more tasks and subjects in front of us over the rest of the FE phase of the course. Hopefully highlighting in a suspension bridge in Fiordland National Park.

Note: An asset on reconnaissance driving is W02 Eric Watson, he will ensure an eventful, sleepless and nerve racking journey.

#### A YEARS TRAINING

1979-80

We are the boys from Lecture Room Five,  
 We learn't all day to stay alive  
 We have built and done many things;  
 And suffered sandfly stings  
 From boating down the Manawatu,  
 To the trip we paid to Wellington Zoo,  
 When playing rugby we would always win,  
 For to us loosing was a sin,  
 We have travelled by air and sea,  
 And built the finest complex you could see,  
 Lots of carpentry we have done  
 And although sometimes with problems, we always won,

We had people who got married,  
Who had babies that had to be carried,  
We built a 56 m suspension bridge,  
And climbed the Alps to the highest ridge,  
We have worked hard to all hours,  
And been rewarded by finishing every task of ours

After all the many things we have learn't  
And done, it is time to leave for our homelands  
United as ONE

Sgt Larry Langdon

We thank all those who helped, and guided us during our course at  
SME.

Keimami vaka vinavinaka vei ira kece era veivuke ka vei tuberi  
vei keimami ena gauna taucoko ni neivami tiko vaka vuli ena koro ni vuli  
ni matai kei n ioinia na SME.

-oooOooo-

#### Medium Girder Bridge Instructors Course 10-28 Mar 80

The RNZE's biggest and brightest toy for many years, the Medium Girder Bridge (MGB) was used for the first time on 11 Mar 80.

The 5 bay single storey (SS) bridge was built by the MGB Instr course under the careful guidance of Mr Bob Farrar of Fairey Engineering in the UK.



Within two weeks the course was able to construct a 12 bay double storey (DS) MGB in approximately 2 hours.

The most challenging bridge built was across the Mangaore Stream at Shannon. The bridge was built across an old bridge site under the guidance of Cpl "Swampy" Marshall (now Sgt). Full marks to Swampy who even had WO1 Paul McKeany with his heels together.

The only disappointment was the lack of seniors on the course. The range of experience and background caused difficulties for Mr Farrar and resulted in not all students qualifying as instructors.



It was however pleasing to see three corporals come to the fore. Corporals Akari, Jones and Marshall all achieved very good results with Kenny Jones topping the course. All three are now Sergeants and provide the MGB expertise at the School.



#### All Arms Demolition Supervisor Course 8 Apr - 2 May 80

This course marched in on the 8 April and included two Fijians, two Indonesians, six Infanteers and two from SAS. Of this twelve seven were officers, two warrant officers and 3 OR's.

In all one of the most cheerful demolition courses to pass through SME for some students whose varied background was reflected in the very high standard of work produced in three languages.

#### Crusher Course 5-16 May 80

What is more important, maintenance or operation? This was the question asked of seven students who attended (and passed) the pilot phase of the crusher course.

Originally planned for five working days, various maintenance problems came to light and the course was extended to 10 days. Because of the excellent attitude displayed, in relation to preventative maintenance, all faults were corrected with time available for actual operation. Other facets covered were the preparation of both primary and secondary units for air transport, and a visit to a local metal supplier in Palmerston North.



"Ha, ha! Very funny. Now one of you get off."

## CHAPTER EIGHT

### ARTICLES

#### CHANGI INTERNATIONAL AIRPORT

VISIT BY COLONEL R. McL. DICKIE, OBE

AND MAJOR R.A. BARRETT, RNZE

TUESDAY 18 DECEMBER 1979

Colonel Dickie and Major Barrett were fortunate enough to be able to visit the Changi International Airport development during Dec 79 as guests of Mr Goh Keng Chew (Assistant Director Changi Airport Development Authority).

The development of a new international airport at Changi is indicative of the resolve of the Republic of Singapore to be "not only up with, but, ahead of the play where possible". In the mid 70's the capacity of Paya Lebar was seen to be approaching its limit and a decision was made to construct a new international airport at Changi and at the same time to extend passenger handling facilities (opened Feb 78) at Paya Lebar as an interim measure. The new airport at Changi will open in Feb 81 with the completion of phase I, with phase II to follow in late 82.

The physical progress on the ground is no less impressive than the planning statistics. More than half the site has been reclaimed from the sea and is now 6.5 m above mean sea level.

	<u>Phase I</u>	<u>Phase I and II</u>
Airport Grass Area	870 ha	1663 ha
Runways (20R/02L)	4000 x 60 m	Parallel 3355 x 60 m with future extension to 4000 m
Separation of runways		164.3 m
Movements per hour	40	80
Taxiways	9480 x 30 m	17310 x 30 m
Passenger capacity	10 000 000 per annum	20 000 000 per annum
Terminal, five storey sited between runways	220 000 m <sup>2</sup> floor area	
Aircraft loading bridges	22	30
Aircraft Parking (B747 or larger)	45	55

Passenger	38	46
Cargo	4	6
Maintenance	3	3
Flight Kitchen	50000 meals/day	
Control Tower	78 m high	
Access road	Dual 3 lane carriageway - East Coast Parkway extendable to dual 4 lane. Separate dual 2 lane road to cargo terminal. Two lane single carriageway roads 26,5 km.	
Car parking	2138 coaches : 62	
SIA Maintenance Hangar	3x B747 clear span	
Fuel Force	With pipeline connections to a jetty for direct supply from oil tankers and system of underground hydrant refueling system at all passenger and cargo docking positions.	

A feature of this development is the particular attention given to landscaping and conservation of run off water for process use. Major civil engineering is being undertaken by the Singapore Public Works Department and major structures by contract (Japanese contractors) understood to be by direct payment by the Singapore Treasury. The construction involves many interesting methods to achieve consolidation of the reclamation, and throughout demonstrates engineering skills and project management of a high order.

Colonel Dickie and Major Barrett were fortunate to have Mr Liew Mun Leong, (a Higher Executive Engineer), the senior soils engineer, to undertake the show round of the project. The afternoon's visits were a pleasant and professionally interesting diversion from other duties. Colonel Dickie was required to perform during his short stay in Singapore.

-oooOooo-

#### 6 INDEPENDENT FIELD SQUADRON, RNZE

#### 6 FIELD SQUADRON, RNZE

1959 - 1980

1980 marks the 21st anniversary of the formation of 6 Independent Field Squadron (now 6 Field Squadron) and it is proposed to hold a 21st birthday function at the Squadron, Pattie Street, Petone, during Labour Weekend 25 to 27 October 1980.

Present and former Squadron members interested in attending are cordially invited to apply for registration forms at the earliest opportunity from;

Organising Committee  
6 Fd Sqn, RNZE  
Pattie Street  
PETONE



Regretably the Organising Committee does not have the addresses of many former Squadron members, so please spread the good word.

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# RNZE CORPS FUNDS COMMITTEE

## ITEM/PRICE LIST WEF 8 FEBRUARY 1980

Hat Badges, Offr/OR	(now on sale at DSS or 1BSB)
Badges, pocket, wire type	£6.40/ea
Badges, pocket, cloth type	Nil stocks
Flashes, shoulder, RNZE	80 c/pair
Ties, Corps (RNZE)(Wide)	£3.75/ea
Badges, lapel, RNZE	£1.50/ea
Transfers, RNZE	20 c/ea
Ribbon, Corps ( $\frac{1}{2}$ "	10 c/ft
Writing pads, Corps (50 sheet)	£1.20/ea (very limited stock)
Note paper (folded) Corps	40 c/50 sheets
Christmas Cards, Corps (incl envelope)	25 c/ea



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## WRITERS GUIDE

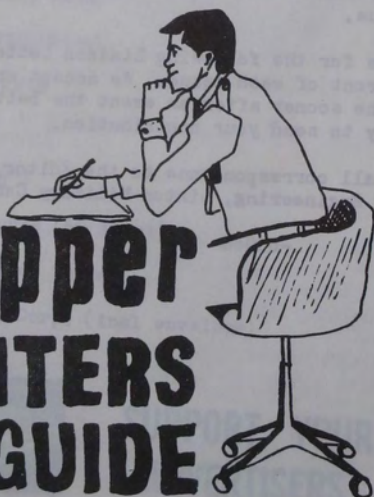
- READERS** The RNZE Liaison Letter is read by serving RF and TF Sappers, a wide cross section of personnel of other Corps, retired sappers as well as various service libraries. Most of our copies end up in civilian homes.
- WRITERS** We have no complaints regarding the material forwarded so far but we would like more contributions to interest our junior NCO's and Sappers. We encourage that group to be more forthcoming with articles and views.
- SUBJECTS** Our aim is to provide information on all sapper-orientated subjects including history (old and recent), equipment, tactics and techniques and to provide forward looking and thought provoking articles.
- STYLE** We desire to print readable articles and try to fit the style to the subject matter. We edit all manuscripts if necessary for conformity and authors should not take offence at this. Major changes are made only with an author's consent.
- COPY** Hand written or typed is acceptable.
- LENGTH** We publish short or long articles and have no wish to inhibit authors.
- ILLUSTRATIONS** Line drawings enhance the attractiveness of an article and suit the method of photostat reproduction used. We do what we can, but our resources are limited and would prefer they came from the author. Black and white photographs can be reproduced.
- COPYRIGHT** Individual author copyright can be protected on request. This is not normal for the Liaison Letter and in most cases the Editor will grant reproduction authority with each issue.
- TIMING** Deadlines for the following Liaison Letter are published at the front of each issue. We accept articles at any time. The sooner after an event the better. Now is not too early to send your contribution.
- CORRESPONDENCE** Address all correspondence to the Editor, School of Military Engineering, Linton Military Camp.

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# CONTRIBUTIONS

# WANTED

## sapper WRITERS GUIDE





RNZE

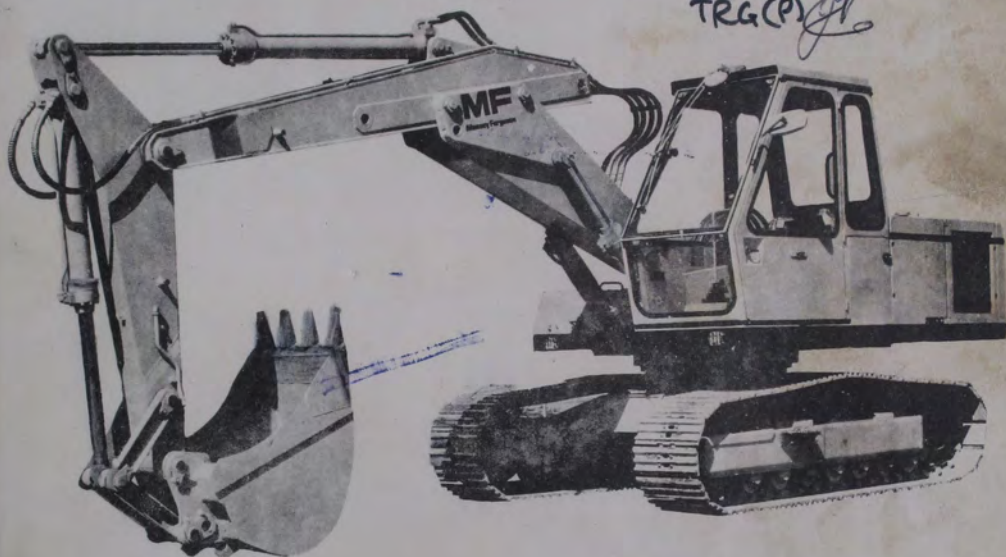
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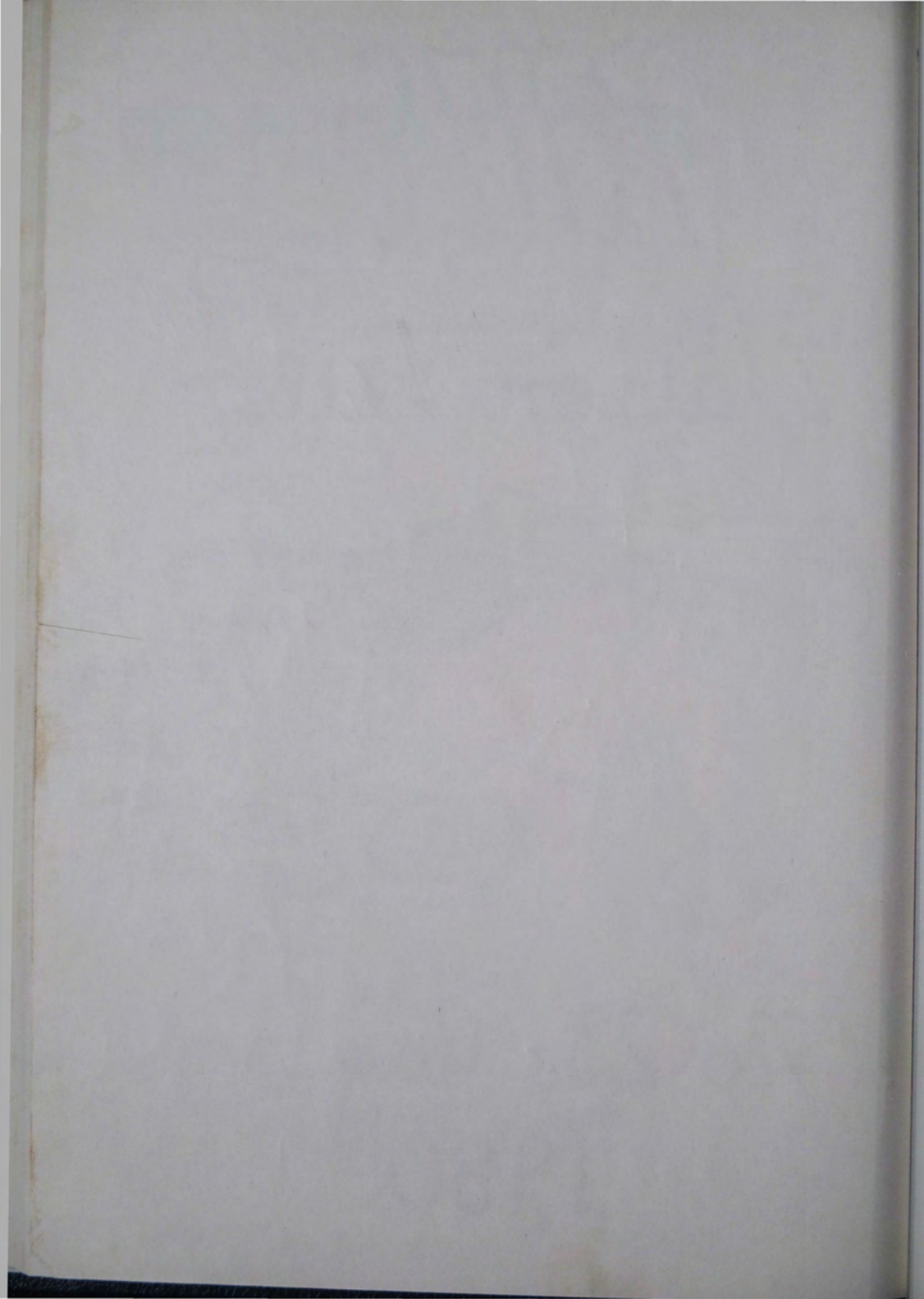
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# Liaison Letter

TRG(G) *[Signature]*  
TRG(P) *[Signature]*



No 23 August  
1980



# THE CORPS OF

## ROYAL NEW ZEALAND ENGINEERS

### HONORARY APPOINTMENTS

Colonel-in-Chief

Her Majesty Queen Elizabeth II

Colonel Commandant

Col R.C. Pemberton MC and Bar, ED

### CHIEF ENGINEER

Lt Col D.J. O'Brien BE(Hons)MNZIE, ANZIM, RNZE



## II

### A MESSAGE FROM THE COLONEL COMMANDANT

I was delighted to see something of the work done in the Solomon Islands and there is no doubt of the high regard of the villagers for the Sappers. It is good too to know that the work has been given wide publicity in the New Zealand newspapers.

Isn't it grand that, as part of army training, the Sappers can do works of such benefit to and so much appreciated by others.

I well remember that in the 2nd World War during spells between fighting when other arms were resting, doing routine training, or just being bored, there were always tasks for us Sappers helping the rest of the Army (as well as to fight and move) to just live. We built camps, barracks, roads, drains, culverts, bridges, dug-outs, improved water supplies, built sports grounds and even swimming baths and arenas for concerts. These were generally normal engineer works but with many interesting variations to suit the local scene.

Such opportunities still exist today and at every annual camp and often between times, Ubique! - everywhere the Sappers go there is useful work to be done to help the local inhabitants.

Sappers, you are very lucky people!

Anyway, I was proud on the inspection trip with the Chief Engineer and party to the Solomons to see and hear of the grand job being done by our Sappers.

As I have said before - "Well done, you'll do me! Keep up the good work!"

Dick Pemberton  
Colonel Commandant RNZE

### III

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-oooOooo-

This Liaison Letter has been compiled by  
THE SCHOOL OF MILITARY ENGINEERING

-oooOooo-

Sapper units and associations may incorporate articles as extracts from this Liaison Letter in their own publications without seeking authority or making acknowledgement.

-oooOooo-

Contributions for the next Liaison Letter are required to be in the hands of the Editor by:

17 November 1980





## LETTER TO THE EDITOR

Dear Sir

I would like some space just to say "thank you" to all those people who visited, wrote to me or sent cards or other messages during my recent hospitalisation. The expressions of goodwill from so many members of our Corps were mightily appreciated and strengthened my determination to get well again as soon as possible.

I was lucky. I had only a small coronary or heart attack but I have learned that people are able to recover from quite large ones as well. A pamphlet issued by the National Heart Foundation gives some interesting data which may be of interest to other readers:

What is a Heart Attack? (Also known as a coronary). The blood supply to a part of the heart muscle (the engine of the pump) becomes cut off because the arteries have thickened inside. Thus, that area of heart muscle becomes damaged and scarred and is unable to pump blood around the body.

Why do Arteries Become Blocked? The three main factors are:

- a. Increased blood pressure,
- b. increased blood fats, and
- c. cigarette smoking.

Other factors which may contribute are:

- d. Physical inactivity,
- e. diabetes,
- f. excess weight, and
- g. mental stress (in some patients only).

Everyone can see where he fits in this list. I know that I smoked. I was over weight and didn't exercise enough. I'm certainly paying more attention to those points now.

What About Repairs? The injured muscle starts to heal soon after the attack and this takes six to eight weeks. The result is an area of strong scar tissue which generally does not affect the function of the heart. New arteries may develop to detour blood through the damaged area.

Convalescence. After discharge from about ten days in hospital, patients are advised to take it fairly easy for about six to eight weeks but they must develop a programme of walking until they are doing about three miles (5 km) a day. Smoking, of course, is a no-no. You may need pills to keep the blood thin, dieting for weight control is important and from then on it's a matter of slowly building strength and fitness. The pamphlet has a suggestion in regard to sexual activity: "if a patient can walk up and down two flights of stairs without stress, he should be capable of sexual intercourse without symptoms. Others say that if you can walk a mile without

discomfort you can resume normal sexual activity." These seem to be good measures of the effort required in various activities!!

Summary. The heart becomes damaged because the capacity of its arteries has become impaired. This occurs for a variety of reasons but the main ones are: blood pressure, blood fats and smoking. Generally, with proper care and treatment the heart will heal. The damaged area cannot be renewed, only repaired, but other areas can take over the work. During convalescence, physical activity is slowly built up. Walking is important but violent or sudden exertions should be avoided. Two flights of stairs looks like a good exercise target!!

So there you are. It's been an experience I would preferred to have missed but what I have learned may help someone in future. Once again, thank you all very sincerely for all the messages of goodwill. I look forward to seeing you all again soon.

Major J.D. Broadbent, RNZE

AN ODE TO A WATCHKEEPER

He's only here for thirteen days  
(He feels it is forever)  
For when mistakes, 'apply the brakes'  
The G man says - "Me? Never"

T'is not his aim to pass the blame  
T'is rather oft to take it  
But there's some around whose aims abound  
To pass the buck and fake it

To pass the buck's an SO's art  
The 'Keepers' lot to field it  
But when thrown back - just watch the flak  
As G men fight to shield it

He's sorry for his SO mates  
But care's not for their welfare  
He, They abuse - and oft misuse  
By God, sir, - "Is it hell, fair"

To aid his ends, are colonial friends  
An ANZAC or a 'Mountie'  
They get some flak - but alas, alack  
No LOA or Bounty

His junior friends, the Office Clerks  
Are allies in derision  
But hear the song when things go wrong  
"T'was they who reached decision"

When at last his shift is done  
And back to 'sleeps' he rambles  
His tent is gone - his Kit is lost  
Another 'Jimmy' shambles

His noddy suit's in plastic bags  
His valet can take hours  
But he's still in bed when it goes to RED -  
First candidate for flowers

His desk is smart, design's an art  
T'is trimmed with frills and pelmets  
But they don't see fit, for him to kit  
With guns or effing helmets

To end this ode, and dry my pen  
(The one t'was not provided)  
He'll cross the sea with his duty free  
To return, he's not decided

A postscript to this ode is due  
As aircraft he is put on  
And heading SOUTH for Lossiemouth  
He's sure to land at LUTON

Anonymous



## NOTICE

WOI R.L. McAllister has in his possession a quantity of material/printed matter which was brought back from the USSR. Included are Christmas Cards and other correspondence addressed to the "KUMERA PIT". It is intended that all this material be placed in a suitable Scrap Book and, a request made to the SME Museum to take custody of the book upon completion. If any Sapper has material for inclusion could you please forward to:

WOI R.L. McAllister  
C/- Timaru Army Office  
P.O. Box 202  
TIMARU

-ooo0ooo-

### PRICE LIST

#### CORPS SUPPLIES

AS AT 4 AUG 80

RNZE Lapel Badges	@	£1-50 each
RNZE Corps Ties	@	£3-75 each
RNZE Transfers	@	20c each
RNZE $\frac{1}{2}$ size (fold out) Note Paper	@	40c per 50 sheets
RNZE Shoulder Titles	@	£1-60 per pair
RNZE Pocket Monograms (Cloth)	@	£4-50 each
Christmas Cards o/w insert and envelope (Choice of 4 types of insert)	@	25c each

The above items are available from:

The Office of the Chief Engineer  
Army General Staff  
WELLINGTON

## CHAPTER ONE

### CHIEF ENGINEERS OFFICE

CHIEF ENGINEER	Lt Col D.J. O'Brien
SORE 2	Maj J.S. Hollander
CLK RNZE	WOI H.E. Chamberlain

Since the last newsletter this small cell has been a "hive of industry". The whole of the Corps is viewed from here and when "close ups" are in order, members of the directorate come out to see you in your units. This means that though your unit may see some of us at odd intervals it does not mean you are forgotten in between times.

To take a brief look at the Chief Engineers Diary since the beginning of the year scarcely a week has gone by without a visit to some place for some reason. Auckland one week, Christchurch two weeks later and perhaps a short one day visit in between to a nearby unit. The SORE 2's diary reflects a similar picture with visits to talk equipment or personnel or to sort out some nest of worms.

On top of this the normal work of the directorate carries on. Telephone calls from round the country all add to the diversity of information coming to - and going from this office. So we continue to work for you and the Corps. If from time to time, your particular problem appears to have stalled just be patient a little longer for we often have to wait for "feedback" ourselves without which we cannot supply answers or solutions. So the watch-word is patience - until we can act in a determined manner to achieve what is sought for the Corps.

So when you think of us in this little "hive of industry" think that we are trying to do something for the Corps - and don't call us "b"s.

-oooOooo-

They said cheer up things could get worse so I cheered up  
and sure enough things did get worse.

-oooOooo-

Did you realise that in 1880 there were 4 Engr Units in NZ  
and in order of seniority and locations they were at  
Christchurch, Auckland, Napier and Thames. (Railway Wksps)  
But by the end of the year Napier Volunteers had once again  
become a rifle Coy.

-oooOooo-



THE FIRST CHAPTER

It was a fine day, and the sun was shining brightly. The birds were singing, and the flowers were in bloom. The children were playing in the garden, and the old man was sitting on the bench, looking at them with a smile.

Since the last meeting, the world has been a place of industry. The whole of the world is now a place of industry. The whole of the world is now a place of industry.

To see a brief look at the world, we must go to the world. To see a brief look at the world, we must go to the world.



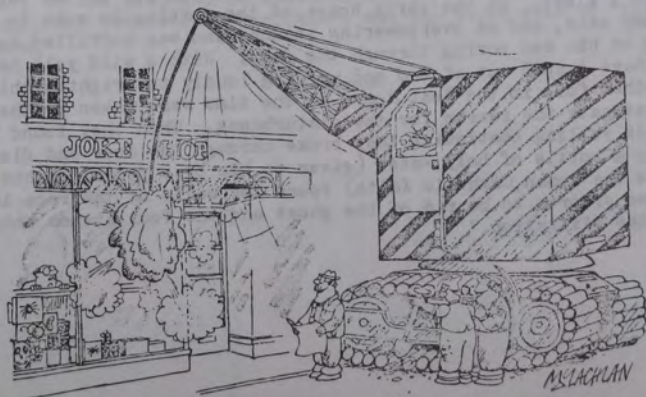
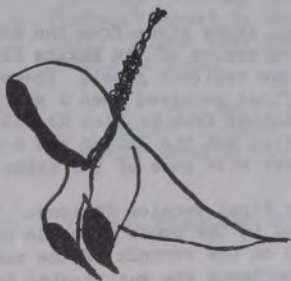
They said about up things, and they were in the world. They said about up things, and they were in the world.

Did you remember the old days, when we were in the world? Did you remember the old days, when we were in the world?





When informed of the circumstances of the visitation the locals were certain that the ghost was the one of the man who had hung himself. Why else was the body able to penetrate the door and why else was the apparition accompanied by the smell of rotting flesh? If you don't believe this story go and stay at the Rest House in KiraKira one night. You may be surprised at what comes through your door in the wee hours of the morning.



### ENCOUNTER OF A THIRD KIND

Ghost stories are not a regular part of the scene in the RNZE Corps Liaison Letter however this one may be of a little interest to a number of sappers who have recently served in the Solomon Islands over the last few months.

This story stems from the Government Rest House at KiraKira the administrative centre of the Makira Ulawa Province. This building is reputed to have its own resident ghost. There are two stories which pertain to this ghost. The first gathered when I was resident there for a short period and the other gathered from Mr Dick Keevil whom some of you will know. They are both interesting but the latter has more substance (if ghosts can be said to have substance) with some of the actual details which have been recorded.

The first version follows. "There was a former District Commissioner's wife who lived in the house which is now known as the Government Rest House, who was raped on the veranda of the north side. Quite apart from this rather traumatic experience she was reputed to be somewhat unstable before that occurrence. After she had been raped it added to further instability and depression and she eventually took her own life.

The ghostly visions commence their visitations shortly thereafter. However the ghost only appears as a 'warning' to those who had arranged an amorous adventure with some willing and sometimes paid female. The ghost never appeared when a female occupied room 5 but male residents rarely escaped the harrowing experience."

Perhaps that is a somewhat abbreviated description of a somewhat fanciful tale, however the second version supplied by Dick can be checked as much of the information is in the court records.

"This story is about a Solomon Islander who was accused of a crime which he maintained he did not commit. He was found guilty and was given a sentence of some sort. He still maintained his innocence and eventually went and hung himself from the large rain tree which stands outside the Rest House. Because there was some sympathy for this chap the local population refused to remove the corpse and after a while it began to smell strongly. Finally the District Commissioner had to order the body removed and in due course it was taken down.

The ghost of this person is now said to make periodic visits to the Rest House. A famous visitation occurred one night when a Scots engineer recently arrived in the Solomons came to stay at the House. He did not know of the reputation of the house and went to bed quite happy in the thought of a sound night's sleep. In the early hours of the morning he woke to a feeling of cold clammy calm, and an overpowering stench, and was horrified to see a face peering at him and moving through the door. With a wild yell he was reported to have jumped out of bed and yelling loudly to frighten this apparition away. The other folk in the Rest House at the time were woken by the noise and went to investigate the reason for the disturbance. When they found his door locked and his yelling continuing they broke through the door and discovered him splashing a bottle of holy water (given to him by a priest on his recent conversion to the Roman Catholic faith) round the walls of the room in his panic stricken efforts to be rid of the ghost and the foul stench which had accompanied the visitation."





"The rear end's gone."

Sgt Gary Pullen attended a Regular Force Officer Selection Course and is now attending Officer Cadet Training School in Waiouru. The last time I saw him he was 'GRUNTING' his way into the Waiouru "Sahara" Desert in the middle of July. I hear they had about 6 inches of snow.

Lcpl Terry Wyatt posted to 1 Fd Sqn Papakura, I hear tell their IQ level raised 50% with his

posting into the unit!!

Sgt Phil Packer from 3 Fd Sqn. Softball, rugby and waterpolo are all now vigorously contested.

Spr Wayne Hapi from 2 Fd Sqn.

Lcpl Matui Masi from 2 Fd Sqn.

A newcomer that very few of you will have met or heard of, is Lt Keith Lang a direct commission from Winstones Hamilton. Keith has been chucked in the "deep end" having to learn about the Army prior to going on his basic officer course which is due in Oct/Nov this year. He has not been properly "indoctrinated" as a sapper yet, we are all expectantly awaiting Sappers Day and the Triennial or is it "quadrennial" Corps Conference in Oct this year when Corps seniors will be able to teach him the basics of being a sapper.

My introduction to the Works Directorate early this year was "mind boggling" to say the least. In one week I was informed of all my expected duties, plus always reminded that "Sel this is only half of it". Now I'm really finding out with all the files returning to my desk as "Bring Ups" courtesy of Maj J. Hollander etc. One thing I'm fast learning "keep a smile on your face", if you don't you'll go like the Navy or Airforce, crazy, in my case I can't lose very much more hair anyway!'. The Directorate is a place that all young sapper officers and senior NCO's should visit for a short TOD to fully appreciate what traumas we have to go through to get hold of the money, get working drawings completed to "your" requirements and attempt to provide the sapper at the "work face" with interesting vertical or horizontal construction.

Next time you're in town do call in on us, 7th floor Freyberg Building, you can't miss it, it's the building North of the MWD Head Office and East of "The Hole", ie the proposed NZ National Library. We have an excellent view of the harbour, any protests at Parliament and the south side of "Lion Breweries", plus Tavern.

-oooOooo-



## CHAPTER TWO

### DIRECTORATE OF WORKS

### DEFENCE HEADQUARTERS

#### Appointment

Director	Col R. McL. Dickie, OBE
Deputy Director	Wg Cdr A.T. Dickie
Asst Director (Proj/Plans)	Flt Lt Noel Ward
Asst Directors (ADW's)	
Army	Maj George Jasonsmith
Navy	Lt Derek Smith
Airforce	Sqn Ldr Syd Teague
Fire	Sqn Ldr Colin Hall
Staff Officers (SOW's)	
Army	Capt Sel Heaton
	Lt Keith Lang
Navy	Lt Bill McElwain
Airforce	Flt Lt Derek Hewitt ("Honorary Sapper")
	Flt Lt Richard Kelles
Fire	WO John Goodman
Chief Draughtsman	WO1 Jim Shield's
Draughtsmen	WO2 Kerry Moore
	Sgt Phil Packer
	Lop1 Matui Masi
	Spr Wayne Hapi

The last time that I can record anyone from this 'neck of the woods' writing into 'The Liaison Letter' was Capt Tom Jones who for his efforts is now in Singapore for a couple of years. Even better than that Lt Pete Cosgrove who only sat in this chair after Tom Jones for a very short spell is at present meandering his merry way across Kenya, (I think) with the British Forces. I wonder if I stay here long enough (not too...oo long!!) whether I'll get to Singapore, England how about the Rhine for two (three did you say?) years.

Tom, rest assured since your last internment in the 'Army Cell' the windows have been cleaned, "twice", we can now see the MWD personnel looking at us looking at them, the "PAPER WAR" continues with myself, Lt Keith Lang (a learner) and Major J. carving our way slowly uphill through the multitude of minutes, telex's (signals for those in the Army), briefs, papers and files, (those files that heap up on one's desk could fuel a good fire for a year!!)

Since February this year a procession of changes have occurred within the Directorate. We've seen Maj Joe Hollander return from Germany ('sin beer bitta', or was it "Frauline"), and then posted to RNZE Directorate, Wellington. Maj John Broadbent posted to the X list to attend Victoria University, I've heard rumour that (a little birdie, not feathered; told me) that he is doing such subjects as:

Political Science - To outsmart the smartest

Maori Culture - About time he learn't the proper stuff.

Lt Col A.W. Ancell promoted on posting to 2 TFR HQ Palmerston North. Please come back, Noel is getting headaches.

HOW'S THIS FOR A SPECIFICATION?!

STANDARD PIPE AND FITTING SPECIFICATION

(If in doubt, interpret to your own advantage).

1. All piping to consist of a long hole surrounded by a minimum of  $\frac{1}{4}$ " of metal, which is to be concentric with the hole.
2. Pipes must be hollow throughout total length.
3. Each pipe must be of very best quality extremely black tubing, and perfectly tubular or pipular. Acid-proof piping to be made of acid-proof metal. eg platinum, etc.
4. Pipes must be supplied minus water, steam, or pulp, these being fitted inside pipes at a later date by our man-on-the-job.  
  
Similarly all pipes must be supplied without rust, as this is more cheaply applied after handing over.
5. All castings to be of very best quality battleship grey iron, close-grained closer than a brother, or someone else's sister, and at least as malleable.
6. Castings must be free from blow-holes, air-pockets, cavities, lumps, bumps, carbuncles, pock marks, pinpricks, honey-combing, hives, and bee's manure.
7. If you can think of any other defects - we don't want them either.
8. Flanges must have holes for bolts, the holes being quite separate from the big hole in the middle. If the flange is a blank one, the big hole in the middle must be filled up with metal.
9. All bolts must be screwed to a certain extent.
10. No bolts to be rāvēts.
11. Gaskets are to be supplied to fill up the space between flanges.
12. The outside of all piping to be cleaned free of all protective coverings such as barnacles, greenfly, spanishfly, and pigeon droppings. This is necessary because we think it is necessary.
13. If diminutive fittings be packed in packs, these self-same sacks must be whole and sound and vice versa (viz, sound and whole). Paper bags, wind bags, handbags, and oxford bags will not be tolerated. No sacks to be cossacks or footsacks.
14. All pipes over 500 ft long to have the words "LONG PIPE" clearly painted on each end for the benefit of the Railway Authorities.
15. For pipes over 2 miles long, these words should also be printed at the middle of the pipes. This is so that the aforesaid Railway Authorities need not have to walk the full length of the pipe to ascertain whether it is a long pipe or not.
16. All "closers" to be open at each end.



## THE SAPPERS' LAMENT

A day in November Seventy Three, a parade  
is called for the WRACs to see,  
Their Corps Director with bucket and spade,  
slap down mortar for a stone to be laid.  
The stone is lowered, it sits in place  
applied is her trowel at a regular pace.  
Edges are smoothed, corners set square  
a magnificent scene a ceremony fair.

But what is this? Some faces of gloom,  
Sappers all standing as if at a tomb.  
Could Women's Liberation be the cause of  
their woe? is this the reason for tears to flow?  
Yes! For here today at this celebration,  
women are proud with justification,  
One woman alone with trowel and cement  
has begun the action for the Sappers' descent.

Sappers know now that it won't be long  
before female soldiers with praise and song,  
Speak of this day as one to remember,  
when Sappers died like the dampened ember,  
And in their place on this site,  
will be the WRACs lipstick bright,  
Sleeves rolled up, fingernails broken,  
outdoing the Sappers with more than a token.

(Ubique)





### CHAPTER THREE

#### 1 FIELD SQUADRON

##### Appointments

OC	Maj A.T. Beaver
2IC	Capt G.E. Goldsworthy
SSM	WO1 M.A. Oliver
SQMS	WO2 R.J. Wright
Wks WO	WO2 R.D. Milligan
FOW	WO2 T.N. Archer
Purch WO	WO2 R.C. Prentice
Colk	Ssgt D.E. Trask
Tpt NCO	Sgt L.W. Ward
1 Tp Comd	Lt G.A. Bruce
1 Tp Ssgt	Sgt T.R. Te Uira
1 Tp Sgt	Sgt I.L. Evans
2 Tp Comd	2Lt P.W. Howard
2 Tp Ssgt	Ssgt T.E. Gilbert
2 Tp Sgt	Sgt M.T. Renata

##### Promotions

To Cpl	Steve Gallagher Mike Payne Graeme Abernethy
To Lcpl	Wayne Henderson

##### Postings

Inward	Capt George Goldsworthy	ex WSU Singapore
	Spr Garth Rasmussen	ex BAA 163
	Spr Steve Curtain	ex BAA 165
	Cpl Taku Oakes	ex 3 Fd Sqn
	Spr Tim Gray	ex BAA 166
	Spr Mike Walters	ex 5 Spt Sqn
Outward	Capt John Kamp	to 7 Fd Sqn
	Cpl Alan Martin	to 7 Fd Sqn
	Cpl (W) Liz Gould	to 7 Fd Sqn
	Lcpl Robby Webster	to 7 Fd Sqn
	Sgt 'Blue' Stirrat	to SME
	Cpl Billy Platt	to RF Cadet Schools
	Cpl Andy Jordan	to 3 Fd Sqn

##### Discharges

Cpl Win Nathan  
Cpl Chris Sinclair  
Lcpl 'Hannibal' Hayes  
Spr Colin Thorburn  
Spr Mike Long  
Spr Ross Brown  
Spr Les Hines  
Lcpl 'Thomo' Thompson

##### Introduction

Matches

Cpl Graeme Abernethy WEF 1 Mar 80

Matches

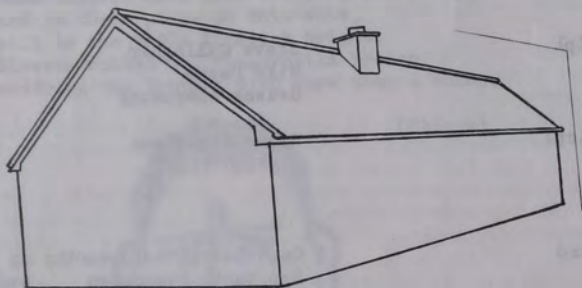
To Spr Brian and Mrs Powell a daughter  
To Sgt Colin and Mrs Brickell a daughter

-ooo0ooo-

TE RAPA LIBRARY AND COMMUNITY CENTRE

This Task involved members of 1 Fd Sqn being tasked to refurbish a skeleton shell complex (bought by RNZAF through Keigh Hay Homes) into a Community Centre and Library. Members involved were:

Sgt Renata I.C.: Lcpl M. Payne (now Cpl);  
Sprs Harris, Haerewa, Simpson, Lawrence, Timberly, Scott, Toia;  
Electricians, Lcpl Moseley, Sprs Powell, Payne, Radcliffe, Tatham;  
Plumbers, Lcpl Henry, Spr Allpress.



All materials were bought through MWD, Hamilton.

The task itself was mainly putting in partitions, wall linings, batts, etc, and all new materials were used.

The job was supposed to be a month long but it 'seemed' to stretch further than that. The TOD's were worked on a basis of 10 days on and 4 days off. Every member enjoyed the work as they were working with new materials which showed that they can produce satisfactory workmanship.

I left the job halfway through and Sgt Tom Te Uira took over until the completion. I think that all in all the job was well done, as at one stage or another it was run by the Sprs and I must congratulate those Sprs who stayed until completion of that Task on a job well done.

M.T. Renata  
Sgt

-ooo0ooo-

## WHAKATANE BEDROOM TASK



The task consisted of constructing a bedroom onto the existing flat at the Army Hall in Whakatane. Those involved on the task were:

Cpl P. Hartley  
Lcpl W. Henderson  
Spr T. Kelly  
Spr G. Fenton  
Spr M. Moseley  
Spr D. Theobald

The task started well (with hardly any tools and, materials short) we cleared the work site and had the concrete floor down in good time. The wall framing was quite straight forward although the roof was not quite as easy, as the existing low level roof had to be lifted in pitch to match the design of the new roof. It was finally sorted out without too much difficulty. Once the roof was on, the remainder of the job was a downhill run and the interior of the room created no problems to the keen bunch of guys.

We stayed at the Whakatane Hotel for the duration of the task. The people of the Hotel were very good even if we did beat them in pool 11 games to 4, making the stay very enjoyable.

In all the task was a pleasure to do and the Engineer name stands good in Whakatane.

P. Hartley  
Cpl

-oooOooo-

## SAPPER DRAUGHTSMAN FROM THE INSIDE

### Introduction

In the past, there have been several articles published in the RNZE Corps Liaison Letter about Draughting training, the role of the Defence Draughting Office and so on. This article is not designed to tell you how good we are or how much work we do, but it is a personalised account of my career as Draughtsman Architectural, RNZE to date.



Although I've only spent not quite 5 years in the Corps of Engineers and only spent 2 months in a Field Sqn, I feel that my experiences, in Draughting, as a trainee, may help some of you to a better understanding of what exactly is involved.

#### Draughtsman RNZE

After joining the Army as a Regular Force Cadet at the age of 16½ years and completing the normal basic training, I began work as an apprentice Carpenter. From the outset I was unhappy in my job, and started proceedings to change trade to Draughtsman. After talking to the Senior Trades Instructor, at the time Ssgt T. Archer, I was told that to be a draughtsman in the Corps, a candidate had to complete two years practical carpentry and have, at least, Trade Certificate. So, for the next two years I plodded along, I must admit that I was not a good apprentice, and in fact I was forever being kicked in the backside by the instructors and other apprentices.

At the end of two years in Waicuru, I was posted to Defence Headquarters. This, in my opinion, was the only mistake made in my career to date. Not because I disliked working in Defence, but because I believe that a Draughtsman should first be posted to a Field Squadron, to get a basic grounding in Engineer type soldiering before hanging up his rifle, and retiring to Defence Headquarters for the duration.

On my arrival at Defence HQ I was put under the able care, of then, Cpl G. Pullen, who began by teaching me the basics. The use and care of a Draughtsmans tools of trade, technical pens, compasses, scales, and the largest and most important piece of equipment that we use, the drawing machine. Once I had grasped the basics I was put to work and assisted with jobs such as the Linton Guard Complex. It was at this stage that I realised how important a background knowledge of carpentry is to a draughtsman.

In my first year at Defence HQ I was studying for Advanced Trade Certificate, by correspondence. The following year, after just passing Advanced Trade Cert, I began studying for the New Zealand Certificate in Draughting, Architectural. Up until this time, there was only one other Draughtsman, to my knowledge, who had attended a block course at the Central Institute of Technology (CIT) Heretaunga, and it was decided that I would complete the certificate by attending all of the three block courses offered.

At the time of my posting from Defence HQ, to the position that I presently hold in 1 Field Squadron, I had attended two courses, passed one, and was awaiting the results for the second. I found that studying at CIT was a lot easier than correspondence or attending part time Tech.

This has been a short account of my career, anyone, throughout the Corps who wishes to know more about draughting or wishes to become a draughtsman, go and have a talk to your Chief Clerk, although you need to be a carpenter first and you should have at least Trade Certificate.

T. Wyatt  
Lcpl

-oooOooo-

#### WHANGAPARAOA HOUSE

Seldom do good jobs come up but, staying at Whangaparaoa all week swimming, fishing, boating, exploring, colour TV, cards, chess, blue movies, NO SSM or OC, Moral was always high.

The job (a three bedroom brick veneer house) was challenging and generally a very good project. The apprentices showed pride throughout the task which was reflected in the end result.

Many working hours were lost due to doing the foundation work in winter, interior work in summer and exterior finishing work again in winter. Digging foundations ankle deep in mud, staying inside when it's sunny outside and you wanted a tan, then painting fences with water based paint between showers all makes it hard to keep working.



The end result was a good Army house (carpet throughout) and everyone who worked on it says so with pride (this seldom happens with tasks). Visitors were always very impressed by both the size of the house and standard of work. The project was mainly an apprentice task and all the apprentices who worked on the house deserve a pat on the back. Ssgt Bill Leach set a high standard and the gang achieved it.

Well done boys.

R.L. Maber  
Cpl

-oooOooo-

#### OP MIDFORD

Hassels on leaving NZ are known to all. After arriving in Rhodesia everyone went their own way. I started from Salisbury after an overnight stay (1hr sleep) and very quickly this is what I did.

Having being briefed in Salisbury, Balawayo and then Wankie, we were transported by mine proof vehicle (Rhodesian) to Victoria Falls. Our party consisted of two monitoring teams who had the job to monitor Security Forces based at the falls.

Victoria Falls northern border is the Zambezi River which borders Rhodesia with Zambia, then still considered hostile as Nkomos forces were operating out of there. Victoria Falls townships other borders were ringed by mine fields. (Anti-personnel).

Our job was to monitor several units, Grey Scouts (horse mounted infantry), Recoilless rifles, Arty, Mortars, Engineers and Rhodesian African Rifles. This was done mainly by attending O Groups and visiting the units now and then. We found everyone very friendly and helpful.

Grey Scouts and RAR were continually out on patrols, Engineers maintaining and extending their minefield and Arty, Mortars and Recoilless rifles on call ready to fire on Zambia.

One of the immediate jobs was to reopen the border with Zambia to let Refugees back into Rhodesia. This was a slow job as no-one trusted each other and provisions had to be made in case of a new conflict. The reopening mainly centered around the bridge at Victoria Falls.



Recreation, with plenty of tourist attractions and the casinos open at night there was plenty to do in our spare time. Most afternoons were free to do as we pleased including trips into Zambia, on the Zambezi River and through the mine fields. We were taken to the range on several occasions to fire captured weapons.

Because of contacts going on in the province of Nkai I was moved there to monitor the unit which was up to then unmonitored. The small unit of Rhodesian Defence Regiment led by an ex New Zealander only consisted of about twelve sections who had the job of guarding plant constructing a road in that area. Because of their closeness to an assembly point there was considerable Terrorist movement. The remainder of our stay was spent at Nkai during which there were several more contacts resulting in two deaths and several wounded, who were not expected to live.

We continued to find the Rhodesian people extremely friendly. Hatred was evident everywhere towards the Terrorists especially by the women. A lot of people never wanted the war to end for this reason, others were sick of war and only wanted Peace.

The standard of education out in the villages was very low. Prior to elections candidates sent out teachers to teach the people how to do crosses and in most cases where to put them. Most villages did not care who ruled the country, they only wanted to be left alone to farm their land. They were sick of being pushed around by both the security forces and the Terrorists.

Everyone who went on the Rhodesian trip learnt a lot and came away with strong personal feelings about the South African situation.

R.L. Maber  
Cpl

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#### DIVING CAMP 23-28 JUNE 1980

This Diving Camp was held at the Bay of Islands where tasks were carried out for the Northland Harbour Board. We were accommodated at a Motor Camp, between Paihia and Opua which fronted onto the Harbour, and deployed daily to our various tasks from there. Of the twenty-six qualified divers in the Corps only twelve were able to attend.

These were:

Maj Alan Beaver  
Lt Greg Bruce  
WO2 Colin Walsh  
Sgt Mac Renata  
Sgt Bryce Meade  
Cpl Dereck Toia  
Cpl Rudy Rudolph  
Lcpl 'Tommo' Thompson  
Lcpl Sonny Tamou  
Spr 'Roley' Rowlandson  
Spr Mark Wing  
Spr 'Fitz' Fitzpatrick

Turn page



On Saturday morning we departed to the sounds of sighs of relief from local sealife and campers deprived of their sleep-ins. Due to the lack of volunteers for co-pilot Colin "wrong way" Walsh drove the RL solo and was last seen heading north again after a refuelling stop in Whangarei.

By 1300 the remainder of the convoy was parked at 1 Fd Sqn and diving camp was ended, for everyone but Colin that is.

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### BRIDGING EXERCISE

#### HELD AT SME

11-17 JULY 1980

After a good trip down from Whenuapai by 'Blue Lines' Hercules we arrived at Linton; a one hour wait in the cold and rain was forced upon us as the SQMS raced around Camp looking for the keys to the huts.

After lunch it was down to SME Lecture Room for a run down on the exercise and meet the two SME Instructors who would be helping us during the week.

1 Troop started off on the new MGB Bridging. The rest of the day was taken up by getting to know the parts and the way it is put together. 2 Troop started off on the Bailey bridging. At the end of the day the Squadron was taken on a five mile run in boots; on arriving back to the huts, it was a race for a hot shower which nobody got because the hot water had already run out.

Saturday, 1 Troop started to build the MGB over to the island in the lagoon. It took all day to build, strip and stack back on the pallets again. 2 Troop carried on with the bailey and launched it over a 50' dry gap, and then pulled it back and stripped it. A two mile run and half hour of exercises finished the day off in time to watch the rugby test on TV.

Sunday morning 1 Troop built an eight metre single MGB and 2 Troop brushed up on their field machines. After lunch 1 Troop started on the bailey and 2 Troop on the MGB for the next day and a half.

Tuesday saw 1 Troop back on the MGB building the bridge this time for speed, as we would be building the bridge the next day as part of a Engineers Display for the CGS and his party.

On Wednesday morning there was time to have a quick look around the displays where there was a lot of civilian equipment. Before the CGS and his party arrived we started on the MGB, which took just over one hour to build, a 30 m bridge. After lunch we stripped the bridge and cleaned up stores and the site. Later in the afternoon, the Unit Rugby Team had a hard game against the Central Colts, just losing out after leading at half time.



Thursday morning we were on our way home on two flights of 'Blue Lines' Andover.

Monday was spent travelling and unloading. We departed 1 Fd Sqn 0900hrs Mon 23 Jun and apart from Colin Walsh losing the motorway he was travelling on, (he blamed his co-pilot incidentally), the breakdown of another vehicle and the temporary loss of yet another, the trip was uneventful and the destination was reached at about 1600hrs where everyone promptly settled in for the night.

Tuesday saw the start of work and was spent searching for an outboard motor presumed drowned in the area. The motor wasn't found but everyone got practice in grid searching. Also Sonny and Rudy invented the circular grid search, Mac practiced high speed docking with another assault boat, and a suicidal John Dory tried to break Roly's leg.



"For goodness sake, ask him about his diving exploits"

On Wednesday we split forces to carry out two tasks. Those members of the team that were going to Raoul Island, worked together investigating a submerged rock that presented a hazard to shipping. Afterwards they found a suitable area with sixty foot visibility, and carried out a seabed search, taking prisoners. Fitz, the 'terror of the seas' proved a most voracious hunter and once left an astonished Mac gazing into an empty hole. Fitz had emptied it of its spiny occupant from the other side while Mac was still psyching himself up. Wednesday evening's meal would have sent

a seafood fetishist into multiple orgasm. There were crabs, flounder, mussels, paua, kina and oysters; none of which were supplied by the other team who spent the day puttering around in murky water inspecting piles.

Roles were reversed on Thursday and the Raoul Island team spent the day in harbour searching for lost moorings while the other team went further afield in clearer waters to inspect another possible danger to shipping. Following this, dives were carried out in various locations, including the black rocks, which held excellent views and an abundance of sea life, none of which was caught on Bryce's fishing line.

That night, being our last together, we held a Dob session at the Waitangi Pub, which, despite the reluctant Dob Master, raised enough money to shout ourselves a few (?) drinks. Some of the contributors were; the OC, and Lt Bruce who are both rumoured to have their regulators fitted back to front; Thommo, who believes in that old Engineer maxim 'First in - Last out', but only as far as showers are concerned; Mark Wing, who is conserving air by not filling the bottles right up and Rudy who claims you have to undo the strap on the backpack when filling bottles to allow for expansion.

On Friday the Raoul Island team returned to 1 Fd Sqn to prepare for their departure the following Monday and two others set out for Whangarei Army Hall to participate in the Army display held over the weekend. The five remaining pers had a few dives then loaded up for the return the next day.

back one page



Within a week of being back from SME a warning order came out for the Squadron to build two 190 foot SSBB across the old Mangere Bridge in early August. So the exercise came at a good time for the Squadron to brush up on the Bailey bridging as well as learning about the 'new' MGB which the units should see more of from now on(?)

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#### ASSISTANCE NZ POLICE 25 JUN 80



Assistance of a different sort - the Engineers from 1 and 7 Field Squadrons took on the Anti-Terrorist Squad NZ Police. They were taken to two locations in Papakura Camp, where they were introduced to Booby Trapping. Set up around the area were 48 traps using a great assortment of mechanisms and improvised traps. The mechanisms included the No's 4, 5, and 6 switches with a couple of F2 switches to add a greater variety. The improvised devices included electrically initiated dartboard/playboy picture, electrically initiated door locks and hot-wired light bulbs. AWARENESS BEING THE THEME.

The thirty two police members were divided into two groups and given the task of finding as many traps as possible in a given time limit. Although all members were not aware of search techniques used for booby traps, they did however approach the area with great caution. Members of each group set off a total of 3 traps getting caught completely by surprise. A constructive hour spent searching in both areas at the conclusion of 30 minutes searching, a debrief was conducted by Sgt W. Stirrat discussing lessons learnt and techniques used in the neutralising and disarming of traps. The following 1 and 7 Field Squadron pers assisted with the laying of the traps:

Cpl Martin  
Spr Deeming  
Spr Kelly  
Spr Little  
Spr Ngaia





## CHAPTER FOUR

### 2 FIELD SQUADRON

#### Key Appointments

OC	Maj S. Dickson
2IC	Capt D. Begley
AO	Capt J.W. Look
SSM	WO2 D.P. Cunningham
SQMS	Sgt A.S. Brooker
POW	WO2 M.G. Holt
Colk	Sgt W.J. Beck
Tpt NCO	Sgt A.J. Brown

#### 1 Troop

Tp Comd	WO2 J. Greig
Tp Sgt	Sgt K.W. Featherstone
Tp Sgt	Sgt J.M. Visser

#### 2 Troop

Tp Comd	2Lt P. Weir
Tp Sgt	Sgt W.K. Leach
Tp Sgt	Sgt M.J. Vincent

#### 3 Troop

Tp Comd	Lt A.F. Joyce
Tp Sgt	Sgt N.H. Mercer
Tp Sgt	Sgt E.L. Cox

#### Posting Out

Spr K.M.R. Simpson	Civvy Street
Lcpl D.L. Hornby	RF Cadet School
WO1 I.E. Lamb	HQ NZLF
Lcpl N.E. Black	RF Cadet School
Sgt G.A. Kingston	NZ Def - Fiji
Spr D.R. Tully	Civvy Street
Lcpl G.A. Tozer	Civvy Street
Spr W. Hapi	HQ NZ Def
Lt P.F. Cosgrove	6 Fd Sqn
WO2 H.E. Chamberlain	AGS
Capt R. Doran	Ex ANZAC Exchange

#### Posted In

WO2 M.G. Holt	NZWSU Singapore
Sgt W.K.M. Leach	ex 1 Fd Sqn
Spr A.K. Spaans	ex RTD
Spr P.V. Good	ex RTD
Maj S. Dickson	ex 3 Fd Sqn

## Posted In Cont'd

Spr P.F. Lepou	ex 6 Fd Sqn
Spr D.K. McLelland	ex RTD
Lcpl B. Church	ex 3 Fd Sqn
Lcpl G.S. Downes	ex 1 RNZIR

## Promotions

Spr T.B. Broughton	to Lcpl
Spr L.W. Rowe	to Lcpl
Lt D.J. Begley	to Capt
Cpl M.J. Vincent	to Sgt
Cpl S. Boyle	to Sgt

## Hatched

By the Cosfords a daughter Tracey Ann

By the Weys a daughter Tania Jacqueline

## Matched

Cpl J. Greening	to Dee Dee
Spr A.L.W. Marsh	to Sarah Hanson
Spr P.J. Hartley	to Linda Marion Claperton

## Despatched

Nil

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## Works

The main works task the unit is involved in is the Corps Library. The majority of the effort is being put into this task with a number of smaller tasks being cleaned up. The main bearers and posts for the roof have been positioned and a skeleton crew will be employed on the roof while the rest of the unit is deployed to the Solomons from 25 Jun - 12 Aug 80.

## Training

The unit has been involved in the Solomons since the Advance Party deployed on the 16 Mar 80. This party consisted of Capt Lock, Sgt Pycraft, WO2 Chamberlain, Lcpl Anderson, Lcpl Kitney, Spr MacKenzie from 2 Fd Sqn as well as two signal men and a cook. Their task was to set up a base camp for future deployments to operate from as well as purchase the materials needed to carry out the tasks. This they did under trying and humid conditions. They also created a very good impression with the local population which will assist future deployments. To date three phases have been deployed and returned home. They consisted of 6 Fd Sqn TF, 2 Fd Sqn TF, 5 Spt Sqn TF and RF. Progress to date: All tasks started have been completed. The final phase consisting of 2 Fd Sqn RF. Deployed on 25 Jun 80 and are due back 12 Aug 80.

## CHAPTER FIVE

### 3 FIELD SQUADRON

#### Appointments

OC	Maj J.B. Bell MBE (TF)
2IC	Capt M.G. Thompson
AO	WO2 F.J. Chick
SSM	WO2 A.J. Sinclair
Colk	Ssgt L.C. Nilsen
SQMS	Cpl H.M. Shields
Spt Tp Comd	WO1 M.Te.O.T. Nepia
3 Tp Comd	Lt A.J.C. Hague
Clk of Wks	WO2 D.G. Staines
Tpt NCO	Ssgt C.D. Moors

#### Promotions

Sgt D.G. Staines	TWO2 wef 1 Jun 80
Sgt C.D. Moors	TSsgt wef 1 Jun 80
Spr R.J. Kirton	TLcpl wef 7 Jul 80
Lcpl M.J. Dew	TCpl wef 18 Aug 80
Lcpl K.G. O'Keefe	TCpl wef 18 Aug 80
Spr W.W. Wilson	TLcpl wef 18 Aug 80

#### Marriages

Lcpl T.M. Uriarau

#### Births

Lcpl R.J. Kirton's wife a boy 23 May 80

#### TOD Overseas

Sgt W.D. Murphy	Fiji
Lt A.J.C. Hague	PALEX 80 (Hawaii)

#### Releases

Cpl G.L. Stack	wef 30 May 80
Lcpl G.H. McColl	wef 1 Aug 80

#### Postings In

Cpl A.F. Jordan	from 1 Fd Sqn
Spr R.J. McIntosh	ex BAA Course
Spr J.P. Scott	from 5 Spt Sqn
Spr A.W. Beck	from 5 Spt Sqn



## Postings Out

WO2 E.I. Watson to 1 Base Sup Bn wef 11 Aug 80  
Sgt B.E. Meade to SME wef 21 Jul 80

## TOD

Spr P.V. Good from 2 Fd Sqn

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## ASSISTANCE TO 2/1 PIONEERS

### ON IMPROVISED BRIDGING AT WAINUI

Cpl Jensen, Cpl Jordan and Sprs Heke and Wells travelled over to Wainui to assist in the training of 2/1 Assault Pioneers in the construction of improvised bridges.

Day One saw one section construct a aerial ropeway to get all equipment to the site over a 'Deep Gully' and another section employed cutting timber for the bridges.

On Days Two and Three a 30' Swiss Frame Bridge and a 20' Hop Pole Bridge were constructed in bitterly cold and wet conditions. The finished bridges were of a very good standard and will be of good value to the local YMCA Camp for who they were constructed.

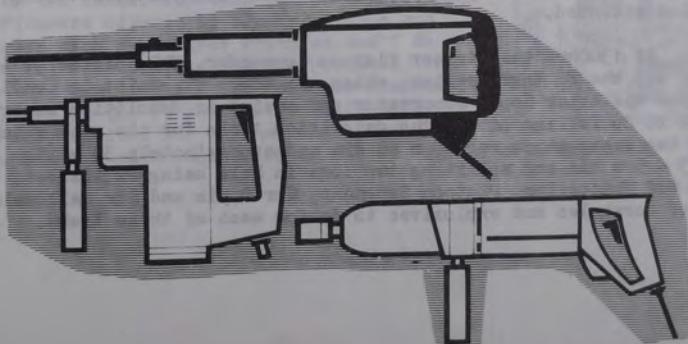
Cpl Jensen

## SAFEBREAKING COURSE

Under the watchful eye of Cpl Jensen, Sprs Heke and Wells using a concrete breaker successfully removed the floor safe from behind the bar in the Burnham Camp WO's and Sgt's Mess so that it could be relocated in the new Mess now under construction. With no damages and no breakages it was another success for support section.

Cpl Jensen

P.S. These three pers were the most qualified for the job and recommended by the FBI, CIA, KGB and Local Police'.



## RECON OF TEACHER LODGE MOANA (WEST COAST)

On or about the 10 Jul Engineer assistance was requested by the Pioneer Platoon of 2/1 RNZIR for assistance in the laying of a concrete path and partitioning in a building.

So on the 4 Aug WO2 Whittacker (2/1 RNZIR) and Lcpl Paterson (3 Fd Sqn) were choppered from Burnham to Moana for the recon. On arrival we were met by one of the local farmers who also acts as a caretaker to the Lodge. It took us but  $\frac{3}{4}$  of an hour to have a look at the task, taking all the information required.



## Develop your <sup>own</sup> ideas

The return journey was a bit of an extra as the Battalion CO and fellow big wigs who were also on the chopper wanted to have a look at the route that our infantry men were going to walk on an exercise next month (120 mile walk).

Overall a good job in store for us. The task is to take place on the 16 Sep 80.

### DEMOLITION TASK WITH PIONEERS

23 JUN 80 - 2 JUL 80

#### Day One

On Monday four Fd Engrs and a Pioneers Platoon moved to West Melton at 0800. On arrival at 0830 we set up camp and prepared stores for the next day. At 1000hrs the Pioneer Cpl took a practical lesson on demolition circuits, methods of initiation and joins which was mostly revision to the Fd Engrs that attended.

At 1300hrs the Pioneer Platoon Commander, WO2 Whittacker - Platoon Sergeant and the Fd Engr Section, which was there to assist in drilling bore holes with the Atlas Copco Compressor and assist as demolition supervisors, went out to do felling of all the demolition tasks for the week which involved felling two trees which were 5 m in dia and approximately 30 m high, 15 odd stumps 3 - 5 m dia and splitting two logs in half using explosives. That evening WO2 Whittacker, Platoon Sergeant, Spr Davis and Spr Wall calculated the number of boreholes and explosives to do for each of these tasks.



## Day Two

Spr Heke and Spr Wells who were in charge of the Compressor, with the two demolition supervisors went out to borehole the two trees that were to be felled and the two logs that were to be split. These four tasks took approximately four hours to prepare due to the distance apart of each task.



After lunch the Pioneer Platoon were shown the four jobs that were prepared by the Fd Engr section and they were very impressed in what the Fd Engrs had done. Then men were tasked to prepare charges to split one log and fell one tree which took  $1\frac{1}{2}$  hours to prepare ready for blowing. After the two successful blows, WO2 Whittacker explained briefly the effects and ways in which to use explosives and summed up the days work.

## Day Three - Four - Five

There were two areas in which we had stumps to clear. One area had 10 stumps which were given to the Pioneer Platoon and the other had five stumps which the Fd Engr sect had to prepare for blowing. These two areas took the most of two days because of the root system of the stumps which made our job more difficult. However the hard work that was put in by everyone made the demolition task successful, even though we had to reblow 6 stumps.

On the last day we had the CO of the Battalion, Lt Col Burkes come out to see the last tree and log blown, which were saved for his behalf. The splitting of the log was a success but everything didn't go the Pioneers way when it came to felling the last tree which the CO especially wanted to see fall - it didn't fall. We didn't know who to blame - engineer boreholes, persons who prepared the charges or the person who calculated. However it eventually came down.

## Monday - Tuesday

Out programme for these last two days was on the Husquavana chainsaw. WO2 Whittacker had got a person from Husquavana to come out to West Melton to take up on care and maintenance, faults and practical handling. This taught us a great deal about chainsaws and the Fd Engrs picked up a lot of good points.

## Summary

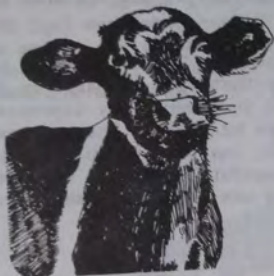
The Fd Engr section that assisted the Pioneers on the demolition task learnt a great deal from the Pioneers especially blowing stumps and felling trees with explosives which we don't do much of in the Squadron, as for the Pioneers, well they were very grateful for the engineer assistance that was given as the Fd Engrs made their task easier so they applied for engineer assistance the following week for watermanship which the Fd Engr section expected.





## CROSS COUNTRY

The 3 TFR Cross Country drew a reasonable number of entries and 3 Fd Sqn fielded one Veterans and two Open Teams.



The Veterans: Sgt Moors }  
WO2 Sinclair } In order of arrival  
Sgt Berry }

Managed to struggle in for third place in the team event. As did the team of Lcpl Dew:

Spr Kirton }  
Spr McLennan }  
Spr McGrath } In order of arrival  
Spr Wall }  
Spr Gardyne }  
Spr Hodges }

The underfoot conditions were shocking and the day a bit on the cold side. This was of little consideration compared with the laughter of the cows who were interested spectators particularly when the Veterans and Females were passing and dodging their cow pies!

-oooOooo-

## ASSISTANCE TO 2/1 BATTALION ASSAULT PIONEERS IN

### WATERMANSHIP AND ASSAULT RIVER CROSSING AT WAINUI BAY

Day 1: 7 Jul 80

The morning was spent loading stores and briefing the FE section (4 pers) on the tasks they would be undertaking at Wainui with 2/1 Btn Assault Pioneers. At 1400hrs we moved out heading to the Wainui YMCA Camp site which, was to be our HQ and home for the next three nights. Arrived at our destination at 1615hrs, unloaded stores and set up our sleeping area.

Day 2: 8 Jul 80

A change in plan, as the Assault Pioneers had lost a day, they were using today to clear a hillside ridge of very tall manuka and scrub, to make a landing pad for a Iriquios Helicopter, that was to arrive on Thursday morning. As none of the FE section had had any previous experience at building landing pads they were put to work with the Pioneers on this task. At the end of the day they had completed the landing pad. The actual pad measuring 18' x 10' with a 3'6" build up on the downhill side. The task took some 7½ hrs to complete using chainsaws, crosscut saws and axes, with a work force of 2 Pioneers sections of 8 each and 4 FE's. This was a excellent training task from which the FE's gained valuable knowledge, that they will be able to impart to the rest of the troop or squadron when the need arises. It was noted that some pers retired very early this evening.

Day 3: 9 Jul 80

The FE's spent most of the morning teaching the Pioneers the basic drills for the MK4 Assault Boat. This consisted of safety, boarding drills, paddling the craft, rules of the sea, the use of hand signals, and finally the use of Chrysler Outboard Motor in conjunction with Assault Craft. The rest of the day was spent on practical operation of the assault craft, including the rotation of pers through the different positions of responsibility. By the end of the day the objective had been achieved and the Pioneers confident in the handling of the MK4 Assault Craft.

Day 4: 10 Jul 80

This was our final day and the Pioneers were required to construct improvised rafts capable of taking their section out on Wainui Bay. Construction was of local material only with the exception of a tarpaulin each. When these craft were launched the FE's used the assault boats as safety boats, which fortunately were not required. From this time it was pack up equipment and stores, have lunch and RTU.

In summing up the weeks exercise not only did it achieve the objective of training the Pioneers who were excellent students but also gave valuable training to 3 Tps FE section. It is my recommendation that advantage be taken of any further exercises of this type where the training is of value to the FE section.

Pers involved were:

Cpl Jensen FE Sect Cmdr  
Spr Davis  
Spr Heke  
Spr Wells  
Spr Wall

Cpl Jensen



"AFTER ALL THESE YEARS IT  
FINALLY WENT OFF"

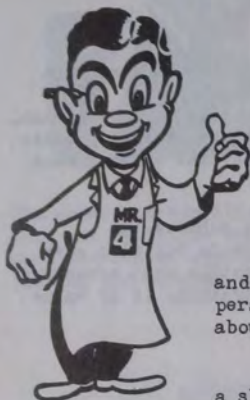


## CHAPTER SIX

### TRENTHAM NOTES

It has been some time since an article from this the oldest camp has appeared in our Liaison Letter, possibly this is because in Trentham we Sappers are part of non-Engr units and therefore find it very hard to write things of general interest to the Corps.

Present RNZE pers are:



Sgt Cas Hansen	HQ Trentham Camp
WOI Denis Hitchiner	1 Base Sup Bn
Ssgt Frank Tripp	1 Base Wksp
Cpl John Baltrop	
Lcpl Steve Reid	

Having just returned from a sad Corps gathering (Wally Morgan) and seeing and talking to members from all Corps units - the question was raised (over an ale) by non-corps people - "Whatever happened to the number 4 in your unit numbering? Some will remember 4 Fd Park, however the thought was there and the idea has grown - why not allow Trentham Camp RNZE pers to reactivate the number 4 as a shadow unit - think about it.

There are 5 Corps members here - that even without a slide-rule or calculator is 1 over 4 - which written as  $\frac{1}{4}$  while figures on a green background, could become the Tac sign of 4 Base Sqn RNZE (in line with Base Sup Bn and Base Wksp and filling the gap in our unit numbers. Of course lets be fair about this - we would not enter a team in Corps rugby to save embarrassment to the big boys in 1, 2, 3, 5, 6 or even 7 Sqns and of course the School.

To deal with such way out things as Roadrunners, Roosters, Top Cats, Black Bulls, Goats and Tigers (I believe even a Horse should appear on this list too) how about a Beaver - a good keen worker in wood which also could become a supplier of a skin for clothing. It also has a broad tail which could be classed as a paddle.

As for a motto - "IN LIEU".

Ed. It appears that Defence have anticipated this move and are not happy with such lateral thinking as WO2 Eric Watson was posted in on 11 Aug 80.



## CHAPTER SEVEN

### 5 SUPPORT SQUADRON

#### Appointments

The following are the appointments as at 1 August 1980:

OC	Maj B.A. Stewart
2IC	Lt S.A.G. Foote
L/O Offr	Capt W.G.W. Williams
SSM	WO1 P.A. McKeany
SQMS	Ssgt K.J. Avenell
Tpt WO	Ssgt G.E.P. Callaghan
Colk	Sgt R.W. Bulman
1 Tp Comd	Lt C.G. Shaw
1 Tp Pl WO	WO2 J.H. Hendrick BEM
2 Tp Comd	Capt G.B. Manning
2 Tp Pl WO	WO2 R.J. Stent

#### Postings In

Spr McGoldrick	from	Basic 164
Spr Jennings	from	3 Fd Sqn
Spr Hook	from	1 RNZIR
Lcpl Jackson	from	1 RNZIR
Spr Mitai	from	1 RNZIR
Spr Morehu	from	1 RNZIR
Maj Stewart	from	Def Wellington
Spr Lewis	from	Basic

#### Postings Out

Spr Scott	to	3 Fd Sqn
Spr Beck	to	3 Fd Sqn
Lcpl Hutson	to	SCE
Spr Walters	to	1 Fd Sqn

#### Discharges

Spr Toia  
Lcpl Butler

#### Promotions

Spr Lewis	to	Tlclpl
Lcpl Akuhata	to	Cpl
Lcpl Ormsby	to	Cpl

Kirakira, Makira Islands  
SOLOMON ISLANDS  
"THE SHANGRI LA"

30 May 1980

To the OC and members of 5 Support Squadron.

The contents of this letter is from the following:

1 Section, consisting of,

Ssgt Hapeta  
Sgt Everson  
Lcpl Greenman  
Lcpl Grey  
Sprs Tamou  
Satherley  
Beddis  
Wellington  
Levett

In this letter you will find the "joys" and "sorrows" of working in the tropics under 2 Field Squadron.

Ssgt B. Hapeta

Hi there, things here have gone pretty damn fine since we arrived at Makira Island. After a lot of inquiring as to where our well was planned to go, nobody knew anything about it, anyway an officer made the decision and said "dig it where you think."

It took us  $4\frac{1}{2}$  days to dig 8 feet by hand, then we inserted the amco.

We had a lovely Camp Site, right on the beach front. The boys really worked hard on the task. We have a bit of Akuhata's tan already, some of them are starting to go purple.

We have since moved to a place called Kirakira where we have done a dozen tasks already, so we are keeping pretty busy. One of the lucky breaks that came our way was a 3 bedroom house which we are enjoying, and to tell you



the truth, ever since we moved in, its' done nothing but rain. Our tasks here in Kirakira range from fixing washing machines to repairing bridges and clearing road blocks caused by the heavy rainfall.

Sgt R. Everson

Hi there this is Ron.

Well the above is only some of the fun we are having, the best I thought was when we reconed a dam a mile up in the bush. We decided to use the 400 cycle set to break up some rock (about 4 ton) which had fallen during an earthquake last December. Well, we brought it (400 cycle set) in by boat from George C's job, and tested the engine on arrival. It was perfect so we carry this damn thing up the creek to the dam. It took eight of us almost 2 $\frac{1}{2}$  hours, talk about seat and swear.

However we arrived and proceeded with the task, we hooked everything up and started the engine. When, bang, noise and smoke everywhere. But do you think we could obtain electricity from that F'n thing. We tried everything and in the end took it apart and found that the God damn thing had burnt out, probably on Georges' job. But they didn't tell us, thought they'd kept it a secret. So the obvious thing, bring it back down again, mind you, in less time now, 2 hours. So thats just another escapade in our joyful existence over here.

Spr E. Tamou

This is Eddie, gnome, shorty whatever. There's much to say about this circus, but due to our endless supply of toilet paper, let alone writing pads, so I'll have to keep it short.

My subject "Meals". Fair, not bad, poor. Next subject, our recreation, when we get it, it will be a game of rugby against the locals. We are recognised as 5 Spt Sqn, International N.Z.A.E. First XV, coached and managed by B.M. Hapeta Esq.

Back to our "Meals". We dine out by moonlight care of the locals. We have our Hudsons and Halls and they can make ration packs look like spiced beef and beans. Yum!! Bye now.



This is Cliff

Hell, did we have a boat trip to this piece of land. There must have been 10 people sick on the boat. When we were unloading, there were sea snakes swimming around. Morale is high. Stud and Barney, I hope you are not getting into anything. Bye.

Ltcl A. Gray

This is Arnie Gray.

To me this trip is worthwhile. I have enjoyed myself so much that I don't want to come home. There's only one real thing that scares me and that is the assault boat. I think it is made for the river and not for the sea. This is Arnie Gray signing off. Nga Bush - Nga Bush forever.



Hi this is Windy

Well, most of the boys have stolen most of the news, but I'd like to say hi to 5 Spt Sqn back home, Ssgt Hub, Alex, Brian, Marshall, Te What, Celk. (Sgt) Aku, Thomo, Kelly, Dirty Dargy, Hubbard my mate \$10 worth ha-ha, and last but not least the OC Major Parker (Sir), I'm enjoying myself up here. There's plenty of mischief to get up to and stacks of work to keep me out of mischief, so I'm back to square one.

Well, I'll say bye now, see you all in the bar at home. Taa-taa.

Hi There, This is Andy

Well its a funny sort of place this Solomon Islands; we were told before we left Linton that it would be the dry season over here, we got here and the locals (in Kira Kira) told us that it was the start of the wet season; its been raining on and off for days, but not to worry, in general its been a good trip.

Alot of the natives are very friendly people and also very generous.

The sea is very unpredictable over here. You can never trust it, one moment its calm and the next its a 12-15 ft swell you're travelling in. The best time for the sea is very early in the morning 5.30 to 6.00 a.m.

See you all soon - Andy.

This is Pete

Since I've been here I have been exceptionally busy, being as I am one of only five mechanics on this department.

On Friday Andy and I spent the day out on Pawa Island (about 3 miles offshore) fixing a generator. They had not had power for 4 months, so there was a hell of a cheer when the generator burst into life. Whenever we do anything we have about 10 or more onlookers and when you start up any sort of machinery, from a chainsaw to a DG you can attract a whole village. We have been for a walk on the beach, and we saw some wild parrots and four sea snakes.

Theres always plenty to see. I can't spend anymore time writing, I must away to enhance my tour.

Bye from Pete.

Spr M. Beddis

Hi chaps, this is Mike.

Well I can't really tell you much about the happenings on this island, as the boys have covered most of the main events, but thinking back a few things came to mind. Firstly the informal dinner that Andrew laid on for us. Who is Andrew? He's one of the locals at Waimasi who we put a well in for.

What a meal! Chickens, kumaras, taros, yams, not to mention the spiced coconuts we had for desert. To square the meal off, we passed around the coconut milk and had alot of chat while we digested the food - we gratefully received. Another event which amused me was a contest we had whilst we were digging the well. It went like this, shift the most amount of coral (by the bucketful that is) and win a prize, two packets of raisins, what an incentive. I'm surprised the

well got dug at all. "Who won", well thats hard to say, Ron came close with four buckets and another four national ones. By the way the prize was already eaten.

See you back in N.Z.

Bye Mike.

### This is Barry Again

Well you have read some of the events that have taken place and I'd like just to mention to Jim Hendrick and his band of warriors to bring over with them some extra gear like flour to make your own bread. Nestles coffee and milk, a thermette, extra clothing, sandshoes, jandals and plenty of shorts. Please check your bedrolls where the poles go through the seams on the tent halves are leaking so any compound that you can get seal them to keep them dry. If they tell you at home that the wet season is over, they are bullshitting, it may be at base camp (Honiara) because they haven't been to anywhere else. Well chaps, I hope these few lines find everyone, and that includes the boys that are not coming, don't worry, you are missing out on nothing. Regards to all from:

### 1 Troop Personnel.





## CHAPTER EIGHT

### 7 FIELD SQUADRON

#### Appointments

OC	Maj P.R. Goldsmith
2IC	Capt J.H. Kamp
LO/Recon	Capt G.C. Wilson
SSM	WO1 J.E.J. Housham
Colk	Cpl (W) E.A. Gould
Trg WO	Ssgt S.M. Ross
Trg NCO	Cpl A.B. Martin
SQMS	Sgt G. Pycraft
Tpt NCO	Lcpl R. Webster
1 Tp Comd	2Lt Eoroyd
1 Tp NCO	Ssgt W.K. Ruha
2 Tp Comd	Lt M.S. Harison
2 Tp NCO	Sgt R.P.E. Gardiner
Surplus	Lt C.I. Towers
	2Lt S.A. Lovell

#### Posted In

Sgt G. Pycraft from 2 Fd Sqn  
Spr W. Wellington from 5 Spt Sqn

#### Marriages

Cpl A.B. Martin to his job.

#### Discharges

Spr G.R. Adams  
Spr F. Walsh

#### Promotions

Sgt G. Pycraft to 7 Fd Sqn

#### TOD

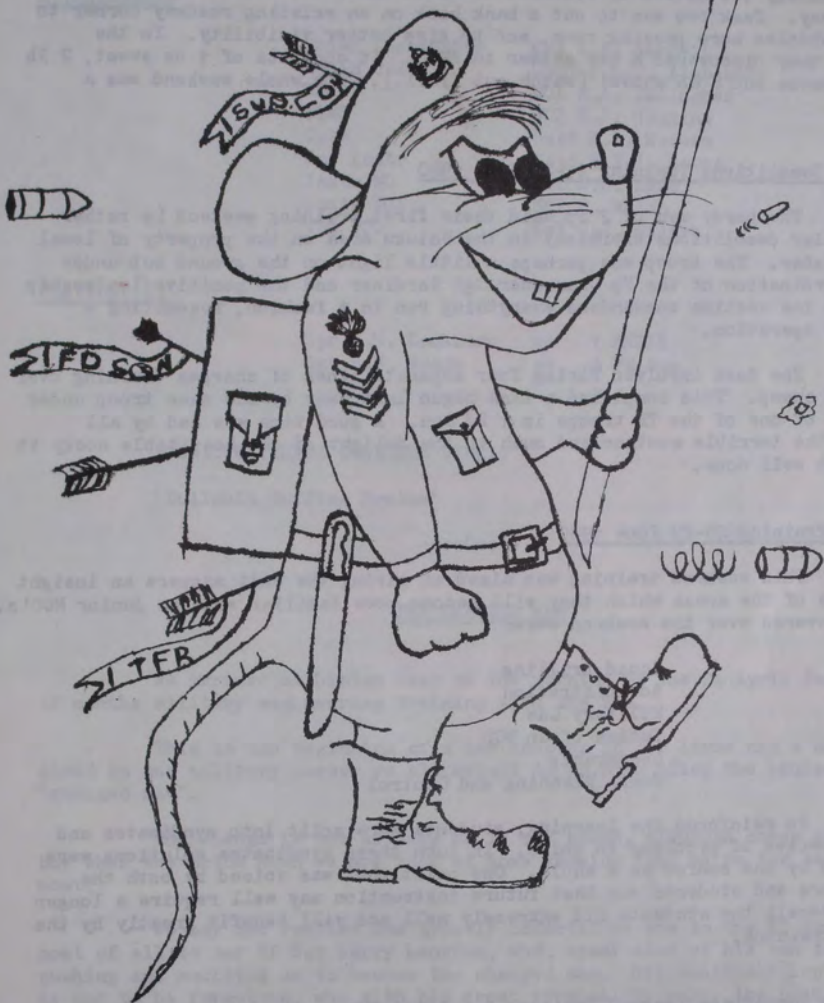
Cpl A.B. Martin to United Kingdom (ex Long Look)



7 Fd Sqn adapted the tiger as a mascot, but the "Pack Rat" may have been more suitable. The tiger is a self employed and self supporting animal whilst the "Pack Rat" is a rodent that begs, steals or borrows to survive. Since the forming of 7 Fd Sqn we have adopted the Pack Rats life style. However we have found the Coyote a helpful species in providing us with stores and the use of their facilities. Despite difficulties the Squadron has managed to successfully undertake a range of training activities since April. As well as individual involvement by Squadron Officers, NCO's and Sprs in locally run Task Force exercises and courses. The following training activities have been completed:



7<sup>FD</sup><sub>SQM</sub> BEGGERS CLUB



"THEY LAUGH WHEN I TELL 'EM WE  
DON'T HAVE ANY STORIES OF OUR  
OWN"

### 1 Troop Demolition Training 24-25 May 1980

One Troop had its first training weekend on the 24-25 May 1980. The troop was split into two sections giving their respective section commanders a chance to organise their fellow sappers on a task at section level. The training involved two tasks at Onewhero, task one was to ditch approximately 100 metres of roadside drain to allow excessive rainwater to drain away. Task two was to cut a bank back on an existing roadway corner to allow vehicles more passing room, and to give better visibility. In the process they discovered a new answer to AN60. It consists of 1 oz sweat, 2 lb elbow grease and a GS shovel (watch out I.C.I.). The whole weekend was a success.

### 2 Troop Demolitions Training 21-22 June 1980

The hardy men of 2 Tp held their first training weekend (a rather spectacular demolitions exercise) in the Waiuku area on the property of local farmer Maber. The troop was perhaps a little light on the ground but under the co-ordination of the Tp Commander Sgt Gardiner and the positive leadership shown by the section commanders everything ran in a fashion, resembling a military operation.

The task involved firing four separate lines of charges draining over 300 m of swamp. This completed a task begun last year by the same troop under the name of one of the TF troops in 1 Fd Sqn. A good time was had by all despite the terrible weather and much to the delight of the hospitable cocky it was a job well done.

### Sappers Training 28-29 June 1980

This weekend training was aimed at giving the unit sappers an insight into some of the areas which they will become more familiar with as junior NCO's. Topics covered over the weekend were:

- Squad Drilling
- Administration
- Military Law
- Duties of an NCO
- Leadership
- Works Planning and Control

To reinforce the learning, students were split into syndicates and given a series of problems to solve. In turn these syndicates solutions were discussed by the course as a whole. One point that was voiced by both the instructors and students was that future instruction may well require a longer time. Overall the students did extremely well and will benefit greatly by the weekend training.

### One Troop Camouflage Weekend Training 5-6 July 1980

The training weekend was run and organised by the troop commander and his NCO's with the training Cadre giving advice and assistance where needed. The aim of the exercise was for the Troop Commander to conceal his troop and vehicles from Air Observation.

A Sioux helicopter was provided, and each soldier was taken up and given high and low level flights over the area, to see if he could pick out bad camouflaging methods. The objective was achieved, with no-one (including the pilot) picking out any vehicle tracks or vehicles with the naked eye.



## CHAPTER NINE

### SCHOOL OF MILITARY ENGINEERING

#### Appointments

Chief Instructor	Maj R.A. Barrett
Admin Offr	Capt J.L.C. Alabaster
SSM	WOI H.J. Gallagher
SQMS	WOI R.J. Huggins
Colk	Sgt K.S. McEwen
Snr Instr	Capt S.T.J. Rouse
Instr WO	WOI W.H. Lamb
Instr WOI	WO2 C. Walsh
Tpt NCO	Cpl C.J. Wilson

#### Postings In

Spr R.H. Cockburn	ex	1 RNZIR
Sgt B.E. Meade	ex	3 Fd Sqn

EXCRETUM TAURUS CEREBRUM VINCIT

'Bullshit Baffles Brains'

-ooo0ooo-

#### THE CHANGED MAN

We arrived at Linton Camp on the morning of the 24 April for our 12 months military engineering training with the SME.

This is the beginning of a new chapter in our lives and a major step ahead in our military career we all expect to go home after the course as a "changed man".

The change is not as easy as it may sound, although cheap gold cannot buy when the pride when we are back at home knowing that we're far better than most.

We may not realise how greatly indebted we are to the NZ Army, but most of all to our SI Sgt Larry Langdon, who, spent alot of his own time pushing and moulding us to become the changed man. His assistant Lcpl Broughton is not to be forgotten, who with his great personality makes the boys at easy miraculously making the instructions simple.

Most of the rules they laid were tolerated but not welcomed. However these rules all took a major part in the making of the changed man. Their rules are:

1. No speaking of any language other than English, improved our English by 100%.



2. No drinking of any alcoholic drinks during weekdays refrained us from being alcoholic but saves our dough by 100%.
3. No smoking during working hours saves the boys from being addicted to smoking by 100%.

Also are many many thanks to the walking computer Lcpl Greeve who takes us in carpentry, to the explosive men Sgt Jones and Lcpl Knott and all those instructors who participate in the operation "changed man".

Vinaka Vaka Levu.

Lcpl Seru



### RFMF/TDS TRAINING

Ssgt Larry Langdon has left the training scene for a short while. He is flat out putting pen to paper on a promotion course.

Lcpl "Boof" Greeve is at the moment acting as SI after returning off course.

Lcpl Terry Knott is ably helping the RFMF/TDS Trg Wing.

The RFMF/TDS students took off for the afternoon on August 5 1980. The venue - Spriggens Park, Wanganui. The disappointment Fiji lost 11-15.

### Training

Since the last Liaison Letter we have almost completed the FE phase for 1980.

### Demolition

The guys from RFMF/TDS joined the RF Basic Field Engineering course 6.17. The course was well run by Ssgt Bill Byrman.

### Bridging

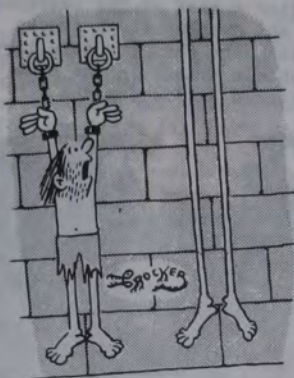
CL4, CL12 design for improvised bridge, pier design, improvised footbridge and the MGB.

### FE Skills

Splicing, parbuckling, obstacles and culvert construction. All instructors were involved in this phase.

The highlight of the FE phase will be the suspension bridge which the RFMF/TDS and instructors from SME will tackle in September in Fiordland, National Park. The job has finally been approved.

Jnr NCO Recon 9 Jun - 11 Jul



.. "What was the rack like?"

down the middle).

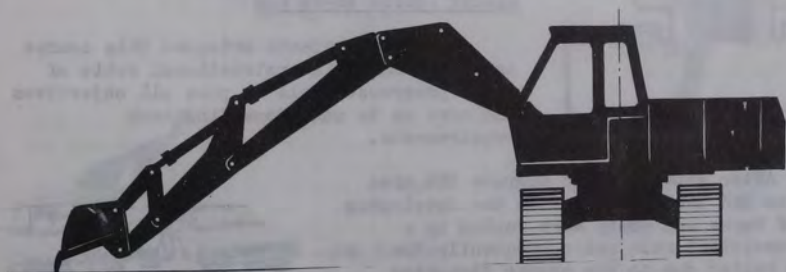
Oh by the way they all qualified.

Tracked Tractor - Motorised Scraper 21 Jul - 1 Aug

Due to the involvement of works tasking it was decided to run both courses concurrently. The course was attended by 15 students (7 tracked tractor - 8 motorised scraper) who all passed under the fatherly guidance of Ssgt Barry Hapeta and his team of instructors from 5 Spt Sqn.

Once again the all weather training area at Foxton Beach was selected and the course was quartered at the Boys Brigade Camp with the culinary expertise of Sgt Tom coming to the fore.

Part of the extra curriculum activities was to participate in a number of "games evenings" against the locals in their ale halls (interesting to see Barry Hapeta's flair for organising games draws).





## Cam Instructors Course 6,15 28 Jul - 8 Aug

On the 28 July 14 members of a variety of corps marched into SME to perfect their skills in hiding from the enemy. After a week at SME learning how to sew scrim, trim trees, wield a paint brush and recover stuck trucks we took pity on the infants and moved them to the more familiar territory of Paradise Valley. After learning how to hide vehicle tracks in the snow - you cover them with foot tracks - they fought a pitched battle for the occupation of the shepherds hut with the local inhabitants - (one opossum).

Hiding in the tussocks was livened up by an LOH pilot who flew like he was engaged in a three dimensional disco dome (ideal after a breakfast of stew and fried eggs). The course later gained their revenge on him by successfully constructing for his benefit a decoy position including field guns, an APC, 292 antenna and vehicles.

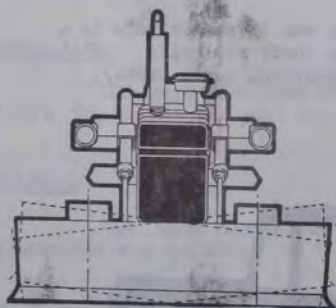


After three days there the brass monkeys then returned to the warmer regions of Santoft forest to thaw out before returning home.

In all an interesting and informative course for all concerned.

## Excavator Course 4-15 Aug

As this was phase B (pile driving, face-shovel, backactor) the 3 students, Brownie, Monty and Mike D, were set to race straight into the finer points of operating the aforementioned attachments. Because of the pre-course preparation by Sgt Ron Everson, the course had little problems in qualifying in all objectives required.



It should be noted that the pile driver was used for the first time in approximately seven years and after a few teething problems the course hammered home a few points and finished the phase with piles of knowledge.



## Grader Course 18-29 Aug

Two students attended this course and after having a instructional ratio of 1.5:1 progressed well to pass all objectives and move on to more demanding task requirements.

After attempting to upgrade the area behind the SME Transport Section the developing skills of Wayne and Monty were foiled by a nights consistent rain and subsequently the task was halted due to the course finishing time.





RF Lieutenant to Captain Promotion 14 Jul - 8 Aug

On 8 Aug five "young" officers breathed a sigh of relief, four weeks of intensive training had come to an end. The RF RNZE Lieutenant to Captain promotion course was over but undoubtedly many memories will remain; some good and some not quite so good. Never-the-less the course was a "learning experience" designed to teach rather than test and provide a sound introduction for the Grade III Staff and Tactics course at Tactical School.

The course was conducted on a tutorial basis, providing the students with the opportunity to express themselves and learn from the directing staff and each other. This was particularly appropriate considering the wide range of backgrounds of the officers on the course.

All in all an extremely successful and enjoyable course which enabled the students to live up to the old adage of "work hard, play hard". The Corps can rest assured that there are high calibre officers coming up through the system.



"Remember, it's flap, flap, glide — flap, flap, glide."

## RNZE DEMONSTRATION 1980

Undoubtedly the highlight of this year was the RNZE Demonstration (at the SME) which was a resounding success.

The demonstration was aimed at providing the students on the RNZE Lt-Capt promotion course with an understanding of equipment currently held within the RNZE.

It proved to be the largest demonstration of engineer equipment since World War II and covered a wide range of equipment from TS 14 motor scrapers to nuclear biological and chemical warfare equipment. It highlighted the best equipments and those which badly needed replacement. As such it provided the opportunity for some 150 officers of all corps to view engineer equipment and develop a better understanding of the role and capabilities of the RNZE.

Our gratitude for making this demonstration such an outstanding success goes not only to the staff and students at SME, but also to the personnel of 1 Pd Sqn RNZE and the cadets from the apprentice wing RF Cadet School. Their efforts played an important part in producing such a memorable occasion.

-oooOooo-

### Mr Heinz

Taken From the Massey Vets Magazine.

Once upon a time there lived a man with a maddening passion for baked beans, he loved them but they always had an embarrassing somewhat odorous reaction on him. However one day he met a girl and fell in love. When it became apparent they would marry he thought to himself, "She's such a sweet, gentle girl, she'll never go for this kind of carryings on." So he made a supreme effort and gave up baked beans, and they were married.

Some months later his car broke down on the way home, so he phoned his wife and told her he would be late because he had to walk. On the way home he passed a small eating place and the fresh smell of baked beans was overwhelming. Since he had miles to go yet, he figures that the walk will neutralise any ill effects before he got home - so he stopped inside and ate three orders of baked beans. All the way home he putt-putted merrily and so he felt reasonable safe when he got to his front door. His wife, quite excited at his arrival, said, "Darling I have the most wonderful surprise for your dinner tonight." She then blindfolded him and took him to the table. He seated himself and just as she was about to remove the blindfold, the phone rang. She made him promise not to remove the blindfold until she returned, and then she went to answer the phone.

He seized the chance and shifted his weight to one leg and let fly. It was not only loud but ripe. He took his napkin and vigorously fanned the air about him. He just had things back to normal when he felt another explosion coming. With amazing rapidity he shifted his weight to the other leg and let go again. This was a true prizewinner. He again cleared the air as well he could, keeping his ear glued to the conversation in the hall. He went on like this for some four or five minutes until he heard farewells on the phone. He arranged his plate, silverware and napkin as well as he could in front of him, folding his arms on the edge of the table and smiling slightly awaited the return of his wife. After apologising for taking so



long she asked if he had peeped and he truthfully stated he had not.

With a flourish and a smile, she removed the blindfold and there to his surprise .... were twelve guests seated around his dining table.



### 21ST BIRTHDAY PARTY

Your personal invitation to a party that should not be missed.

When was the last time YOU refused to go to a coming of age party? Well make the most of this one and you don't even have to take a present.

6 Field Squadron is the first RNZE Unit to have such a party, so get off your butts and do something about it.

Don't be a dead head.  
Don't be apathetic!  
Do reply to 6's invitation

Contact:

ORGANISING COMMITTEE  
6 Fd Sqn, RNZE  
PATTIE STREET  
PETONE

See ya there.





## CHAPTER TEN

### WAIOURU SAPPERS

#### APPRENTICE WING

#### B COY RF CADET SCHOOL



OC B Coy	Capt P.N. Nelson RNZAEC		
CSM B Coy	WO2 G.F. Mitten RNZE	ex	3 Fd Sqn
Colk	Cpl E.J. Pickford RNZE	ex	5 Spt Sqn
STI	Ssgt C.J. Oliver	ex	3 Fd Sqn
SCI	Sgt B.J. Clark	ex	3 Fd Sqn
Instructors	Cpl W.J. Platt	ex	1 Fd Sqn
	Cpl C. Collingwood	ex	1 Fd Sqn
	Cpl N.E. Black	ex	2 Fd Sqn
	Lcpl D.L. Hornby	ex	2 Fd Sqn
Storeman	Cpl E. Rawhiti	ex	1 RNZIR
			Singapore

#### Postings In

Over the past year all members of the staff have taken up position at the apprentice wing. We have the basis for an excellent team and this should show in the Sappers posted out to the Squadrons.

#### Promotions

Cpl B.J. Clark	to	Sgt
Lcpl N.E. Black	to	Cpl

It is realised by all up here at Waiouru that this contribution to the Liaison Letter is long overdue, in fact we don't even know when anything was sent, however it is hoped that this is the first of many.

Most of the staff at B Coy and the Apprentice Wing are new in the job and have been flat out settling in and trying to sort things out for the best part of this year which so far seems to have just flown.

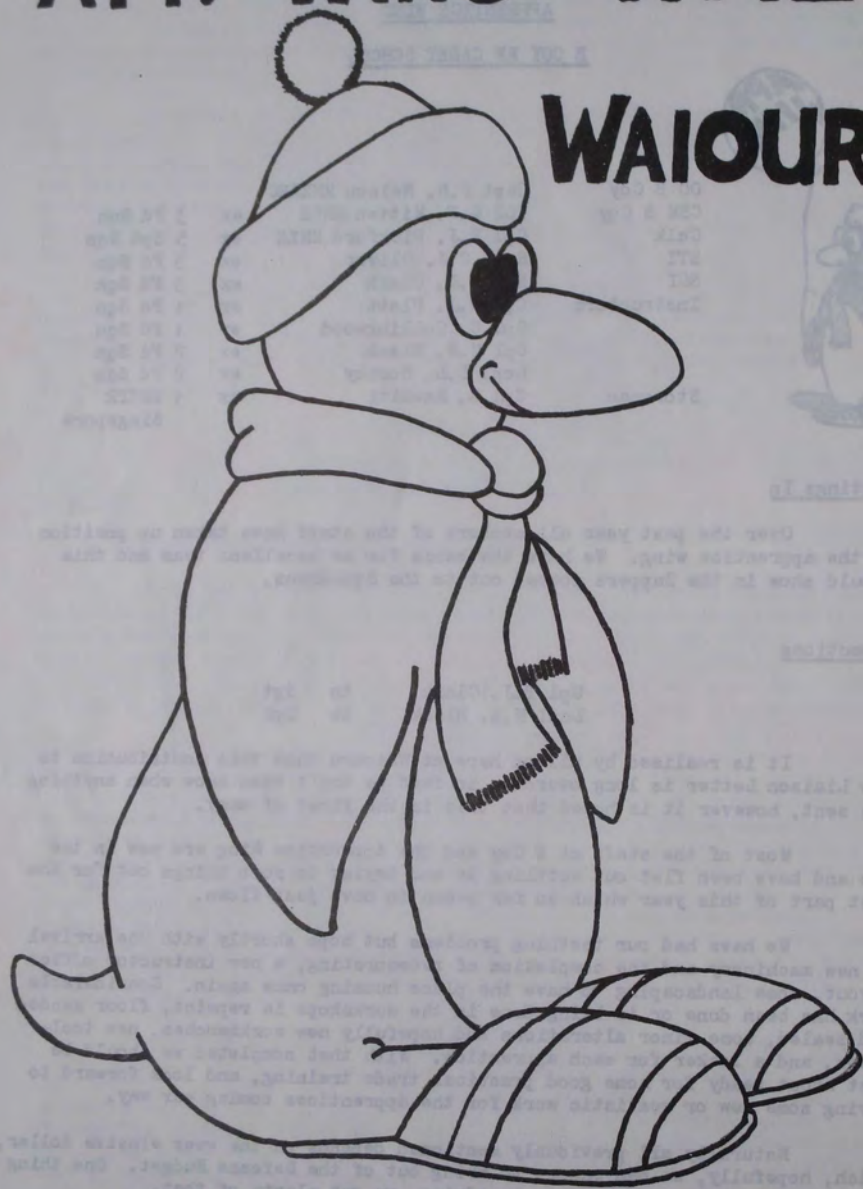
We have had our teething problems but hope shortly with the arrival of new machinery and the completion of redecorating, a new instructor office layout, some landscaping to have the place humming once again. Considerable work has been done or is being done in the workshops ie repaint, floor sanded and sealed, some minor alterations and hopefully new workbenches, new tool-boxes, and a locker for each apprentice. With that completed we should be just about ready for some good practical trade training, and look forward to having some new or realistic work for the apprentices coming our way.

Naturally all previously mentioned depends on the ever elusive dollar, which, hopefully, we can manage to wring out of the Defence Budget. One thing there is no shortage of however is advice, we get plenty of that.

After the article or whatever it was in Junes issue about Unit Mascots and 7 Fd Sqns new mascot we have decided to adopt the Penguin as our mascot, very fitting we feel right now with snow that we had here in mid July, more about that later.

# APP. WING RNZE

## WAIOURU



*Spr. Penguin*



Finally to finish off we would like to take up the very bold challenge put forward by 3 Field Squadron and their RFL results and have this to say "we will be in touch".



#### BASIC FIELD

We left Waiouru Apprentice Wing on an icy Monday morning at 0500hrs for the beginning of our 6 week Basic Field. We arrived at the School of Military Engineering where we were to be trained in the Basic Engineering skills required to be known by all Sappers.

The skills range from tying knots and lashings to bridge construction and demolitions. As parts of the course proved dangerous a high standard of discipline was required right throughout the course, there was no lack of drill.

The course started on the 21 April and lasted approximately 6 weeks ending on 31 May. During which time the stay at Linton Camp was enjoyed by all on the course, especially the cadets. The course personnel was made up of both Sappers and Regular Force Cadets, future Sappers of years to come.

On the course we were introduced to many kinds of tools, machinery and bridging used by the Corps, and the latest addition to the Corps, the Medium Girder Bridge.

But it was not all hard work and discipline, especially during the watermanship phase. A cadet member of the course was about to be thrown physically into the frozen depths of the lagoon by two RF members, only to be thwarted by the Fijians who pushed all three into the water. So in a tangle of bodies and limbs they fell to their fate, to the gleeful happiness of the Fijians.

At the end of the course a parade was held, the best Sapper was awarded a trophy. The Best Sapper's name was Sapper Tatham 2 Field Squadron. After an end of course discussion our 6 week Basic Field course ended.

The 1980 Cadet Apprentices

## ANOTHER ENGINEERING SUCCESS

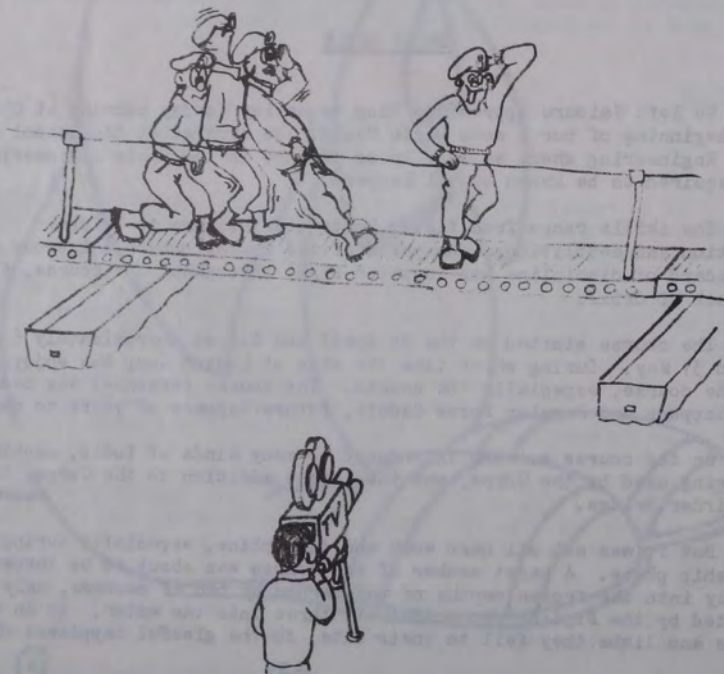
On the week starting July 10 the apprentice wing was convoyed to Linton Camp to partake in an engineering display involving all engineering equipment both military and civilian.

The display was hosted by the School of Military Engineering (SME) and involved showing various Ranked Officers how engineers used the assorted equipment available.

The apprentice wing performing as a refined team were there to build an aluminium footbridge, which is used to move troops from one bank to another over areas of water. The aluminium footbridge was to be constructed as designed and built in the fastest time possible, which the apprentice wing attained as being (three) 3 minutes 43 seconds. Replacing the existing time of 4 minutes 43 seconds.

During the construction and reconstruction of the bridge many of us got soaked apart from one Cadet who took a dive and kissed the water while practising.

On July 17 the Apprentice Wing returned to Waiouru after being thoroughly thanked by members of the School of Military Engineering for their efforts during the display.





## OBITUARIES

On Saturday, the 14 June 1980, four sappers from this unit were involved in a fatal road accident near Waiouru; Sappers Mike Roberts and Graeme Mouldey were killed. Sappers Dean Kennedy and Rick Jansse were seriously injured and are still in hospital.

Sapper Mike Roberts, the only son of Mr and Mrs Roberts of Hokitika, joined the Regular Force Cadets in January 1978. He graduated into the Regular Force as a sapper in December 1979 and was, before his death, attached to the Apprentice Wing as an Apprentice Carpenter.

Whilst in the Regular Force Cadets, he reached the rank of Colour Sergeant (Staff Sergeant) and was a very keen golfer. He was respected and highly thought of by the other cadets, especially the junior cadets under him.

In his relatively short time as a sapper, Mike showed promise and enjoyed his work as a carpenter. He will be sadly missed by his many friends here and by the Staff.

This unit extends their deepest sympathy to the parents of Mike and his three sisters.

Sapper Graeme Mouldey, the son of Mr and Mrs Brian Mouldey of Waipukurau, joined the Regular Force Cadets in January 1978. He graduated into the Regular Force as a sapper in December 1979 and was, before his death, attached to the Apprentice Wing as an Apprentice Carpenter.

During his two years as a Cadet, he made many friends and was very popular with his fellow cadets. He was a keen sportsman involved in harriers and golfing. He got on well with the staff because of his friendly nature and attitude towards others. Graeme was very good at his trade and displayed potential. He will be sadly missed by his fellow sappers, the staff and the cadets who knew him.

This unit extends their deepest sympathy to Graeme's parents, brothers and sister.

Sappers Dean Kennedy and Rick Jansse, who were both seriously injured in the accident, are now recovering in the Wanganui Hospital and should be out in 3 weeks or so, but will not be fit for duty for probably a couple of months after that.

A military funeral was held for Sapper Roberts at Hokitika. This unit was represented by the Officer Commanding of Regular Force Cadet School, Major Roche, RNZA and staff members including all the RNZE Instructors, Sappers and Senior Class Cadets who were friends of Sapper Roberts.

Due to the fact that Sapper Mouldey's funeral was the day before and the distance and shortage of time, it made it impossible for this unit to have provided the military funeral. 3 Field Squadron, Burnham provided the funeral party and we are indeed thankful to 3 Field Squadron for providing that support.



Sapper Mouldrey's funeral at Waipukurau was attended by Major T. Roche, the Officer Commanding, Regular Force Cadet School, staff, RNZE Instructors, Sappers and Cadets, other RNZE reps from Waiouru and Linton who had known Graeme, and ex cadets from other camps around the North Island.

CHAPTER ELEVEN  
SAPPERS OVERSEAS

First a reply to the Museum reference in the last edition which I think has a rather easy answer - DON'T CROW ABOUT IT ROOSTER! FIX IT! If you have not got the expertise in the Squadron now to do that then either WOI E. Lamb or I will gladly fly to Waiouru and show you how to fix it if you pay the airfare. Even the new Christchurch town hall had its problems.

New to the more important things, most engineers know that there are a small group of workers from the corps in Fiji, for those that don't:

SOE	Major John Tymkin
Works WO	WOI Ray Wills
Troop Ssgt	Sgt Graham Kingston

and one should not forget the other corps who have men there:

Chief of Staff	Lt Col Lindsay Williams MC
OC HQ Coy	Major (Ratu) William Elliot

The RMF Engrs consists of:

- HQ RMF Engrs
- 4 troops of approx 40 pers Rural Development Unit
- 1 troop of approx 12 pers Plant Troop under training
- 1 troop of approx 30 pers Maintenance Troop
- Trade Training School 4 classes of 10 pers

The Squadron Headquarters is in overall command of all sub units and does the usual task expected of a control headquarters.

The 4 RDU troops are deployed to various areas on all types of tasks the present ones being:

1 Troop RDU. At present working on a six classroom concrete block building in the western area at a place called Drauniivi this task should be completed by Dec 80.

2 Troop RDU. At present on deployment at Ono in the Kadavu Island Group working on relief houses and have five villages to work in with an all up total of 113 houses to reconstruct. The troop was deployed in May and should be ready for deployment to another area by the end of Sep 80.

Troop RDU. At present on deployment at Yale in the Kadavu Island Group and are also working on house prefabrication. They have six villages to work in with a total 83 houses to fabricate and were deployed in June and will be ready to deploy to another area in Oct 80.

Troop RDU. This troop is working on Mayau Island which is the Island that was completely devastated during Cyclone Mele and are doing house reconstruction work in three villages with a total of 122 houses, they have been on deployment since May this year and have so far finished the village of Salia 48 houses and are at 50 percent in Mariavo village.

In all troop locations the material supply is very slow and at times almost non-existent. Ration resupply because of ship delay can be anything up to 7 to 10 days late and even though they are rationed for 1 month the troops do at times run out and have to live off the land. What price ration packs now Sprs?



All troops will be redeployed as they finish their present tasks to other areas in an effort to try and catch up with the Prime Ministers Relief and Rehabilitation Committees backlog of house reconstruction from damage caused by Cyclones Tia and Meli. This unit was allocated 2400 homes all of which we hope to see finished before any more cyclones hit the Fiji Island group.



Cyclone Wally  
damaged areas are being dealt with by the FM RRC pers and ably assisted by the RNZE team led by Ssgt Storky Gilbert.

The Trade Training School does all the trade training of the intakes to RFMF Engrs and at the completion of each course 2 or 3 are retained in RFMF the others are discharged and in theory should go back to the village to assist in the rebuilding programme. The trades taught are carpentry, blocklaying and plastering.

The Plant Troop which was formed and funded by Australian Aid is led by the Australian WO2 Plant instructor from Townsville in NT - Dave Wood who should be known to those of you who served in Thailand on Cp Crown and in Vietnam in 67-70. The plant troop will become part of the RDU and do road and track improvement work as soon as all its equipment is to hand. At present they have a D4, D6 dozers and a Gallian Grader. Other items to arrive are compaction equipment, dump trucks and a loader. One should not forget the Leander low loader which Storky Gilbert managed to drive back down Queens Road and remove all bridge markers between Suva and Lautoka.

Last but by no means least is the Maintenance Troop whose job is to do what MOD do in Camps in NZ with a mere pittance of money allocated for maintenance work. They are responsible for all Married Quarters, Barracks, Mess, Stores Buildings and new works in the QEB DEB areas. Along with maintenance work goes new construction work in the camp and by the time this goes to print after almost a complete redesign and rebuild the new administration block should be finished, the 3 Lysaght buildings should be finished even though we had to rebuild one that a mango tree fell on. The tree should have been cut down before construction took place (Major Jason Smith). The new concourse is completed and barracks floors are finished and with more money on its way the Camp should, we hope return to normal by the end of 1980. The engineers miss out again in one way in that the Samambula bridge will not go ahead this year because of lack of money and the FWD have pinched our well known bailey bridge to replace a bridge washed out during Cyclone Wally.

Well thats the news to note, short though it be, I have to make the dead line of the 31 July but will be better prepared for the next issue. Our regards to all in the Corps, get the Memorial Library finished (hope the roof doesn't leak). All three of us and families are well and look forward to our return to NZ. We will have gained a few more grey hairs or the odd bald patch but are certainly not getting fat with the workload over here. Until next time Mocc'.







R.N.Z.E.  
LIASON LETTER

November 1980

No 24



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This Liaison Letter has been compiled by  
THE SCHOOL OF MILITARY ENGINEERING

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Sapper units and associations may incorporate  
articles as extracts from this Liaison Letter  
in their own publications without seeking  
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27 February 1981



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27 February 1961

# MEMORANDUM

## THE CORES OF

## ROYAL NEW ZEALAND ENGINEERS

### HONORARY APPOINTMENTS

Colonel-in-Chief

Her Majesty Queen Elizabeth II

Colonel Commandant

Col R.C. Pemberton MC and Bar, ED

### CHIEF ENGINEER

Lt Col D.J. O'Brien BE(Hons)MNZIE, ANZIM, RNZE

EDITORIALHAVE A GO

This is our last liaison letter for 1980, and as such could be a time for reflection on its value as a vehicle for keeping us in touch with each other.

Over the last six years our house magazine has grown in stature and maturity, and is now a valued document. Indeed there has been a limited number of overseas enquiries regarding membership to a subscription list. At this moment we are not able to satisfy these requests but it is indicative of growing interest by kindred military engineers.

Where does this lead? Obviously a spur to budding writers, recorders, artists and the odd joke merchant in our corps to keep producing material. No doubt unit notice boards have had copies of signals placed thereon requesting items for inclusion in our magazine. These articles should not be left to the unit OC, SSM or Historian to produce, but each and every sapper should look to him or herself to see what he or she can do. Some of the best artists have been sappers. Take for instance Sapper H. Moore-Jones who painted the scenes of Gallipoli and the famous picture of Murphy and his donkey. And it was a Sgt who wrote:

The Engineers  
Have hairy ears  
And hairy harried faces  
Robust and rough  
They do their stuff  
In all the toughest places

Well most of us do not have the creative gift like those two mentioned above, however, you could find out that you could surprise yourself if you would but try. Could you imagine Robert the Bruce sitting in his cave saying to the spider "I don't see why you bother hairy legs. The wind will just take it away". Instead he took inspiration from the spider's repeated effort and went on to reform, re-organise and build up his forces to defeat the enemy.

The message is clear. Have a go. Write a report, a poem, an article (humorous, serious, a case for change perhaps) or draw a picture. It doesn't matter if you are a Lance Corporal and you have a point to raise. Get stuck in and put pen to paper. It was a small boy in the childrens story that told the vain king that his "raiment of fabulous cloth" was in fact his birthday suit. You too, could tell all of us something. Neither Robert the Bruce nor the small boy said "I'll do it sometime". Neither of them sat and cried over their jug of beer that he "should have done it then". Both saw their problem areas. Both attacked them forthrightly and honestly and produced results which we all know.

We have our house magazine. It is here already. Our enemies are apathy and laziness which, with a little effort can easily be overcome. If you or I or the chap in the next office "can't be bothered" to put in a little effort once every three months then our Liaison Letter will fold. Our magazine is good value. It keeps us informed: allows us to let off steam; has our gossip columns; and has articles of interest for nearly every person in the corps.





CHAPTER ONECHIEF ENGINEERS OFFICE

CHIEF ENGINEER

Lt Col D.J. O'Brien

SORE 2

Maj J.S. Hollander

CLK RNZE

WOI H.E. Chamberlain

EXERCISE CRUSADER 80Introduction

As many of you know, I was among the 30 NZ Army lieutenant colonels and majors who participated in this huge British Army exercise in West Germany over the period 8-28 Sep 80. Three other sapper officers completed our team on the exercise:

Lt Col H.E. Wedde, SO1 Ops NZ Force S.E. Asia

Maj D.A. Cormack, SO2 Plans HQ NZLF

Maj A.T. Beaver, OC 1 Fd Sqn

We arrived in Germany on 31 Aug 80 and spent the first eight days with various RE units visiting their training activities and observing their final preparations for the main field exercise for 1st British Corps nicknamed SPEARPOINT 80. After the exercise all NZ Corps Directors and several others in the NZ contingent spent a week in the UK, visiting Corps Schools and units and holding discussions with our opposite numbers in the British Army.

It was a wonderful experience, both professionally and socially and I'm sure it will be of long term benefit to the NZ Army. Space will not allow me to describe all that we saw and did but the following first impressions will give you some appreciation of the exercise and the visit as a whole.

Pre-Exercise

I spent this period with 28 Amphibious Engr Regt at Hamelin, also visiting 4 Armd Div Engr Regt and the Combat Engr Trg Centre (the "SME" for (ER) Corps). Highlights were:

1. The tactical deployment and operation of the M2 amphibious bridging rigs (cost \$1.2 million each and 28 Amphib Regt has 73 of them!).
2. Inspection of the new Combat Engineer Tractor (15 per Regt at \$2 million each!) and other armoured vehicles employed by the Div Engr Regt; a total of 30 per sqn.

3. Observing the construction of MGB in various configurations including the new reinforcing kit.
4. The wonderful hospitality and friendship of the sappers of the beautiful and historic "Pied Piper" town of Hamelin.

#### Ex SPEARPOINT 80

Although allocated as an escort officer with the Joint Visitors Board for the exercise, I was not heavily committed and, by arrangement with HQ RE 1 (BR) Corps, visited many engineer headquarters and units in the field. Main features or lessons were:

1. The almost total commitment of div engrs for much of the battle to a very extensive Corps obstacle plan involving 220 000 mines (of which 100 000 were actually laid)/
2. the huge tonnages of engineer stores required and the commitment of 150 x 4 ton trucks for 72hrs to the outloading of mines and explosives;
3. the difficulties and various alternatives employed in command and control of div engrs by each CRE;
4. the greatly increased minelaying capacity afforded to engineers by the bar-mine layer and Ranger AP mine system;
5. the difficulties of realistically playing minefields, their stopping-power and delaying effect in a field exercise;
6. the immense size and cost of an exercise involving 102 000 troops, 850 tanks, 2800 other tracked vehicles, 18 000 'B' vehicles, etc.

#### UK Visit

During this week I was based in the RE HQ Mess at the RSME Chatham and visited the EinC, RSME and 11 Engr Gp (basic recruit and combat engineer training) at Gibraltar Barracks, Minley. Highlights were:

1. Observing and operating the new medium motor scraper (TSB) which is a contender for our proposed scraper buy in 1981.
2. Observing and discussing combat engineer training in the British Army, during which I obtained trade specifications and training objectives which will be of value to RNZE;
3. Discussions with the Col GS, RSME on combat developments in water supply, minewarfare, field defences and bridging which will be of value to us.



- and NCO's between us.

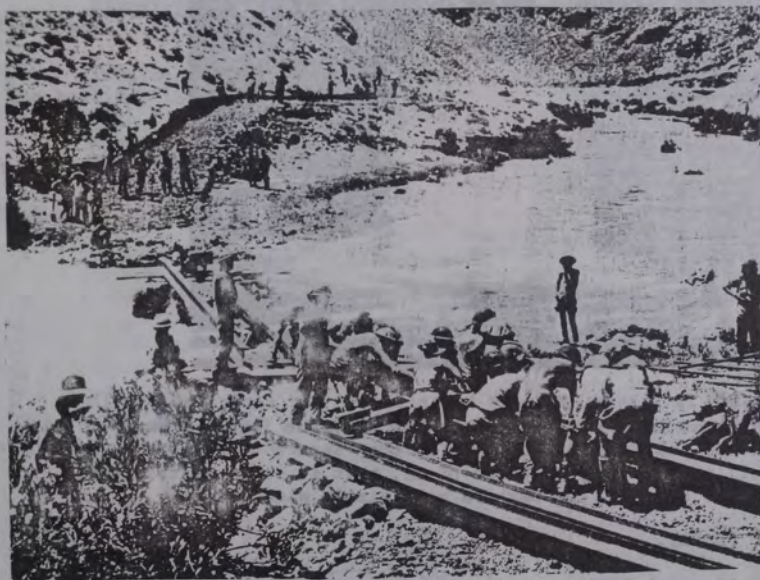
measurable.

The opportunity I had to visit the EinC and RE training establishments in the UK were similarly of great value both to me personally to RNZE. The welcome I received from all units visited and the frank discussions I had with numerous engineer officers were greatly appreciated and speak well for our relationship with our brother Corps.

Lt Col D.J. O'Brien  
Chief Engineer

OUR A B C

A is for Army. We mugs belong.  
 B is for Band. Plays the latest song?  
 C is for Citadel. Of wide renown.  
 D is for Detonators. Brings things down.  
 E is for Engineers. Pride of the Army.  
 F is for Fighting. We think it barmy.  
 G is for Guard. Duty we detest.  
 H is for Hopeless. On Training Test.  
 I is for Ignorance. All Sergeants can claim.  
 J is for Jerry. He is our aim.  
 K is for Kiwi. Patrolling the Birket.  
 L is for Loafer. Known as a Shirker.  
 M is for Mess. Maybe its fine.  
 N is for N, Zed. For which we pine.  
 O is for Officers. There are too many.  
 P is for Picquet. We would sooner not any.  
 Q is for Quarter. Of roaring voice.  
 R is for Respite. Thats our choice.  
 S is for Sapper. We build and rend.



SAPPERS BRIDGE THE TITANI

T is for Touch. We never lend.  
 U is for Unit. To which we are bound.  
 V is for Volunteer. In us is found.  
 W is for Worgs. Who do all our work?  
 X is for Ecstasy. Us when we shirk.  
 Y is for Y.M. A jolly good place.  
 Z is for Zero. The hour we all face.



OUR RAGTIME ARMY

When we left New Zealand we determined that we would be,  
The toughest sort of soldier that ever crossed the sea,  
We boasted that the spirit of the Anzacs wouldn't wain.  
That by our efforts we would bring it extra fame.

But its a Ragtime Army, just a Ragtime Army,  
Early in the morning, when we go out on parade.  
Early in the morning, with our shovel and our spade.  
Shes a Ragtime Army, happy as the flowers in May,  
Fighting for our King and Country.  
All for a dollar a day.



They stuck us in the desert, where the trees no longer grow.  
And all the petty little jobs, to us they seemed to give.  
They tell us that they're proud of us, that it seems quite clear,  
Is like the story of the Barbers oat, simply wind and beer.

Chorus.

All our bloomin' Officers ride around in state.  
Our Sergeants go out on leave and don't get home till late.  
But if its you and me they catch and a good tale we can't tell.  
They bundle us into a truck; forthwith to Citadel.

Chorus.

We've told them that to keep us here, is nothing but a sin,  
That if they put it to a vote we'd all go home again.  
Our caravan has rested in the desert far too long.  
And every blinking one of us hates the desert song.

Chorus.

From Monday to Friday is  
Spare on Saturday and Sunday and  
complaints. In some cases women  
approach of Saturday morning, the  
the on the number of refugees on

To save you the trouble  
you think you are ill and need a  
shall we say? complaints, their  
are great believers in the off  
Philobology and other simple cure  
We don't mind.

Filarthritis, Symptoms  
Treatment; and hours peak drill.  
Perhaps even better in a day on  
day, and the smell of breakfast

Stomach-ache feelings,  
(continued).

Treatment. Borrow and  
is the best day to try it.

Night-Rising Symptoms  
you this time, Fish hooks Yacht!

Since the Romans had  
the place one's right hand on one  
the English word "TENTATIVE" is



"HOME TREATMENT"AND HOW TO DO IT

From Monday to Friday inclusive, the R.A.P. is always full. Reports on Saturday and Sunday activities show a very marked decrease in complaints. In some cases wonderful recoveries have been effected by the approach of Saturday morning, though we are sorry (and the M.O. is annoyed) to see the number of relapses on Monday morning.

To save you the trouble of turning out to sick parade every time you think you are ill and need a rest, here are some of the more popular - shall we say? complaints, their symptoms and advice for home treatment. We are great believers in the efficacy of Dogs Hairs, Palid Pink Pills, Phlebotomy and other simple cures. If you need a day off as well, take it. We don't mind.

Pilsneritis, Symptoms need no description, fortunately for us. Treatment; one hours pack drill. This is obtainable from any Sergeant. Perhaps even better is a day on Cookhouse Fatigue. This is easily obtainable too, and the smell of breakfast cooking does wonders. Try it!

Stoney-broke feeling. Symptoms, lack of cash Q.E.D. (quite easily determined).

Treatment. Borrow some. Anyone will give you fifty but Thursday is the best day to try it.

Night-Rising Symptoms again need no description, fortunately for you this time. Fish hooks Yah!

-oooOooo-

MOST UNUSUAL OATH

Since the Romans had no bibles on which to swear, it was the custom to place one's right hand on one's testicles when swearing to tell the truth. The English word "TESTIMONY" is derived from this practice...



## CHAPTER TWO



## HEADQUARTERS NEW ZEALAND LAND FORCES

RNZE pers posted to the staff of HQ NZLF as at 1 Sep 80 are:

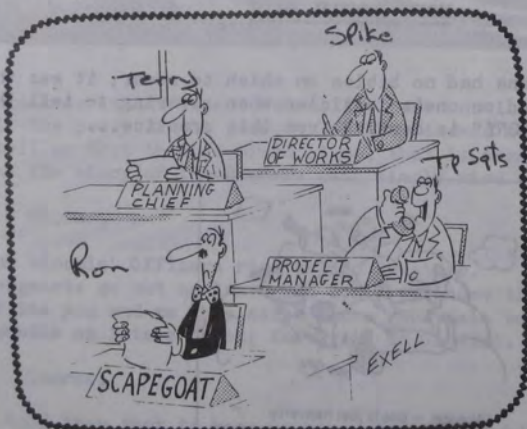
Engineer Cell	Maj J.M. Kiff	SORE 2
	Lt B.J. McKernan	SORE 3
	WOI I.E. Lamb	Clerk of Works
	Sgt C. Bell	Draughtsman
	Sgt N.J. Orr	Surveyor (ATG)
	Lcpl (W) E.L. McMillan	Clerk
Doctrine	Maj D.A. Cormack	SO 2
Training	Lt M.T. Robinson	SO 3
Logistics	WOI D.H. Roberts	Clerk of Works
	Sgt C.J. Andrews	Display Artist

With the imminent departure of Lt Robinson to 7 Fd Sqn it is planned to hold a farewell in the bar facilities of NZLF on 19 Sep 80. 1 Fd Sqn advise us in their works return that the amenities will be completed before this date so the Engineers will claim a first for the first official use, however, we are NOT contemplating an entry in the Guinness Book of Records.

In addition to the normal command functions, the Engineer Cell is preparing the documentation for EX TRIAD, ie converting STRINE. It may be suggested that after interpretation, the finished product may be referred to the originator under the MAP.

Recently 1 Fd Wks Team forwarded a manning status and this is reproduced below for guidance or what!

1 Fd Wks Team manning



Snippets

1. Please send us a personal photo, Clas, as 3 Fd Sqn have forgotten what you look like!!
2. The cheque reproduced below was received from SOW4A on 2 Aug 80 for his birthday shout: Force Engineer and SORE's will be re-presenting it at the Linton Formal Dinner

**Bank of Dreamland**  
Wellington, New Zealand

Cheque Duty Paid

1 Aug 1980

Pay HQ NZLF (Eng Cell)

on bearer

the sum of FIVE DOLLARS

\$5

DIRECTORATE OF WORKS A/C

SERIAL NO	BANK	BRANCH	ACCOUNT NUMBER
II* 00000100 II*	999	84512	ZZ 246810 **100 II*

3. With Ex CRUSADER it is anticipated that HDA applications will be forwarded a plenty. Wonder what a Lt Col HDA is worth!

Bouquets

It is with great pleasure that we announce on behalf of 3 Fd Sqn, amid the fanfare of crumpets and rums, the completion of Project Number 6/73. Which to those unfamiliar with works numbers, is the project of moving 3 Indep Fd Sqn, 3 Tp 1 Const Sqn, Southern Districts Const Tp under the cover of the Southern Engr Gp and subsequent reorg to 3 Fd Sqn from 44 Riccarton Road, Lower Riccarton to 'Z' Block Burnham Camp. It is presumed that 3 Fd Sqn will be holding functions on this eventful day and invitations extended to past members of the units.

Isaiah Chapter 53 verse 1



CHAPTER THREE1 FIELD SQUADRONAppointments

OC	Maj A.T. Beaver
2IC	Capt G.E. Goldsworthy
SSM	WO1 M.A. Oliver
SQMS	WO2 R.J. Wright
Wks WO	WO2 R.D. Milligan
FOW	WO2 T.N. Archer
Purch WO	WO2 R.C. Prentice
Colk	Sgt D.E. Trask
Tpt NCO	Sgt L.W. Ward
1 Tp Comd	Lt G.A. Bruce
1 Tp Sgt	Sgt T.R. Te Uira
1 Tp Sgt	Sgt I.L. Evans
2 Tp Comd	2Lt P.W. Howard
2 Tp Sgt	Sgt T.E. Gilbert
2 Tp Sgt	Sgt M.T. Renata

RACUL ISLAND

Raoul Island is situated 970 km (600 miles) N.N.E. of Auckland. It is the largest of the Islands in the Kermadec group. The average rainfall is 60 inches a year. The temperature, while we were there, was warm and sunny on average, with the odd shower, which was also warm and pleasant. The main bush cover is made up of Nekau and Pohutakawa with up to three metres high Aram lillies growing in the wet spots, eg in saddles and gullies.

The wildlife consists mainly of Tuis, rats, cats and rarely goats. There are also a few English birds, eg Sparrows, Blackbirds.

The island is inhabited by 9 guys all year round, who man the weather station. For three months of the year the Forest Service and the land and Survey Department send up a team to carry out animal and weed control programmes. The only vehicles on the island are a Fiat 500, Ford 5000, 1943 D7 Cat Bulldozer and an old Commer truck.

The fishing is excellent, with plenty of good size fish in the way of Kawhai, Kingfish and Hapuka and many colourful small fish can be seen in the crystal clear water.

There is also an abundance of oranges, as just after the Second World War the New Zealand Government planted 45 000 Citrus trees, with the idea of making New Zealand self sufficient in oranges, today they now grow wild and unattended. Even so the fruit are large, sweet and juicy.

Raoul Island Trip June 1980

On Friday June 27 the team for Raoul Island assembled outside the Headquarters of 1 Field Squadron. This team consisted of 7 Regular Force guys made up of Lt Bruce as Commander, 3 divers from 1 Field Squadron, 1

medic from Papakura Camp hospital, 1 from Workshops and 1 from Intelligence Centre. Then there were the 6 of us. TF with 1 from 1 Field Ambulance, 4 from 3 North and me from 7 Field Squadron.

The job at Raoul Island was to upgrade the landing facilities at Boat Cove.

The first day was spent loading stores onto two trucks and transporting our gear to the Devonport Naval Base. The next few days were spent loading our stores, and stores for the Forestry and Lands and Survey onto the "Monowai", which was the ship that took us up to Raoul. We sailed on Wednesday 2 July at 10 a.m. We had now been joined by 3 Forest Service goat shooters and their 6 dogs, 1 Forest Service Botanist, 1 Volcanologist from the D.S.I.R. the new handyman for the Met Station on Raoul, 3 from the Land and Survey to do the weed control work and the Head Ranger for National Parks Board of New Zealand. The trip up to Raoul was a little rough!

We arrived at Raoul at 7 a.m. on Friday 4 July. As we approached the island the sea was choppy with quite a strong wind blowing, the Island was covered in low cloud. We had two plans to unload the stores off the "Monowai". One was to use the ship's helicopter, and the other was to use the chopper and the boats, both our assault craft and the ships. At first they tried to use just the chopper, as it was too rough for us to use the boats efficiently. But after about six trips with the chopper, it had a heavy landing and damaged its landing gear, so was then out of use. We then had to use all the boats available to carry the stores and the gear ashore. This took the rest of the day, and with the help of the Navy we managed to carry all of our personal gear and some other stores up the cliffs to our camp site, and the head of an old Flying Fox.

The next three days were spent carrying stores up a winding track up the side of a 40 metre high cliff to where we had set up our base camp. On Monday we helped the Lands and Survey to rebuild the old Flying Fox, we then spent the rest of the week working the flying fox to bring the stores up from Boat Cove landing, and we also had a chain gang packing stores up the track at the same time. By the time we had finished we had shifted up the cliff about 6 tons of gear which was quite a task. We used to work from 7.30 in the morning till about 4.30 in the afternoon, then we would do a spot of fishing so as to supplement our 10 man ration packs, as that was the only food we had brought with us. One afternoon Lt Bruce managed to spear a 50 lb Hapuka in about 6 metres of water. The fishing was really good with us eventually building a small smokehouse to smoke a few for a change.

On Saturday night we were invited to tea at the Weather Station, so on Saturday afternoon we set off with our sleeping bags and some gear to have a shower. It was a fantastic meal that they put on for us, and on the Sunday we spent the day lazing around in the sun, our first day of rest.

The next two days we spent working on the landing and the upgrading of the track, from the landing to the top of the flying fox. We put in one gabin basket but it was ripped out by the current. When the divers did a recce of the causeway it was found to be in a worse condition than we had been led to believe. It was decided that the job was much bigger than first thought. We then went and opened up a quarry on the side of the road to the weather station for the Lands and Survey. On the Friday we shifted camp from Boat Cove to the Weather Station. Seeing that our job had now been cancelled we were split up into small groups to do odd jobs. One guy went and helped





the volcanologist, another helped build four huts and six of us went over to Denham Bay to help the Lands and Survey guys to cut spray lanes and clear walking tracks, while the rest worked on the Boat Cove road. This proved to be our daily tasks for the next two weeks. On the Friday before we were to sail home we all moved back as one group to the Weather Station. We spent the next few days cleaning and packing up our gear.

On Monday 4 August we woke at 5 a.m. and climbed aboard the tractor with our gear and headed off to meet the "Monowai" which was due to pick us up at 7 a.m. at Fishing Rock. The sea was beautiful and smooth, the last few days it had been the smoothest it had been for the whole of our stay. By 11 a.m. we had all our gear aboard the ship and we were saying good-bye to our new found friends. The trip home was really great, it was beautiful sunny weather, and the sea was oily smooth.

We arrived in Auckland harbour at 7.30 a.m. on Wednesday 6 August. We then anchored off Orakei while the Agriculture and Customs men did the ship over and at 1 p.m. we were tied up at the Naval Base. The next few days were spent cleaning and putting all the gear away. On Friday 8 August we all parted and went our separate ways after having lived together on a small Pacific Island for the last month plus. It was a great experience.



Lcpl Lance Newbey  
7 Fd Sqn

-oooOooo-

#### SAPPERS DAY 1980

This day commenced with the traditional rum and coffee served to the living-in junior ranks at 0645 hours by officers and senior NCO's, to the accompaniment of the music of The Sappers played over the Camp PA system.

Officers were then invited to the WO's and Sgts Mess to finish off the rum (supplimented of course) and this was then followed by the RNZE Senior NCO's of the Camp attending a champagne breakfast (see attached menu).

All ranks spent the morning with visits to various business firms/factories in the Auckland area, including the Building Display Centre.

The afternoon activities commenced at 1300 hours with the Marrieds/Singlies rugby match which resulted in a win to Singlies by 22 points to 14. Other results of this fiercely contested match were:



- 1 broken collarbone;
- 1 shattered finger (22 stitches);
- 3 dislocated fingers;
- 2 teeth knocked out;
- 1 player knocked out; and
- 1 player concussed.

(It should be noted that of the above injuries, only one was to a regular, match-fit player).

Following the rugby, an inter-troop games competition was held involving a variety of fun type activities such as an improvised obstacle course, tossing the javelin, a drinking straw and jelly bean race, and so on.

At 1600 hours the social room was the venue for the remainder of the day, and people were only too eager to participate in this one. Trophies for the games of the day plus some from earlier in the year were presented as follows:

Best Sapper Award	Spr Brian Powell
Rugby Cup	Singlies
Most Improved Rugby Player	Spr Murray Moselen
Webb Spoon (biggest Stirrer)	Spr Brian Powell
Grump Shield	Sgt John Osborne
Inter-Troop Sports Shield	2 Troop

The usual happy hour 'dob' session was held and the Officers did well this day - due mainly to the recent exercise in Waiouru.

Another memorable Sappers Day (even if vague to some - eh Spike!) was had by all in attendance, who included members of the Auckland Sappers Association and ex-members of the unit.



Papakuta Camp

Warrant Officers & Sergeants Mess

== Menu ==

SAPPERS DAY 1980

CHILLED CHIEF ENGINEERS BLOOD

\* \* \* \* \*

PINEXBIX, CORNFOLKS, HOT PLASTIC & COLD ANFO

\* \* \* \* \*

## GRILLED SAPPER RASHERS

# FRIZLED SNAGGS

SAVOURY SORE 2 ON TOAST

## STEAMED LITTLE BOYS

SAUTE TUBBYS FRY

## BLACK POWER

\* \* \* \* \*

## SALUTE POTATOES

BASTARD BAILEY BEANS

## SAVOURY CORDAGE

INTEROGATED MK7 HALVES

\* \* \* \* \*

POKED, SCORCHED, SHAMBLED OR POLISHED

\* \* \* \* \*

TAR, TOFFEE OR MILES TO GO

\* \* \* \* \*

## LAST POST & MADE-THE-GRADE

\* \* \* \* \*

EXERCISE COYOTE CAPER22 SEP - 3 OCT 80

Basically we were to learn and experience the role of the Engineer in the withdrawal.

The Exercise started 0500 hours, Monday 22 September 1980 at Papakura OR's Mess where we were to have breakfast before leaving for Waiouru. Arriving at the Mess at 0455 hours, three minutes after the cook, we proceeded to wait until 0515 hours when breakfast was finally served.

Leaving Camp on our journey to Waiouru without too much ado we began to psyche ourselves into two weeks in the field.



Having arrived at Waiouru at about 1350 hours, after a long and slow journey in RL's, one of which had to be towed just over half the journey, we were issued packs, tents, sleeping bags and air beds for the field and safari beds for those few nights when we were in base camp.

Although the skys were clear, a good stiff wind was there to greet us as we unloaded and repacked packs.

Instruction on the M69 and M67 grenades followed dinner and we settled

down for the night.

Tuesday 0630 hours reveille and breakfast, then on to bigger things.

After breakfast we loaded ourselves into trucks and proceeded to the grenade range where we threw at least two grenades each. Only one blind occurred and WO2 Archer was a little relieved after a 30 minute wait to discover the handle still on the grenade; the transit clip had not been removed. The blind destroyed, we continued the practice and about 1600 hours moved back to base camp.

The weather at this point had not improved and apart from dinner and a brief by Section Commander, we were left to our own devices until the next morning.

Wednesday we mounted up and at 0900 hours moved out (on time I might add) to our defensive position.

Shortly after moving out on the steep Argo Road out of Coyote Camp we were ambushed by the enemy party. Having not been told anything of this nature would occur and not knowing quite what to do we drove right through the ambush and some 500-800 metres up the road the driver stopped, having just realised we had been fired on and blown up. No comms with our troop commander a further 300 metres up the road in a rover meant a runner had to be sent to advise him of the situation. He returned on foot with his signal man and leaving a section (still unsure of what to do) in charge of the vehicles, proceeded back to lead the counter attack and sweep for the enemy.



For trained soldiers a shambles. However, the mopping up operations complete, we moved out once more to arrive at Westlawn. We waited patiently for the Troop Commander and later the section commanders to do their recon on our defence position where we were to be dug in for five days.

Our snoozing in this sheltered position was halted as we were given a demonstration and practice of a body search, used by the British Army in Ireland, by Corporal Elloway, to fill in time somewhat usefully.

In position about 1300 hours we started digging. At 1900 hours we called a halt to digging operations which had been aided by plant with a back acter, for dinner. The grumbling about hot box meals started but at least we had milk and sugar for the hot tea, which had been absent for the previous meal.

At about 2030 hours after a brief by section commanders, gun rosters were started and we settled down for the night.

Thursday 0500 hours 'Stand-to'. It hadn't rained during the night and we were still in good shape at least. The weather cleared and as we finished digging and camouflaging our position to stage 3 the sun came out and the wind died away.



Later in the afternoon we went non-tactical for an hour and sitting in the warm sun, had a make shift lesson in the operation, safety, firing and cleaning of the M203 grenade launcher which the 2IC of each section carried in lieu of his M16. The evening meal wasn't much of an improvement on any meal we had received and in fact were to receive until we moved back to base camp.

Although nobody starved, there were few cookers working overtime in the sections. Having explained this was a teaching and learning exercise, the troop commander wandered around our position pointing out ways to improve ourselves in the field.

I personally thought I should have known more, learn't or started to remember some of the things I'd been taught several years hence on Basic.



'The food is poison, but they never give you enough to make a lethal dose.'



Friday after 'stand-to', 2 Section set out on a recon patrol to locate possible enemy and observe any possible withdrawal routes along with possible ground to mine or destroy to impede enemy during our withdrawal.

Our patrol was somewhat hastily withdrawn having arrived in the same grid square at about the same time as several 81 mm mortar bombs. The noise of which previously had caused us a little concern as it got louder as we got closer. The re-routing order was well received(!?)

On returning, although not contacting the enemy in a fire fight, as ordered, we did manage to catch him napping and return to camp with his

weapons, ammunition and supplies.

An attack during evening meal caught us on the hop, but taught us all a lesson.

Another at approximately 21:15 hours showed sections starting to give indications to targets and listen for fire orders as opposed to previous yippees where a few hundred rounds had been blatted away.

Saturday, after yet another attack on our position, wire obstacles were put out, while two other sections had fire fighting patrols out to protect the position.

The weather had turned bad and by dinner the rain and wind had settled in.

Breakfast Sunday, found a good covering of snow and movement had all but ceased in; out and about our position, with most taking the opportunity to catch up on sleep and stay warm in sleeping bags.

By mid afternoon, the weather cleared a bit and two bangalore torpedoes were set up and fired along with two M18A1 claymores and then some 200 x 21b charges were fired through our position around fire trenches, with both 1 and 2 troops huddled at the bottoms, to simulate shelling.

Most were impressed with the effect which at times were a little frightening and presented a welcome and informative change from the dull monotony of the exercise. Few had experienced this before and suggested it could be tried more often.

With Monday came the withdrawal from our position. Attached armour in the form of 3x APC's per troop. A practice withdrawal early in the day saw us cramped with full kit, 10-12 men per APC. After all the rain, sleet and wind of the morning, came a welcome break in the weather and for a while (until the troop commander came back from his recon) most of the boys took the opportunity to sit out of their pit in groups drying wet gear and bodies in the sun. This was suddenly stopped and we waited for the movement order, in our pits, standing-to.



The movement out to APC's was surprisingly orderly and we proceeded to our next position about 1000 metres down the road. Movement into our position again went well and with shell scrapes dug we settled down for the night.



Tuesday morning at 0515 hours most of us were in our pits packed and ready to move again and apart from the inevitable three or four, who were still packing tents and sleeping bags, we met the dawn attack by the enemy party, also mounted in APC's. After an hour and a half of harassment the enemy left us to have our breakfast and with freezing numb feet and toes we moved out to our vehicles and were transported over the Mowhanga to a hill overlooking the bailey bridge. From this position we were to put explosives in preparation for a reserve demolition, do a live demolition and wait for our forward element to withdraw over the bridge before destroying it. The rest of the day was spent setting up the Mowhanga bridge for demolition and a small wooden footbridge 20 metres away for the live practice.

Having done this we patrolled up the hill to our position where we dug shell scrapes and waited.

After stand-down, tents were put up and we slept until stand-to.

Wednesday came and having dropped our tents we stood-to once again and waited. A slight lack of communication made itself plain. Unknown to 1 Tp on the hill, 2 Tp had withdrawn over the bridge and marched past below our position in the dark and not knowing what was happening, fire orders were given. For the second time that morning 2 Tp were shot up by friendly forces. The bridge was duely blown after a few minor hitches and a short two or three hour wait and we packed up and moved into camp.

Showers!! As most bodies do when they are not washed, we stank.

After dinner we piled into trucks and moved to Waiouru where we had hot showers and a quick pint and moved back to base camp.

After a hearty breakfast, the best meal we had had to date, it was back to fill fire trenches and pull down wire obstacles. No more said!



Following lunch, we moved to an improvised range and fired two grenades each with the M203 and proceeded on to a dart shoot.

On the mound, dug into fire pits, we worked as sections and used target indication and fire orders throughout.

Once again an interesting and enlightening change. Few had done this type of shoot before and everyone gained some experience and pleasure from it. It was interesting to note that after the shoot as in the battle simulation (shelling) Sappers both young and old wondered aloud why this type of practice was so rare and perhaps it would be helpful if it were to occur more often in Engineer Squadrons.

The remaining time was spent packing and cleaning rifles for the journey home.

Thursday night, however, the last night in Waiouru, a treat was laid on for the men of 1 Field Squadron. Each man was permitted to have two bottles of beer before retiring for the night.

Friday morning at 0430 hours (yes that is correct!) we awoke, dropped our tents, packed personal gear and after a quick breakfast moved to vehicles to take the main body to Waiouru Camp and then on to Papakura.



WAIOURU TURF PUDDINGIngredients

65 Royal NZ Engineers	50 Thunderflashes
5 RL Bedfords	20 Paraflares
2 .75T L/rovers	50 m Safety Fuze
2 .25T L/rovers	500 m Don *10 cable
1 IHC Dump Truck	200 lb Ampho
1 Hough Payloader	400 lb PE
3 Trailers	200 lb TNT
52 SLR	1 Sheet Metabel
13 M16	25 27 dets
50 Shovels GS	25 33 dets
Some Food	10 boxes matches fuzee
100 Bog Rolls	

50 extra bog rolls

Gather ingredients, using bullwhip to secure Engineers. Dig large holes in choice Waiouru turf. Mix ingredients slowly and leave to seethe for two weeks. (Do not shave or bathe Engineers.)



When pong reaches unbearable limit, douse with two bottles of Dominion Bitter and let off all explosives at once. After allowing smoke to clear, remove Engineers from holes, change pants and fill in holes. Serve immediately with strong cough medicine and two inches of snow for garnish.

Anonymous

-oooOooo-

COW ISLAND DIVING TASK

Wed 29 Oct saw a four man diving team embark from 1 Field Squadron on a task that was to prove any mans dream come true.

The team left from Half Moon Bay Marina at 0800 on a cold blustery morning with high hopes for crayfish and scallops for supper.

The assigned task was to place a marker on the outermost point of a reef jutting out from Cow Island on the western coastline of the Coromandel Peninsula. Auckland based yacht clubs use Cow Island as a marker for various races and regattas, and over the years several yachts have sustained serious damage passing too close to the island.

The Tamaki Yacht Club sponsored the task, and Mr Bob Graham supplied transport in the form of a 49 foot, two ton ocean racing sloop, the 'Snow White II'. This craft is valued at a modest 180,000 dollars and since being launched in April this year has logged 10 000 nautical miles.

After picking up the marker and its anchor from the Panmure Yacht Club we cruised into the Waitemata Harbour, rounding Musick Point at 0930.

It was about here that the fun began. With winds of 35 knots gusting to 45, the skipper decided to make the trip under sail and save fuel. Those who have never been on an ocean racer would be hard pressed to imagine the complex issue of rigging on board, and to we four amateur sailors it was like looking at a pot full of spaghetti - ropes everywhere! After a great



deal of confusion and a minimum of foul language we managed to hoist the mainsail (first reefed), and staysail (number six). With the yacht under sail, on her side and kicking along at a steady 7 knots we settled down to a five hour sail to Cow Island.

Our route took us along the south coast of Waiheke Island, between Waiheke and Ponui Islands into the Firth of Thames and across to Cow Island. The journey gave plenty of time for Lcpl Langford and Spr Rowlandson to become very seasick.

We dropped sail as we approached Cow Island and came in towards the reef under motor. A six foot swell was running, winds risen up to 50 knots, making the skippers task of putting us in as close to the reef as possible very difficult. On his word, we dropped anchor and sixty feet of chain, but we were not close enough and our anchor hung above the seabed. We hauled anchor and prepared to try again, but found the motor would not start. The winds being as strong as they were, the yacht was soon being pushed very fast towards the Coromandel Coastline. With the situation getting worse, we had to hoist sail smartly, and for the next five minutes confusion reigned supreme. With a lot of luck and hard work we were soon on our way back towards Auckland. Another exciting and sickening three hours of sailing followed.

We spent the night sheltered in a bay on Waiheke Island. We arrived at 1640hrs, and 5 minutes later another large yacht arrived and dropped anchor 200 yards from us. The skipper of this yacht came over in a dingy later in the evening and invited us all back to his craft for drinks. We climbed aboard and were greeted in fine style by five English Air Hostesses who were on a five day stopover in Auckland. A very pleasant evening followed and by 2200 hours we were back on board 'Snow White II' and sound asleep.

We awoke at 0700 to a beautiful windless day and flat seas. By 1000 hours we had motored back to Cow Island, having freed a jammed prop the night before, and by 1030 hours had completed the task. We reccecd the reef for crayfish but the place was barren, and by 1430 we were back at Half Moon Bay.

The task proved to be one of the more exciting undertaken by the divers and was of benefit to all of us.

Divers were as follows:

Diving Officer  
Diving Supervisor  
Divers

Lt Greg Bruce  
Sgt John Osborne  
Lcpl Mark Langford  
Spr Colin Rowlandson

Special thanks to Mr Bob Graham for giving us two very enjoyable days.



CHAPTER FOUR2 FIELD SQUADRONKey Appointments

OC	Maj S. Dickson
2IC	Capt D. Begley
AO	Capt J. Lock
SSM	WO2 D. Dunningham
SQMS	Ssgt A. Brooker
POW	WO2 M. Holt
Colk	Sgt B. Gabbott
Purch NCO	Sgt R. Hughes

1 Troop

Tp Comd	WO2 J. Greig
Tp Ssgt	Ssgt K. Featherstone
Tp Sgt	Sgt J. Visser

2 Troop

Tp Comd	2Lt P. Weir
Tp Ssgt	Ssgt W. Leach
Tp Sgt	Sgt S. Harris

3 Troop

Tp Comd	Lt P. Chapman
Tp Ssgt	Ssgt N. Mercer
Tp Sgt	Sgt S. Cox

Postings Out

Sgt W.J. Beck	to	Civvy Street
Spr A.L. Marsh	to	Civvy Street
Sgt G. Lycraft	to	7 Fd Sqn
Lcpl E.A. Henry	to	1 NZSAS
Lcpl P.J. Madden	to	1 NZSAS
Lcpl M. Masi	to	HQ NZ Def
Cpl A.J. Matenga	to	7 Fd Sqn
Sgt M.J. Vincent	to	1 Fd Sqn
Cpl C.M. Kauika-Stevens	to	Singapore
WO2 D.R. Futter	to	NZLF
Spr R.D. Broome	to	3 Fd Sqn
Lcpl M.K. Anderson	to	3 Fd Sqn



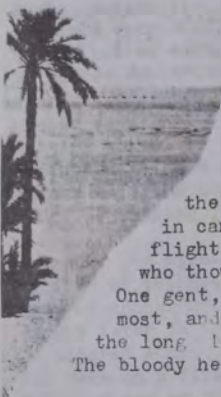
Postings In

Spr R.J. Radcliffe	ex	1 Fd Sqn
Spr R.F. Tatham	ex	1 Fd Sqn
Spr K.M. Ripia	ex	WTD
Spr D.R. Allen	ex	WTD
Spr M.J. Teki	ex	2/1 RNZIR
Lcpl G. Downes	ex	2/1 RNZIR
Lcpl P. Madden	ex	1 NZSAS
Spr K.P. Ruru	ex	WTD
Sgt S.F. Harris	ex	Singapore
Cpl H. Taapa	ex	1 Fd Sqn
Spr B. Hoban	ex	WTD
Spr G. Stewart	ex	WTD
Spr M. Bettison	ex	1 Fd Sqn
Cpl G. Wells	ex	RF Cadets School

Matched

Spr E.J.T. Hennessy to Kiri Herewini  
 Spr R.M. Palmer to Chris Brooks

-oooOooo-

SOLOMON ISLANDS


It all started with a nice quiet flight from the land of milk and honey to a place where the milk comes in cans and the bees have all died of heat stroke. On that flight a friendly game of star euchre sprang up and all those, who thought they could stand to loose the odd dollar, entered. One gent, who shall remain nameless, ran the book. He lost the most, and, was discovered later to have also lost the book. After the long flight we landed, and out of the flying pan into the fire. The bloody heat was worse than I remembered.

"Welcome to Honiara". The ultra modern International Airport and a brisk walk to our base camp "Swamp City".

We were all welcomed with friendly names like "milk bottle", "white trash", "rookies" and of course "fat buggers". It was enough to drive us to drink - and drink we did, like brand new sponges, and no matter how bad Castlemaine XXXX tastes, at that moment it was the nectar of the gods.

One day's climatization and loading of stores and it was off on the ocean blue on the dear old cork the 'Coongoola'. Up and down, down and up, thank god I haven't got false teeth. WO2 Holt trying to make people sick with his stomach convulsions in and out, out and in, and that damn medic with those bloody pills that made you sick just trying to swallow them. At Hunda we were treated to a fantastic display of small fish thrashing in the water and a beautiful set of white logs (fence posts) sticking out the bottom of Stu Boyle's black shorts. We bade farewell to the lads and made for Gizo on Ghizo Island.



Gizo a quaint little town but I couldn't find a boozer (they don't advertise like NZ). We said goodbye to D. Cunningham and Billy Leach and their teams, and left them to make their quiet passage to the job sites.

After a good time had been had by all on our different tasks, we all rendezvoused at Gizo to embark on a feast which was excelled in gluttony only by the old Romans. Certain drunks fell on their backs after tripping over imaginary logs. Others walking over their mates whilst they slept on in a drunken stupor, and of course those few who made the hurried boat trip back to Gizo Town only to get full and abuse the Aussie locals.

Then back on that damn boat but this time for a very pleasant trip through the gap that battle cruisers poured through during the War, or so Murray kept telling us 20 times a day. Alas he doesn't tell us any more because he had the wrong blooming Island. Well done mate. The all day boat trip down the Island ended with a mad dash across the reef which scraped all the barnacles off the bottom. Then the town drunks were into it again, kiss goodbye to one bottle of whisky.

**Such a well-  
balanced Whisky!**



Mail call, and one poor bugger to date had more letters from the mother-in-law than he had from the missus. And the beat goes on, that thumping diesel engine takes us out again to our task, and for some it was to back in the sun but for others it was back to the grindstone. Some will try to tell you they laid the longest pipeline or dug by hand, mind you, the deepest cutting this side of Tasia, and there was those who had nothing better to do than cabbie around in an assault boat and frolic in the surf and take stupid photographs of non existent sharks.

From here back to the old cork. Honiara here we come. Madly we unloaded in the middle of the night on the off chance that we would get an early start on the booze. A good feed, a haircut, and a party, back to normal.

Then alas back to the normal humdrum of starched greens, spit polished boots, and SSM's yelling at us all, again on Monday mornings. Oh for the land of bat crap, coconuts, green bananas and crayfish that we all hated three times a day.



WORKSLinton Tasks

- a. RNZE Corps Memorial Library. This task has been of greatest interest to all pers in the unit. 2 Troop with some 1 Troop assistance have put an all out effort into the task. At the time of writing all carpentry work including outside paths have been completed and the painting is 30% complete. This leaves only the completion of the painting, landscaping, floor coverings and interior fittings before this Corps focal point will be ready for opening.
- b. Plant Wash 5 Spt Sqn. Sgt Stu Boyle and 1 Troop members are progressing with this task but have been delayed with stray golf balls and bad weather.
- c. Toilet Refurbishment Linton Camp Fire Station. This task was given to some of the apprentices in one troop to run with background supervision by their Troop SNCO's. After a couple of initial minor workmanship problems they turned out a job that was a credit to them.

Waiouru Tasks

The following are the Waiouru tasks undertaken by 1 Tp as a "hit them in one go" effort by 1 Tp pers since 20 Oct 80;



- a. Army Memorial Museum. Maintenance of this building still continues and causes almost as much administrative work as all other unit tasks put together.
- b. Tennis Club Sewerage. This task is no longer just the Tennis Club sewerage but, has grown like so many other Waiouru tasks, to include water supply and stormwater. This extended task is now almost complete.
- c. Apprentice Houses. The "dreaded" apprentice houses still remain the heaviest weight around the units neck. Hopefully with a little more finance we will finally finish them for good.
- d. Golf Club. The concrete floor has been laid for the connection between the existing pavilion and the new shower/toilet block. It is hoped to have the construction completed in time for the Golf Tournament on 6 Dec 80.
- e. Toilet Block. The soil pipes and foundations have been laid for this building adjacent to Armoured Schools. Some 1 Troop members fresh off the appropriate courses at Petone Technical Institute now have the task of completing this concrete block building.



PLAQUE SOLOMON ISLANDS DEPLOYMENTColours

Red and blue stripes.

Handle of gate valve and Solomon Islands to be aluminium in colour

Tac signs to be white.

New Zealand black.

Gate valve to be bronze in colour.

Important

Before it becomes a viable proposition to make a plaque of the Solomon Island Detachments we require a minimum order of 100.

So if you want to see this plaque come to print, then convince your mates to order one.

To order is quite simple. Contact:

W02 Cunningham

HQ 2 Fd Sqn

LINTON CAMP

BEFORE 30 JAN 81



CHAPTER FIVE3 FIELD SQUADRONAppointments

OC	Maj J.B. Bell MBE (TF)
2IC	Capt M.G. Thompson
AO	WO2 F.J. Chick
SSM	WO2 A.J. Sinclair
Colk	Ssgt L.C. Nilsen
SQMS	Cpl H.M. Shields
Spt Tp Comd	WO1 M.Te.O.T. Nepia
3 Tp Comd	Lt A.J.C. Hague
Clk of Wks	WO2 D.G. Staines
Tpt NCO	Ssgt C.D. Moors

-ooo0ooo-

CRITICAL PATH PLANNING FOR ALL!OR HOW TO DO IT IN 5 EASY LESSONS

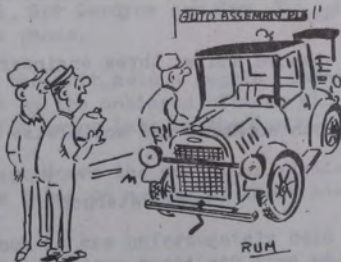
Corps personnel may regard the production of Critical Path programmes as the province of remote experts. In fact, this handy method of decorating the walls of site huts is readily available to all having the minimum of basic instruction.

Such a minimum is hereby provided, in the form of notes on Do-It-Yourself Critical Planning. As with all DIY activities, the aim is to produce a job with a professional appearance and if the instructions below are followed a reasonably convincing network should result:

1. Obtain a piece of paper about 30 in high and as long as the wall or walls of the site hut will permit. The longer the diagram the safer from close scrutiny. Few superiors are capable of following a 15 ft long network from start to finish without a tea break, and something is bound to crop up before the chase is resumed.
2. Starting at the left-hand edge of the paper, draw a continuous chain of short arrows from left to right. At intervals start new chains branching off from the original line, but ensure that these to, proceed inexorably towards the right-hand edge of the paper. Chains of arrows wandering off the sheet, and down the wall towards the gang bosses size elevens spoil the professional effect you are striving to achieve. Dotted lines wandering between the chains are an indispensable part of the network.
3. On reaching the right-hand border of your sheet of paper draw all the chains of arrows together to indicate tasks completion. Write "TASK COMPLETION" in large letters. This will foster the illusion that your network is likely to contribute in some way to finishing the works.

4. Above each arrow, write a description. This should preferably be connected in some way with typical contracting operations, but should not permit identification with the durations which you will shortly be adding to the diagram. Thus "Excavate from lines A to E" would be excellent, providing the building contained no lines so lettered. The recommendation to confine the descriptions to those connected with construction work might be challenged by some Do-It-Yourself Critical Path Planners notably by those who prefer to play safe by departing from sense altogether with descriptions such as "Fix grummetts to Conveyor Canopy" or "Second coat weaselproofing to corridor". Personally I feel this is too risky. I know superiors who would spot it long before the end of the maintenance period.
5. All that remains now is to attach durations to the network and analyse it. The process is very simple, consisting merely of writing two figures at each arrow-head and a third in a box beneath the centre of each arrow. Any figures will do. If the superior should happen to check an arrow and find he is twenty-six weeks behind programme on that operation, point out to him that he would never had known this had not Critical Path Planning been used to control the job. Since he will be a busy man and unwilling to admit he is unaware of the location of the Conveyor Canopy, this will almost certainly silence him.

Those are the rules - Now - Go To It!!



"Good heavens! We're working from the wrong blueprints!"



REFURBISHING KOTUKU LODGEWEST COAST

Some months ago 3 TFR approached 2/1 RNZIR to do a job at the Teachers College Lodge at Kotuku in turn the Assault Pioneer Platoon of 2/1 RNZIR approached 3 Fd Sqn to assist them with the task. Lcpl Paterson, Lcpl Pinga and Spr Coad were given the job which entailed pouring concrete paths, internal framing of a new building and replacing glass windows.

On the 14 September the three engineers left Burnham Camp for Kotuku with them they took 1x ACCO Dump Truck and an Anderson Concrete Mixer plus minor stores. The Assault Pioneer Platoon was not to arrive until the next day by train. After arriving at the Lodge we made ourselves at home and deciding that it was too boring to stay there twiddling our thumbs and fingers proceeded down to the local pub. However our plans were thwarted when the truck blew an air cylinder housing. So in the end we spent the night at the Lodge.

Next day at approx 1000hrs the Assault Pioneers arrived and got settled in. Then work commenced on digging out the area to be concreted. This took  $2\frac{1}{2}$  days in between thunderstorms. While this was being done several of the Platoon were detailed to erect internal framework and reglaze the windows of a new building.

Pouring the concrete commenced on Friday the 18, but a pour of about 3 m was all that could be done as it rained continuously. The concrete was covered with hoochies supplied by the Pioneers.



Next day was all go and concrete started rolling out of the mixer at 6.30 in the morning. The task was completed by 10 o'clock with everyone getting a sweat up. The rest of the day was R & R.

Sunday all the stores were cleaned and we three engineers proceeded back to Burnham.

Overall it was a good task both workwise and socialwise with a lot of sore heads most mornings.

Lcpl Paterson

SAPPERS DAY

Sappers Day dawned in Burnham to a fine clear day with the prospects of being a really hot day.

Little parties of Sappers were to be seen busily moving around camp preparing to let the camp know that it was Sappers Day.

At 0615 the camp awoke to 7 bangs (created by explosive) the SSM is a gunner. 0630 Wreath laying ceremony at main camp gates. Wreath laid by Lt R. Chisholm (US Army) and Capt M.G. Thompson.

At the same time all the camp gates were either closed or blocked with detour signs which directed them to the other gate and so on until finally they travelled up the unsealed Burdons Road beside camp and entered camp.

Some people complained at this as their pride and joy (NOT THEIR WIFE) became dusty. (Remedy: Next year a car wash run by the Fire Brigade).

The two mushroom water towers became works of art sporting 40' banners, 1 of the confederate flag and the other wishing everybody a happy sappers day.

The jubilee cairn at the camp gate sported a concrete mixer; as this structure was built by the infantry and no plans were available it was decided not to put a bulldozer on top.

The junior sapper along with Lt R. Chisholm, Capt M.G. Thompson and WO2 Staines called on the Camp Commandant and had a delightful cup of rum and coffee on his front lawn, we must have made a good impression as he did not switch his lawn sprinkler on while we were leaving.

Slowly people were congregating back at the unit smoko room for breakfast (we all love a hot sausage).

Radio Avon listeners then had their ear drums assaulted when Lcpl Patterson, Spr Wall, Spr Gardyne and Spr ? sang happy birthday to themselves over the phone.

At 0800 the unit held a gaggle (parade) at which time a swift judgement was dealt by the unbiased officer who heard the charge against the junior sapper for being late at the Camp Commandant's house.

Led by Ssgt Moors the unit then visited I.H.C. (International Harvester) and were taken on a tour of their assembly plant.

After lunch it was unfortunately cold and with rain threatening it was decided to hold indoor games and then adjourn to a social during which time Cpl Taatini's hangi party arrived with the grub.

Unfortunately during the afternoon our officers and SSM had to leave for the Corps Triennial Conference. One Sapper upon being told where they were remarked, "Talk about preparation and planning."



OFFICER ACCOMMODATIONBURNHAM CAMP 1980

<u>Gang</u>	Cpl Dew Lcpl Wilson Lcpl Uriarau Spr Versey Spr Buckingham Spr McKay Spr Flaws	<u>Subcontractors (Civvies)</u>  Blocklayer Decromastic Roofers Ceiling Contractor
<u>Joiners</u>	Lcpl Kirton Spr Hodges Spr McLennan Spr Martin Spr McIntosh	
<u>Painters</u>	Lcpl McLintock Lcpl Stobie Spr Harriman	
<u>Plumbers</u>	Lcpl Anderson Spr Allpress	
<u>Electricians</u>	Ssgt Berry Spr de Breuk Spr McNeil	

Preparation

The site was stripped and prepared by the Fd Engrs and Plant Ops during the last months of 1979. The site was backfilled and left to settle over the Christmas period. In the months preceding this most of the estimation and ordering had been done by Cpl Stack.

Setting Out and Foundations

After Exercise Southern Safari, the profiles were set up and the foundations marked and dug out. There was some delay with steel for the foundation but they were all completed by the 21 May. At this stage the job was ahead of time. During this job a bar chart was kept and was very helpful in keeping track of priority of jobs.

Framing

After the floor slabs had been poured, there was a short delay with framing timber during which time plates were precut and dressed at the Sqn workshop. When these were delivered to the site the main walls were erected. During the bad weather the fascia was dressed and primed.



## Roofing

After a two week delay the Douglas Fir exposed rafters arrived and were put up. Toward the end of June the weather cleared up and made the job a lot more pleasant. By the start of the next month all the framing for the pitched roofs and their verandahs was completed and the flat roof in the center was well under way. Mid July saw the decromastic people on the job, which they completed in under three days. The long run roofing in the centre was installed by us and turned out quite well. When the building was all closed in, the Officers' Mess put on a shout for the gang which would have been appreciated alot more if it hadn't been raining.

## Sub Trades

Early in August the blocklayer started and completed his job in about four weeks. During the time he was working most of the concrete for the verandahs and paths was laid. Meanwhile the plumbers and electricians were making their mark on the chalet with wires running everywhere and pipes sprouting in all directions including steam heating run through floor ducts.

## Interior Works

After the annual range shoot early in August, interior lining was started with everybody going mad on gib. This was quite a big job as the passage and some of the bedrooms were in the vicinity of 370 sheets of gib were used. When enough gib was in, most of the doors were hung and skirting started. Most of the doors were stained before the gib was finished. When it was finally finished Michael Angelo tiles were put up in the passage, lounge, wash-house and toilets. By the start of September the job was mostly finished as far as the outside went, with only a few paths and some painting to do.

On the inside of the building wardrobes were being built, skirting, scotia and corner mouldings were being fixed and things finally starting to look finished.

## Ceiling Contractors

When the ceiling contractors arrived they spent the first day masking beams and priming the ceiling. The second day doing the splatter coat, very quick and neat. The covering applied was white and rough looking, very similar to rough cast finish on blocks.

## Finishing Up

A lot of fun was had fitting the big wardrobe doors as they were very prone to warping having such long jambs. The gib stopping was done by our own chippies, which we found was impractical and would suggest contractors for future jobs. The vanity units and study tables arrived from unit joiner shop and were fitted and finished in amongst the painters and finishing the last of the paths outside. Towards the end of the job most of the gang were employed helping the painters (two of which were imported from the North Island). Up to this stage 775 hours have been worked on this job, and besides the interior door handles (which we are waiting for) the chippie work has been completed. This job has seen two promotions and three apprentices complete their time.

All in all a very interesting and successful job.

### General Comment

For a task which was undertaken by a Cpl and five apprentices, the standard of finish and time frame (18 working weeks) of this task must rate as some type of record for an engr sgn.

-oooOooo-

### -ENGINEERS BALL 31 OCTOBER 1980

As part of the Sappers Day celebrations a Ball was held on the night of 31 Oct 80 (SSM's birthday - 75th).

It was arranged that all the people living in Burnham would be transported by bus to the Leander Lounge in Christchurch for the nights activities. We finally managed to get away from camp about twenty to eight with everyone in high spirits. After a tiki tour through Christchurch we finally arrived to find the place was in full swing with booze flowing and feet tapping on the dance floor. The music was supplied by the NZ Army Band who managed to get most people onto the dance floor. It was soon time for supper which was greatly accepted with just about everyone putting on a pound or two. Then she was all go again with the booze flowing even faster, and the usual boozers with their elbows stuck to the bar. It was quite noticeable on the dance floor that 3 Fd Sqn pers would not take away any prizes for their waltzes and foxtrots but our squadron is full of triers. Then all of a sudden the night ended and everyone went their own way, that is all except the bus crew and a certain Cpl who somehow lost his wife and misplaced his car.

After finishing all the dregs we adjourned to the bus for the journey home. Somehow several bottles of wine (Heritage) made its way onto the bus and being good sappers, they went off the bus empty. It turned out to be quite an eventful trip, we hadn't even left the car park outside the hall before one of the wives took a spill between the seats on the bus. The usual old sing song was carried out for a couple of miles then the eyelids started the close up. However the comedies were still not over, with one of the boys finding out that his stomach could not take anymore booze unless it was emptied out a bit so up it came. With a screech of the brakes the bus came to a halt and he was given a helping hand (shove) off the bus.

The rest of the fellahs thinking this was a good chance to relieve themselves staggered off the bus and formed a line up along a nearby hedge. Then someone on the bus said look up - when we did we found to our surprise that we had been standing outside the local Police Station. There was a sudden burst of speed with the bus moving off at the same time as people got on - close call. The remainder of the trip was quiet and the night was soon over.

Overall a great night was had by all.

Lcpl Patterson (Paddy)

-oooOooo-



CHAPTER SIX5 SUPPORT SQUADRONAppointments

The following are the appointments for 5 Spt Sqn as at 1 November

1980:

OC	Maj B.A. Stewart
2IC	VACANT
L/O Offr	Capt W.G.V. Williams
SSM	WO1 P.A. McKeany
SQMS	Ssgt K.J. Avenell
Tpt WO	Ssgt G.E.P. Callaghan
Celk	Sgt R.W. Bulman
1 Tp Comd	Lt C.G. Shaw
1 Tp Pl WO	Ssgt B.J. Hefferen
2 Tp Comd	Capt G.B. Manning
2 Tp Pl WO	WO2 R.J. Stent

Postings In

Spr J.S. Lewis from Basic 166  
 Spr B.D. Witheridge from Basic 167  
 Ssgt B.J. Hefferen from SME  
 Sgt G.E. Corlett from SME  
 Spr E.J. Kearns from Basic 168

Postings Out

WO2 J.H. Hendrick to SME  
 Sgt R.D. Everson to SME

Discharges

Maj C.R. Parker  
 Lcpl A.P. Willisroft

Promotions

Spr Gibbs to T/Lcpl  
 Spr Hutaue to T/Lcpl

Matched

Spr D.R. Marshall to Marion Callaghan

Hatched

By the Jacksons a son Nicholas Wyatt  
 By the Marshalls (K.A.) a son Jeiferey Albert



## Resources Troop

Over the last six months or so Resources Troop has been slowly getting itself back on the map again, after a number of years of neglect. We reckon we'll have come of age when we get a listing in the RNZE Liaison Letter and the Linton Camp Telephone Directory. Because we're looking for a solid nucleus of permanent troop members to train properly, field engineers are in and plant operators are only persevered with. Any FE's interested?

In Resources Troop we've been given a spanking new \$85 000 sawmill (not a log bolter), which we're going to have to train ourselves to use efficiently. Also we've got a couple of drill rigs and crushers. Although these are our main functions, Resources Troop is also responsible to the rest of the Squadron for holding spare plant parts and maintaining non rigged or seldom used equipment.

In the past Resources Troop has been carried by the rest of the Squadron. We have ambitions of changing the situation and getting to the stage where we do our work ourselves, with a bit of finesse thrown in. From three FE's in Mar we've increased to seven, and we still need more. But even on minimal manning we still aim to please, so send in your mill orders (complete with your trees - we've got none!) etc.

**It takes a lot of tradition  
and skill to produce**



**The result is well worth  
the effort!**

CHAPTER SEVEN6 FIELD SQUADRON

Hello Fellow Sappers,

From our contributions to recent editions of the Liaison Letter you could be excused for thinking that we may be fading away. Fear not, 6 Fd Sqn is alive and well.

Key Appointments

OC	Maj D.J. Powley
2IC	Capt S.G. Ransley
SSM	WO2 A.J. Oliver, BEM

Headquarters Troop

R & LO	Lt (W) R.E. Thompson
Trg WO	WO2 P. Munro
FOW	Ssgt R.J.R. Starke
SQMS	Ssgt D.R. Greeks
Tpt NCO	Ssgt B.A. Clement
Resources NCO	Ssgt E.N. Harniss
Colk	Cpl (W) J.L. Bowling
1 Tp	Lt G.A. Reid
	Ssgt J. Allison
2 Tp	2Lt W.J. Potts
	Ssgt I.D. Hinton
3 Tp	Capt D.M. Tovey
	Ssgt A.W. Shaw

Promotions

Congratulations to the following on their recent promotions:

Capt S.G. Ransley  
 Lcpl H. Wilson  
 Lcpl J.A. Maxwell  
 Lcpl P.M. Cummings  
 Lcpl D.J. Clark  
 Lcpl H.T. Lui-Fakaotimanava  
 Lcpl R.A. Reynolds

Mergers/Dividends/Despatches In and Out

Best wishes to Lcpl Stu Weddell and his fiancée, Donna, on their recent engagement.

Congratulations to Lcpl Kevin Hills and wife Sue on the birth of their first child, a daughter.

Welcome to Capt S.G. Ransley from 3 Fd Sqn, who takes over as 2IC from Lt P.F. Cosgrove who has transferred to RNZIR and is at present understood to be exercising in Kenya with the British Marines.

We also say welcome to our new Chief Clerk, Cpl J. Bowling from ATG Waiouru. Jan replaces Sgt John Cubitt who has taken a posting to civvy street. Involved in the change of Chief Clerks was Cpl L. Duff of 3 Pd Sqn who filled in as relief Chief Clerk during the changeover period - many thanks Leslie.

### Last Post

Current and former Sqn members will be sorry to learn of the untimely death of former Sqn member (TF) Grant ("Carmen") Smith in Australia as a result of a motor accident.

-oooOooo-

### Recent Squadron Activities

With a large percentage change of cadre staff over the past twelve months and the usual winter lull, Sqn activities have been relatively light. Briefly, however, activities in recent months have included:

- August Parade for the presentation of the Efficiency Medal to Ssgt Richard Starke.  
MGB training at Linton.
- October 2 Troop constructed a confidence course at the Otaki Health Camp.  
3 Troop held IMT training.  
Squadron celebrated its 21st birthday. (See article following).
- November November has seen Annual Camp preparation at full tempo. The camp is to be held during the first two weeks of December and the Sqn will be based at Linton and undertake training at Linton, Waiouru, Putiki and the Argyll training area.

### 21st Birthday Celebrations

The Sqn 21st birthday celebrations which were held over Labour Weekend are now indelibly part of the Sqn history.

Some 58 past and present Sqn members registered for the celebrations. They came from near and far, from Norfolk Island, Dunedin, Auckland, the Chatham Islands to mention a few locations.

The keynote for the weekend was one of informality and "remember when". However, there was a Church Parade with a wreathlaying ceremony and a Birthday Dinner/Cabaret. Boy what a party!

The only sad aspect of the weekend was that the Organising Committee was only able to assemble a Stud List of former Sqn members no longer serving of about 200 names. However, it was agreed that the list will continue to be updated in anticipation of future Sqn activities, likely to be of interest to former members. Accordingly, if you are, or know of former members please drop a minute to our Headquarters advising names and addresses.

\* \* \* \* \*



IRISH MOTHER WRITES TO HER SON

Dear Son

Just a few lines to let you know I'm still alive.

I'm writing this letter slowly because I know that you cannot read fast. You won't know the house when you come home - we've moved.

About your father - he has a new job. He has 500 men under him. He is cutting grass at the cemetery.

There was a washing machine in the new house when we moved in, but it isn't working too good. Last week I put 14 shirts into it and pulled the chain and I haven't seen the shirts since.

Your sister, Mary, had a baby this morning. I haven't had a chance to find out whether it's a boy or a girl, so I don't know whether you're an aunt or uncle.

Your Uncle Dick drowned last week in a vat of whisky in the Dublin brewery. Some of his workmates dived into save him but he fought them off bravely. We cremated his body, and it took 3 days to put out the fire.

Your father didn't have too much to drink at Christmas. I put a bottle of castor oil in his pint of beer. It kept him going until New Year's Day.

I went to the doctor on Thursday and your father came with me. The doctor put a small tube in my mouth and told me not to open it for ten minutes. Your father offered to buy it from him.

It only rained twice last week. First for 3 days and then for 4 days. Monday it was so windy that one of the chickens laid the same egg four times.

We had a letter yesterday from the undertaker. He said if the last installment wasn't paid on your Grandmother within 7 days, up she comes!

Your loving mother

P.S. I was going to send you \$10.00 but I have already sealed the envelope.

In closing our contribution, all members of 6 Fd Sqn wish all fellow sappers a Happy Christmas and a prosperous New Year.

-oooOooo-

Some peoples voices are hard to extinguish over the phone.



CHAPTER EIGHTSCHOOL OF MILITARY ENGINEERINGAppointments

Chief Instructor	Maj R.A. Barrett
Admin Offr	Capt J.L.C. Alabaster
SSM	WO1 H.J. Gallagher
SQMS	WO1 R.J. Huggins
Colk	Ssgt K.S. McEwen
Snr Instr	Capt S.T.J. Rouse
Instr WO	WO1 W.H. Lamb
Instr WO1	WO2 C. Walsh
Tpt NCO	Cpl C.J. Wilson

Postings In

WO2 Hendrick	ex	5 Spt Sqn
Ssgt Eyerson	ex	5 Spt Sqn

Postings Out

Ssgt Hefferen	to	5 Spt Sqn
Sgt Corlett	to	5 Spt Sqn

Discharges

Cpl (W) J. Clarke	to	Maternity (again)
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Attached

Sgt R. Lisle	ex	Longlook
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Detached

Sgt Meade	to	Longlook
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EXCRETUM TAURUS CEREBRUM VINCI

'Bullshit Baffles Brains'

-oooOooo-

TF Basic 27th Intake

After the usual hassles of getting everyone here and bedded etc. Some were two days late due to rail strikes etc. One guy from the South lost a bag; it had to be the one with his uniform in it. He got it back in time to go home at the end of the course.



The course started off well with most people working well together. The NCO's on the course, two of them female, learn't alot on how to drive an unruly mob of soldiers and get some threats. The programme for the course was ignored as usual with the various amendments to the amendments. The watermanship phase went as usual, WET & COLD with people being thrown in and the pers in general looking like drowned rats.

The three ladies on the course made the guys sit up and take note, a pity they didn't take note of what was being said, and produced an air of competition.

The bush phase was held out at Santoft forest where they spent the three days cutting down trees, during the day and "frolicing" at night. I hear one of the "lady" NCO's crash tackles rather well. The end of course function started in the Sportsmans Bar at about 7.30 p.m. and ended at my place around 3.00 a.m. And that was the 27th Intake.

Admin NCO



Note: While the ladies were showing great form on the course, one of them Lepl M.P.C. McKenzie 6 Fd Sqn, managed to floor the SME staff with the presentation of a very handsome copy of "Life on Earth" by David Attenborough. Helen presented the book to the Corps Library in appreciation of the effort and patience given the Basic by the course instructors. "Well

done and thank you very much Helen".

Editor

Adv FE Course 13 Oct - 7 Nov 80

Ten students and away we went, this number changed throughout the course due to the fact that some students had completed various phases on previous courses.

Some of the subjects covered were design of water point, recon a quarry site, (conducted by the swamp), design improvised pile driver, congratulations goes to Derrick Toia, whose plan of an improvised pile driver managed to get 3 piles successfully into the ground. A limited time was also spent on MGB, EWBB design, and some time on road const drainage and track alignment.

Good results were achieved by all students. They probably will be counting Engineer Reports in their sleep. I think one Offr Cadet was glad to see the back of a certain Jnr NCO heading for WTD.



RESEARCH

Reading through a students weekly newspaper I came upon the following letter.

Dear Simon

There is a legend that a man was caught in a bed of quicksand. Confucius saw him and remarked, "There is evidence man should stay out of such places." Buddha came by and said, "let that life be a lesson to the rest of the world". Mohammed said about the man, "Alas it is the will of Allah". The Hindu said to him, "Cheer up friend, you will return to the earth in another form". But when Jesus saw him he said, "Give me your hand brother, and I will pull you out".

A Christian

(I've heard an addition to the story. Karl Marx filled in the quicksand so no-one else would fall in. Ed).

I think that we engineers should be trying to follow the example of Karl Marx. How often do we make the same mistake twice. Do we research tasks we are given to find out where mistakes have been made before, so that we do not fall into the same traps.

Judging by our island jobs and many other tasks I do not really think so.

Its up to you!



-000000-

"You sure look worried."

"Man I've got so many troubles that if anything bad happens today, it will be at least two weeks before I can worry about it."

## MILFORD TRACK BRIDGE REPLACED

Work on the new suspension bridge over the Milford Track's Arthur River is progressing according to schedule despite the inclemencies of Fiordland's weather.

Fiordland National Park Senior Ranger Ross Kerr expects the early October deadline to be met in spite of the difficulties being encountered by airforce and army personnel working on the bridge. He said the Iroquois helicopter being used to ferry men and materials to the construction site was stranded at Milford last Sunday due to poor visibility but that only a "huge flood" could now prevent the scheduled completion date from being met.

When completed, the new bridge will be 45 metres in length and two metres higher than the present structure which is to be dismantled. Mr Kerr said

that without the new bridge there may not have been a 1980-81 Milford Track season as debris damage to the old bridge had made it unsafe.

Army and airforce involvement has meant considerable cost savings for the Park's Board and the Tourist Hotel Corporation who are to share the bridge building materials cost of \$21,000.

The army and airforce are providing their services as a Defence Department training exercise.

Mr Kerr said army officials saw the exercise as a particularly valuable one as it not only meant combining army and airforce skills but involved training to a productive purpose.

**SERGEANT** Larry Langton is no stranger to the Milford Track having worked on the construction of the Clinton River Bridge at Glade House two years ago. He is in charge of the unit now working on the Arthur River Bridge.

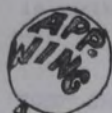




**BELOW:** This army man was amongst the last traffic across the old Arthur River Bridge which is to be dismantled because of damage caused by flood debris.

The Wing here at B Comps  
say it used to be, with new models  
of the lines that formed part of  
the instructors office now exists  
new point and put on display again



CHAPTER NINEWAIOURU SAPPERSAPPRENTICE WINGB COY RF CADET SCHOOL

OC B Coy	Capt P.N. Nelson RNZAC		
CSM B Coy	WO2 G.F. Mitten RNZE	ex	3 Fd Sqn
Colk	Cpl E.J. Pickford RNZE	ex	5 Spt Sqn
STI	Ssgt C.J. Oliver	ex	3 Fd Sqn
SCI	Sgt B.J. Clark	ex	3 Fd Sqn
Instructors	Cpl W.J. Platt	ex	1 Fd Sqn
	Cpl C. Collingwood	ex	1 Fd Sqn
	Cpl N.E. Black	ex	2 Fd Sqn
	Lcpl D.L. Hornby	ex	2 Fd Sqn
Storeman	Cpl E. Rawhiti	ex	1 RNZIR
			Singapore

General

The Wing here at B Company is starting at last to take shape the way it used to be, with new machinery, workshop redecoration, and, several of the items that formed part of the display that once was situated where the instructors office now exists, have been resurrected, given a coat of new paint and put on display again.

A lot of ex Cadets or ex Instructors from the Apprentice Wing will well remember the display mentioned above, well, various items have been found around the Camp when and how these various items were removed and indeed why is puzzling to say the least. The large breaking down saw blade was found abandoned in a condemned mess, the very fine UBIQUE sign mounted in the large round wooden disc was found broken and covered in dust in the back of a store. It is a shame that better care was not taken of the equipment, suffice to say that if any more are located we will restore them and hopefully, once more have a display of various interesting RNZE type bits and pieces.



It looks as though at last we will be getting an RNZE Officer as OC of B Coy, whoever the lucky man is we are all looking forward to having you aboard.

Note: Remember folks only 12 months to go and a vacancy exists for a WO2 here as CSM. This is an opportunity too good to miss. The position offers challenge, adventure, good hours, excellent conditions, satisfaction, and very generous leave benefits. So, to all WO2's and Staff Sergeants put your bids in now for this popular and sought after position. See your OC now!!

For further details write to:

WO2 G.F. Mitten  
 CSM B Coy  
 Regular Force Cadet Schools  
 ATG  
 WAIOURU

Note: The CSM's desk file is available on request, it has only 46 pages in it!!

Finally as this is the last lesser for 1980 all Sappers at Regular Force Cadet Schools wish the other Sappers throughout NZ and overseas a very Merry Christmas and a Happy New Year.

### Births

With pleasure we announce the arrival of a little girl to Bert (Colin) and Odette Oliver.

-0000000-

### ROUND THE MOUNTAIN RELAY

In the early hours of Nov 1 1980 our star runner Spr "ACE" Edwards set off on the first 10 mile leg.

Completing this leg in a miraculour 1hr 37min and defending the Apprentice Wing honour by keeping us out of last position, (we were in fact 2nd to last), he handed over to our Irish entrant Spr "PADDY" Fee who stretched the distance between us and the OCTC No 2 Team who were last.

"Paddy" then changed over with the first of three cadet apprentices who ran for us to make up the team, Cdt "ROSTON" Ross. Being a very strong runner he was volunteered to run the leg through the three sisters, a very gruelling leg which he completed in a very admirable 1hr 12mins, and passed one runner and made up ground on the OCTC No 1 Team setting the stage for what was to become a battle between the RNZE Apprentice Wing Team and OCTC No 1 Team coached incidentally by Officer Cadet Gary Pullen.



The fourth leg was run by Cadet "MORG" Morgan who caught and passed the OCTC No 1 Team and had some very hard wind and rain to run in.

"Morg" then handed over to Cadet "ENIS" Hall who although not feeling 100 percent decided to run his leg. As in the last leg he had driving wind and rain to contend with yet still passed three runners, including Murray Beal's Chub Club Team. The last two miles "Enis" began



to slow down as his stomach muscles, injured earlier in the week, began to rebel against this torture however in good sapper spirit he continued to the end of his leg. During the last mile of his run OCTC 1 passed us.

"Enis" handed over to Spr Brian Brock who ran a good leg hauling in another runner and bringing us back to within striking distance of the OCTC No 1 Team.

Leg seven was run at a good pace by Spr "GED" Shirley who passed four runners including the elusive OCTC No 1 Team.

Spr "WILLY" Wilson ran leg eight in a sizzling sixty five minutes passing more runners and increasing our lead on OCTC No 1 Team.

Willy changed over with WOI "STU" Couchman the SSM of Cadet Schools who ran a very creditable seventy one minutes passing other runners and still increasing our lead on OCTC.

At the last change point Mr Couchman handed over to Cpl "BLACKIE" Black. It was also at this point Gary Pullen finally accepted defeat. Blackie ran an excellent run, recording the fastest time of all the runners at sixty three minutes shattering the hopes of any runners behind us of catching us.

All this was supported by our very own Sgt "BJ" Clark and truck driver Spr "BRUNO" Brunton. In conclusion it is pointed out that we actually crossed the line 34th out of approximately 48 teams, some of which started two hours before us, the team gave their best and morale was very high. They picked up 14 places during the race which in itself is a creditable feat. It was noted however there was a lack of engineer opposition, perhaps next year. (Remember 3 Fd Sqn's very bold boast about RFL's, Alan).

The team in order of running:

Manager	Sgt Clark	
	Spr Edwards	1 hr 37 min
	Spr Fee	1 hr 20 min
	Cdt Ross	1 hr 12 min
	Cdt Morgan	1 hr 21 min
	Cdt Hall	1 hr 22 min
	Spr Brock	1 hr 16 min
	Spr Shirley	1 hr 13 min
	Spr Wilson	1 hr 5 min
	WOI Couchman	1 hr 11 min
	Cpl Black	1 hr 3 min
Truckie	Spr Brunton	

Team Time = 12 hr 40 min approximately

-oooOooo-

Swallowing angry words is better than choking on an apology.





ROTORUA VISITS

During the period 6-10 Oct the Instructors took all of the Apprentices to Rotorua for factory visits. The following articles are as the apprentices saw the visits.

Kinleith

On Tuesday 7 October the engineers of the apprentice wing did a guided tour through Kinleith. The tour lasted about three hours, but during this time we gained an incredible amount of knowledge.



Kinleith covers an area of 233 hectares with approximately 4 300 people working there.

Some of these people we saw were working on machines that peeled a log into flat sheets of veneer and then are glued. Once this is done the flat veneer sheets are placed on each other with the grain going  $90^{\circ}$  to the previous grain. This was then pressed and cut to lengths in a giant press. This is then stacked ready for the consumer.

Kinleith's paper mill is able to make 250 grades of paper, mostly made of timbers as radiata pine, and tawa to name a few. All logging trucks are traced by a magnetic block so they can tell exactly where the truck is from the time it leaves the dispatch centre.

Kinleith is a 24hr, 7 day a week complex, people mainly work shifts because of high bonuses. A truck with 40 tonnes of weight can be unloaded in 15 sec and from the time the truck is on the weigh bridge to a role of stacked paper is 1 hr 40 minutes.

Minginui Forestry Camp

After looking through Kinleith, the next mill we looked at was Minginui. This mill is very isolated and is 20 miles west of Muripara. This mill concentrated on selective indigenous logging. It has got approximately 30 employees which is a vast difference to Kinleith's 4 300. In this mill we saw the felling of a log, transporting, cutting and grading of the timber. We also saw how they sharpen and set their saw blades which put a good finishing touch to this visit. This mill was easy to understand because it is all set up in one building and from a high point we could see the logs coming in one end and going out the other.

Following this we went back to Rotorua and visited Smith & Smith Ltd where we saw how rough sawn timber was converted into various mouldings.

Firth Industries

Although Firth's were a fairly small place they were able to make any type of brick or block available today. The main area of interest to us was the making of concrete blocks.

A quantity of concrete was fed into a special machine at one end and a formed block is dispatched at the other end. They are then stacked and put in a kiln for drying.

We also saw weigh batching of concrete at their plant which was very informative. They also gave us a demonstration of a compression test which was the first time most of the apprentices had seen it.

Generally it was a very interesting visit.



-oooOooo-

#### Quotable Quotes

Sapper A: Have a coffee.

Sapper B: No thanks I want to keep my licence for more than a week.

Sapper C: When stopped by traffic officer "Blow into this bag please sir."

Sapper D: "Why are your chips hot!!!"

#### Wife in Hospital

Husband: "Do you want anything dear?"

Wife: "Yes a Truth and a Womans Weekly."

Husband (thinks) she must want to know whose not getting it and who is.

# CHUBBY AND THE MAORI.

Ref Stores Section  
Apprentice Wing - Waiouru.

CHUBBY - CPL CLIVE COLLINGWOOD R.N.Z.E.

MAORI - CPL. EDDIE RAWHITI. R.N.Z.I.A.



"I Keep telling you "Chubby" If a sapper wants to sign gear out  
you should let him This doesn't all belong to you you know!"



CHAPTER TENSAPPERS OVERSEAS

School of Military Engineering  
Casula, Liverpool Milpo  
N.S.W.  
AUSTRALIA

Arriving at the start of the RAE training year, made it easy for me to settle in at Depot Sqn as a Tp Sgt with a Basic FE course of 30 strong. With a Troop Comdr and two NCO's guiding me, it didn't take long to find out that on parade the right dress is a separate order, and movement from the open order and that the movement quick march is actually a slow march with arms swinging and heels hitting the ground first.



Training for the Basic FE is different from an RNZE Basic in that he arrives directly from Recruit Training and is disciplined in the same manner as at RTD. With this in mind the course ran well as all subject matter is as per RNZE training except for added subjects such as SLR and FI classification Range Practices.

Nine of these courses are run every year and with three Sgts in the Sqn the workload is heavy. Every second weekend is training however, stand-down is granted day for day and can be accumulated over the training year and taken as unrecorded leave.

Moving over to the Field Engineering Wing was like walking into a league of nations club. What with the:

OC	American Major
2IC	Australian Captain
SSM	Australian WO1
Bridging	British QMSI
Demolitions	American Master Sgt
	New Zealand Sgt (Myself)
Field Works	Australian WO2

"end" the first course of which we all ran together as a team, consisted of 30 students.

19	Australians
7	Papua New Guineans
3	Malaysians



The 30th being a Canadian visiting student sitting in on various phases.

The wing in between courses has an organised SME Mobile Instructors Team which travels the full length, and width, of Australia. Their objective is to cover:

- a. Demolition Retests.
- b. New Equipment Familiarisation.
- c. New Pam Familiarisation.

Obviously its easier to send, for example, three instructors to Perth (W.A.) than 20 sappers from Perth to Sydney (SME). Being part of this team is good experience and of course seeing other Regiments and the country is an eye opener.

After nominating myself for the NBC Instructors course in the 1981 New Year, the NBC wing have allowed me to assist in practical instruction to gain extra knowledge. "There is nobody" who can tell me anything about the smell, taste, fell, looks, of CS gas, whether in Powder, Liquid, Crystal or Gas form. At this stage I'm not too sure which is worse, instructing in the gas chamber, or sitting in on theory lessons involving molecular structures.

Overall the exchange is of good value with still a lot to learn and pass on in the next 18 months of my tour. The main differences between RNZE and RAE are:

- a. Training. Field exercises are used at the end of courses to confirm the objectives, incorporating all subjects in the exercise under tactical conditions.
- b. Instructional. Although the New System to the Approach has been adopted, it is let down by the new instructor not having any formal Instructors



course behind him. Although his promotion courses do give basic outlines of how to take a lesson, the two year turn around of instructors at the School doesn't have continuity. To overcome this, and to help the students, there is a special team of four personnel who assess instructors. They're known as the Training Development Section or Super Secret Spies and at anytime, anyplace, except weekends, all of a sudden there they are.

- c. Equipment. Other than a Pier Set for the MGB the only equipment at the School from which RNZE is lacking is an "NBC Wing" however support from other corps and units helps immensely eg Camouflage courses have the full air support. FI II Photographic Recon Planes to LOH, UHID and "Chinooks" at their convenience.

- d. Miscellaneous Equipment. To obtain a biro pen from any of the Orderly Rooms you don't have to show them your empty. After arriving, the sports preference list for winter went around and decisions had to be made. What with, Ten Pin Bowling, Canoeing, Diving, Surfing plus other strenuous sports on the list I decided "again" to have a look at the rugby paddock. Having Lts Gillies Baker, Paul Weir, Paul Howard (all off the Young Officers course) plus an ex Kiwi from the dog wing running around with the ball, the Aussies didn't stand a chance.

I now have a new roll as a Field Engineer. Bush Fire Fighting. Although up till now, luckily, nobody has been called out. Fast experience has noted that 20% of the training year is used in this role. The problem being, what was burnt down last year has grown again awaiting yet another fire this year.

The 1980 year has been a busy one and full of surprises. I'm looking forward to an interesting year in 1981.

Mike Pettersen  
Sergeant  
RNZE

-oooOooo-

A certain lady was driving her car and knitting at the same time. A police car came up alongside and the officer leaned out of the car window and said "pull over, madam."

The woman smiled at him and said, "no, actually its a pair of socks."

-oooOooo-



COMMUNICATIONCol Jones to Maj Smith

Tonight at 2000 hours, Haleys Comet will be visible in the area, an event which occurs every 75 years. I will present a brief lecture on this rare phenomenon to all those who wish to assemble in the District parking lot. In case of rain, we will not be able to see anything, so assemble in room 10 and I will show a film of it.

Maj Smith to Capt Brown

By order of Col Jones, tonight at 2000 hours, Hayleys Comet will appear above the District office. If it rains we will assemble in room 10, where this rare phenomenon will occur .... something that happens every 75 years.

Capt Brown to Lt Green

By order of Col Jones, tonight at 2000 hours, the phenomenal Haleys Comet will appear in room 10. In case of rain in room 10, Col Jones will give another order, something which occurs once every 75 years.

Lt Green to Sgt White

Tonight at 2000 hours Col Jones will appear in the parking lot with Haleys Comet, something that happens every 75 years. If it rains, Col Jones will order the Comet into room 10.

Sgt White's Notice to all Personnel

When it rains tonight at 2000 hours, the phenomenal Col Jones will drive his comet through the District area.

-oooOooo-

Much against his will, the young suitor had been persuaded to go through the formality of stating his intentions to his prospective father-in-law.

"So you want to become my son-in-law, do you?" the old man remarked grumpily.

"Frankly, no," returned the suitor, "but I see no way out of it if I want to marry your daughter."

ARTICLE TAKEN FROM "AUSTRALIAN MAINTENANCE NEWS"JAN '79Stripping and Cleaning an SLR

Two soldiers (names to be held back by request) fresh from the range, had stripped their rifles and were preparing to clean them.

Spr Joe Bloggs, Mk 1, having successfully pulled through the barrel, progressed to the gas cylinder. The flannelette he selected was too large, however, and became lodged in the cylinder. Application of greater force broke the pullthrough.

Spr Mk 1 Bloggs, then sought advice from an NCO who decided to drive a steel rod through the breech end to dislodge the flannelette. This resulted in the pullthrough, oversize flannelette and steel rod being jammed in the gas cylinder.



Undeterred, the pair decided to attack the gas cylinder from the front end again. The intention was to drive the wooden dowel stick down the cylinder, dislodge the flannelette and hence the steel rod. When presented to the unit armourer, the rifle contained the remains of the pullthrough, an oversize piece of flannelette, a steel rod and a wooden dowel.

Now - Spr Joe Bloggs Mk 2, jammed his pullthrough, plus oversize flannelette in the barrel. To avoid embarrassment, and while no-one was looking: doused the barrel in range fuel, and attempted to burn it out.

The result! Sticky blob of molten nylon, propolon and unburnt flannelette. "I'll fix it," he thought, placing in the magazine. Sure enough! The first round cleaned it out. The molten blob, the flannelette, and three inches of rifling.

AUSTRALIAN MAINTENANCE NEWS APRIL 1979SLR 0.22 Sub Calibre Conversion Kit

The marksmen were keen. A live shoot at last!

Bloggs, (service details have been withheld for obvious reasons) taking careful aim, fired at the target, but alas - the target remained unscathed. "How could he miss?" The target was just out there, he could almost touch it. Not to be deterred by a minor setback, Bloggs fired again, and again, but the target remained defiantly steady, unscathed, challenging the mighty marksman.

Of course, all of this did not go unnoticed. The ever vigilant range staff detected the rock steady, unmarked target. But, after checking everything (?) including the way Bloggs held his mouth, the staff were horrified to find the target still unscathed after Bloggs subsequent attempts. Next move? Send it to the unit armourer. This rifle is U.S.

### History of the Weapon

The weapon had been fitted with an SLR 0.27 inch calibre L1A21 Conversion Kit. The cardboard liner used in the Conversion Kit was left in the barrel.

### Armourers Findings

After being sectionised at a workshop, it was found to contain the squashed remains of a considerable number of rounds in the bulged sub-calibre unit and barrel.

-oooOooo-



A small boy scowling over his report card marks said to his father: "Naturally I seem stupid to my teachers. They're all college graduates!"



CHAPTER ELEVENLINTON CAMP FIRE BRIGADEEstablishment

Firemaster	WOI Colin Corney
Deputy Firemaster	Sgt John Sparks
No 1 Shift Leader	Sgt Andy Kyle
No 2 Shift Leader	Sgt Colin Prentice

Postings In

Sgt Colin Prentice	ex	ATG Waiouru
Cpl Stan Hensen	ex	Burnham
Lcpl Bob Stracham	ex	Civy Street and Air Force

Postings Out

Sgt Jim O'Brien	to	Burnham
Cpl (now Sgt) Bruce McDonald	to	Burnham
Cpl (now Sgt) Paul Free	to	ATG Waiouru

The brigade was very sorry to lose Jim O'Brien, Bruce McDonald and Paul Free after the good service they gave at Linton. However, Bruce and Paul have the promotion they deserved and could not get at Linton. It is to be hoped that a slot will open for a deputy firemaster so that Jim too can be promoted.

Brigade Strength

With the general sinking lid policy throughout the Public Service the Linton Brigade suddenly found it was to lose from establishment a Lcpl and a Spr. Luckily wise counsel prevailed and we at least retained the Spr. With the numbers of courses our firemen have to sit now both for Banding and promotion, it is very hard to maintain an adequate turn out crew.

Because of the death of permanent firemen the Camp has gone to great lengths to attract volunteer firemen. There have been regular fire drills at all units, fire appliances are seen working around the Camp on a regular basis, and the brigade has generally adopted a high profile. These actions have had the desired effect, and volunteer recruitment has been excellent.

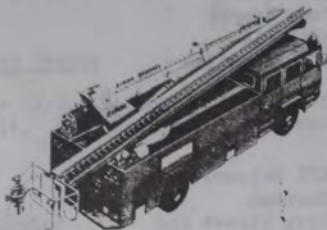
Fire Appliances

Both Bedfords have recently been through the paint shop and have emerged bright and shiny in standard rail red and white, a much better combination than faded day-glow orange and rust. It is some comfort to have two appliances mobile, and to know that the brigade has a sporting chance of extinguishing a major fire.

Buildings

Various proposals have been considered to get rid of the single mens' huts and replace them with a barrack-type building. Unfortunately it seems that decent accommodation will have to wait until the advent of the new

fire station. The majority of firemen at Linton are married men, and it is thought that they marry because they prefer houses to huts.



### Training.

Ssgt John Sparks has worked hard on a comprehensive training programme which has aroused a lot of interest within the brigade. However, volunteers are still required to train in their own time, and this seems a pity when they are obviously very important in their role of assisting to save life and property.

With the Palmerston North Fire Brigade recognising its regional responsibilities it is hoped that combined exercises will soon be held in the Camp.

### Equipment

Because of the present financial restrictions the brigade has adopted a low profile regarding major expenditure on equipment. It is hoped soon however that new personal "bleepers" will be purchased. These will give much more personal freedom within the Camp and Housing Areas for On-duty men, and should ensure a 100% turn-out of personnel even when Linton winds are raging.



It is also hoped that fire fighting clothing for all brigade members will soon be brought up to standard.

### Courses

Over the June to October period many brigade members have attended and passed courses which has mean't that the brigade has functioned on a skeleton staff. There is the normal break during November and December and there will then be time for some concentrated in-service training. The ideal situation would be for soldiers to stay and progress in one brigade, but of course this is impossible.

### General Comments

Congratulations to the following people:

1. Cpl Alan Drummond on his recent promotion.

2. Spr Martin Bell for the determination he has shown in building himself up to such an extent that he is now medically fit and able to attend courses after having sustained a nasty injury to his back.
3. Sgt Andy Kyle for overcoming the demon drink and for his very worthwhile work in assisting other persons with the same problems.
4. Sgts Jim O'Brien, Andy Kyle and Bruce McDonald, Cpls Paul Free and Alan Drummond, and Lcpl Peter Sadler for the effort they put into the NZ Fire Brigades Institute Exams. The brigade hopes their efforts will have the success they deserve.
5. Ssgt John Sparks on the way he quietly demolishes all challengers on the squash courts, and maintains his cool as the CSM of Camp HQ.
6. Lcpl Bob Strachan for designing and printing some really sexy tee shirts which are selling like hot cakes around the Camp.
7. Volunteer Mr P.J. MacAnally for not getting lost in the Tararua Ranges for quite some time.
8. All members of the brigade who have contributed to the smooth running of the unit.

### Fire Calls

Fires in the Camp have been sadly lacking, but interest has been maintained by burning down old buildings and treating them as fires. There have been numerous accidents on the main road at which the brigade has been called upon to assist.

