

RNZE LIAISON LETTER

No 14 • MAY • 1978 •



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 K. H. Mitchell

EDITORIALDO WHAT YOU DO DO WELL

The virtues of drive, enthusiasm, motivation and wanting to do a better job are without question valued in a leader. Ambition is of doubtful value in a potential leader and could work against his progression towards the top.

The fellow with ambition so often cannot get real satisfaction out of the job he is doing because he is always thinking of the next job - and the one after that. It would be a bad state of affairs if everyone felt the only satisfaction they could get with a job was from the top position. It seems wiser to have aspirations for more senior jobs but to focus attention on the present.

Those who do what they are doing now as well as they can, and get much fun and satisfaction out of it are certain to be considered for promotion. If thinking about promotion all of the time, they will forget about the present and are going to miss out on promotion anyway.

Education and learning should be eagerly sought but there may be no immediate pay-off and perhaps direct benefits may never be measurable. People are not chosen for advancement on the basis of education, but on their ability to do the job. Higher education is not a God-given right to anything - rights in this field have to be earned, and experience is one measure. It should also be recognised that often the job you aspire to is not several years of experience but one year of experience repeated several times. No keen soldier should turn down an opportunity for experience.

The persons most likely to get to the top are those with good rounded judgement and who see the total picture as opposed to the narrow parameters of their own job. Integrity is an essential ingredient and so too is the ability to get ordinary people to complete extra-ordinary things.

Be a problem solver and not a problem starter, do what you do do well with integrity and knowledge, and with the necessary experience you gain - you will be recognised as a person with potential for greater things.

III

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

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The Editor regrets that on this occasion
all articles contributed have not been
able to be published.

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

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

28 July 1978

CHAPTER ONE
DEFENCE WORKS
IN DEFENCE I AM CONFUSED



Yesterday I picked up the telephone and answered as follows: 'Staff Sergeant Moore, Draughting Office, Defence Works' - silence from the other end, then wild laughter. A dis-embodied voice replied, 'Say that again! I did, and was answered by more hysterical laughter and the voice - 'Just once more'.

By this time I was becoming a little embarrassed. The voice then said, 'They finally caught you, you b....! After calming myself, I was able to discern that I was talking to an ex-draughtsman from Defence, who may have years ago, fore-told that the Powers would post me to Defence if I didn't stop being clever, and to which I had replied 'Never! But alas, for better or for worse, here I am - fresh from 3 Field Squadron in a cul-de-sac in Defence Works.

Unlike my friend on the other end of the telephone, I was not amused by the posting, as it was possibly a year early, and let's face it, Wellington is not exactly the dream posting. Nevertheless, if Defence does not know what it is doing, who does?

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copyright

I arrived in Wellington after a hectic day travelling north, which I will proceed to tell you about. I caught the Picton train at 0700 Sunday morning, 26 February, after a wild car journey to the station, because the duty driver had trouble finding my Christchurch address. (Incidentally, I was running late myself, as the alarm clock failed to go off). The train journey was uneventful until Kaikoura, where for some unknown reason, the puff-puff ran out of puff and the passengers, including myself, were transferred to a bus.

I found a quiet seat (a necessity due to drinking too much water or something at a farewell party the previous night) at the rear and settled down for a nap, only to be rudely awakened ten miles out by a gigantic bang under my seat. The left rear tyre had blown.

Now, you won't believe this, although the bus had all the correct wheel changing gear, none of it would fit, because it was imperial, whilst all the nuts etc on the bus were in metric. Talk about laugh, Trev. So there we sat for God knows how long until a friendly truckie was flagged down and his wheel changing gear utilised. Consequently, the ferry was held up for half an hour, which could have been why the pie I bought at the ship's cafeteria was cold and rather sad looking. Incidentally, don't travel on the ferry on Sundays, the bloody thing is dry.



The following morning, my first day at work, I put on my best uniform and fronted up at the draughting office in Bunny Street, rather nervous and slightly bewildered as it was the first time I had been in Defence Headquarters. I was grateful when WO1 Graham arrived and took me the rounds of the various offices and introduced me to the inhabitants within; most of whom seemed a little embarrassed on seeing me. For a while I thought that perhaps my fly was undone or I had a case of B.O. or something.

However, it turned out it was my uniform which provoked this unusual effect - mufti being the accepted dress, which to me, seems rather strange because it places everyone on the same level, and in a military establishment, this is most confusing. For instance, who is Navy, who is Air Force, Army or civilian? There is no way of knowing. Worse, how does one tell which rank is which? For example, the chap who you have just addressed as "Sir" could be the building janitor, or worse, the chap you have been addressing as the Janitor, could be a Brigadier.

I have been working in Defence for five days now, and have worked out a simple method of identifying the different services, (but a method of picking out the different ranks has proved more elusive). For the former, the olfactory gland method is employed - on being confronted by an anonymous individual, a quick sniff is taken - if a slight smell of brylcreem is detected, he is Air Force; a tang of salt - Navy, a whiff of long forgotten starch and boot polish - Army, an aroma of perfume - civilian.



It is to be noted that I have no difficulty distinguishing between the two sexes - the ones with the bumps are female. Oh, yes, it is all very confusing, the least of which is that they give each other different titles, such as - ADSA, DWG, DOD3, etc - which I believe means something to the title holders, but which has me completely baffled for the moment.

I spent a complete day filling in the "March-In-Form" for Defence HQ, because there are about ten people you must see and unfortunately they are also in about ten different areas of Wellington. Accordingly, after obtaining the various signatures required, I had walked through or about most of metropolitan Wellington - evidently this is a test for ingenuity and fitness, because if you do not pre-plan your route, you are likely to walk ten miles rather than the normal five.

However, I have marched into Defence Headquarters, and here I am to stay. I refuse to be intimidated by its strengeness, and I will make the best of a posting which, although early, holds a lost of promise - I hope.

Sgt Kerry Moore
Ex 3 Troop, Works Cell
3 Pd Sqn

THE LOT OF A REGIONAL WORKS WARRANT OFFICER

I have been out of the main stream of Engineer Squadron involvement for $2\frac{1}{2}$ years and find that the Liaison Letter is a means of keeping track of many fellow Sappers with whom I have no direct contact in my present posting as Regional Works WO.

The main role of a Regional Works WO is to provide Technical assistance and advice to all the Camps and Areas within their region. This means working with Commanders and Staff Officers who control the money bags allotted to each Area in the form of Routine Maintenance, Minor Works and more recently, Accelerated Maintenance money. We are the link between Commanders and Ministry of Works and help define the best and most economical means of spending works money to the best advantage. A large part of the job is trying to control the purchase of furniture to ensure that we are not only getting what the customer really wants, but that the furniture ordered comes up to the specified standard.

A large proportion of our time is spent on routine inspections of tasks under construction in our region. It is during these visits that one gets to travel and meet not only Sappers at work, but also Ministry of Works and to a larger degree, civilian contractors. The regular works inspections are to ensure that the tasks are being carried out as per plans and specifications. Regular reports keep the Quartering and Works Cell at Home Command informed of progress on tasks which helps with the planning and financing of future works.

I am constantly referred to as the Travelling Allowance King as I would be the most regular customer at the Pay Office. It is true that I am hard to find in my office as 90 per cent of the time is spent out around the tasks and camps. Many of my days are spent driving the length and breadth of the South Island to liaise with furniture contractors, Ministry of Works and Area Commanders.



Many nights are spent living in hotels between Nelson and Invercargill. I can assure you that the TA does not cover the amount of money sometimes spent on pool tables. On occasions I have the pleasure of Engineer Works personnel to accompany me on some of my South Island tours, namely Doug Roberts, Ted Graham and a few others who shall remain nameless. These occasions give me a chance to catch up on the happenings around the other areas of the country. To say the least, a Regional Works WO has to become a good P.R.O. man, a diplomat and in many cases a mind reader. The frustration of the job is preparing Briefs and Justifications for Priority Tasks knowing full well that you will be lucky to see them start within two years. After travelling around all the areas one soon sees the amount of outstanding works required to upgrade our real estate. If you are housed in sub standard working conditions, don't blame your Regional Works WO - he is trying his best.

ACWF Shopping Complex - Burnham Camp

At present Industrial Holdings Ltd are building a new Supermarket and Shopping Complex to replace the old Supermarket and to provide three extra shops within the camp. The concept is a design and build contract consisting of a concrete floor, precast tilt-up panels and an all metal roof structure.

I have been appointed Owners agent and supervisor for this task which is very interesting as it is a totally new method of construction to me. We also have two Sappers from 3 Pd Sqn working with the Contractor and they are really enjoying the opportunity to gain experience in this type of construction.

The contractors started on site on 2 Mar 78 and on 17 Apr 78 they had completed the foundations and had 12 precast panels ready to lift. Their work is of a very high standard and they are really on the ball. They are already well ahead of the schedule. It is hoped all shops will be operational by the end of September 1978.

A FAREWELL TO

WO2 John Thomas Bennett B.E.M.

I would like to take this opportunity to say farewell to one of our longest serving Sappers. Jack joined the Airforce in 1941 and saw action in the Solomon Island Group. After that war he went back to his trade as a carpenter and reinlisted in the Engineers in 1952. Jack served two tours to Vietnam and finished his career with a well earned two years in Singapore.

He received the B.E.M. for his services in Vietnam and I am sure for many years of loyal service as a true Sapper. Jack finished his retiring leave on 14 Apr 78.

WO2
Canterbury Army Area

CHAPTER TWO1 FIELD SQUADRON(COYOTE)Appointments

OC	Maj Bradley
Admin Offr	Lt Foster
SSM	WO1 Oliver
Trg Offr	2Lt Ridland
Wks Offr	WO2 Rolle
Asst Clk of Wks	Ssgt Charman
Acct Offr	WO2 Wright
SQMS	Ssgt Carlin
Clk	Sgt Trask
Tpt NCO	Sgt Buchanan
Trg NCO	Sgt Stirrat
HQ Tp Sgt	Ssgt Prentice
1 Tp Sgt	Sgt Te Uira
2 Tp Sgt	Sgt Leach
3 Tp Sgt	Sgt Evans
Spt Tp Sgt	Sgt Brickell

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Postings In

Lt P. Foster	Ex	Force Engr wef 10 Apr 78
Spr M. D. Bettison	Ex	Basic wef 8 Mar 78
Sgt D. E. Trask	Ex	2 Fd Sqn wef 5 Apr 78
Lcpl (W) E. A. Gould	Ex	WBOP AA wef 28 Mar 78
Spr G. R. Harry	Ex	Basic wef 7 Apr 78
Spr C. H. Thorburn	Ex	Basic wef 7 Apr 78
Cpl A. B. Martin	Ex	SME wef 19 Apr 78

Postings Out

Sgt J. M. Cousins	to	RTD Burnham wef 15 Mar 78
Cpl L. K. Langdon	to	SME wef 1 Mar 78
Cpl B. N. Akari	to	RTD Waicouru wef 18 Feb 78
Spr J. G. Fischer	to	3 Fd Sqn wef 1 Mar 78
Capt G. E. Goldsworthy	to	Singapore wef 3 May 78

Discharges

Spr G. M. MacKenzie	wef 10 Apr 78
Spr L. H. Houkamau	wef 12 Mar 78
Spr (W) R. T. Van Riel	wef 10 Mar 78
Cpl S. T. Bowers	wef 7 Mar 78
Spr C. J. Smith	wef 13 Mar 78

-ooo0ooo-

Experience is not what happens to a man. It is what a man does with what happens to him.

Aldous Huxley

ARMY DIVING

Diving in the RNZE is becoming a firmly established occupation. The Corps has 20 Trained shallow water divers and most have recently carried out diving tasks around NZ and in the Pacific Islands.

DIVING FOR JAN/MAR 78

Chatham Island 31-1-78 to 9-2-78

Personnel involved were:

Supervisor	Sgt Osborne
Divers	Lcpl Clark
	Lcpl Langford
	Spr Millar
	Spr Small
	Spr Peirce

Before flying to the Island, the team had 5 days in which to get fit. Each morning there was a run of up to 11 miles and in the afternoon it was into the swimming pool for endurance swimming. The relief of the team when the time came to fly out, - "No more PT." Unfortunately for them PT did continue - 0545 wake Aussie - short run - many exercises and sprints - breakfast, and then into the task was the normal pattern.



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The task was that of removing all obstructions from the seabed, around the Waitangi Wharf.

The first day was taken up with a recon and orientation dives around the wharf. Spr Small was to recon under two of the wharf bays and duly submerged to carry out the task. The first bay recon was uneventful. When half-way through the second bay, he came barrelling to the surface at a great rate of knots and when asked what the problem was, he was heard to say that a Conger Eel had chased him up and that the eel was 4ft-5ft long.

The team removed a good percentage of all the obstructions as well as cutting some 30ft piles off at seabed level using a compressed air chainsaw. The piles were in 35ft of water.

Some of the hazards the team ran into were:

Sharks	(15ft long)
Eel	
Barracuda	(4ft 6in long)
Crayfish	(lots)
Many Paua	
Kina	

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As well as the team being extremely fit, they each made very good team members, working together on all aspects of the task.

Nukualofa Tonga 24-2-78 to 25-3-78

Personnel involved were:

Officer	Lt Ridland
Supervisor	Sgt Renata
Divers	Lcpl Nathan
	Spr Millar
	Spr Small

The task was to recon a channel from the outer reef to the wharf area.

Courses and Camps

Govt Basic Diver 1/78, 23-2-78 to 17-3-78

Course Personnel were:

Maj Bradley	Passed
Lcpl Abernathy	Passed
Lcpl Shields	Failed
Spr Hayes	Passed

Dates of Govt Basic Divers courses and diving camps for the year are:

Govt Basic	2/78	10-6-78 to 30-6-78
Diving Camp		26-6-78 to 30-6-78
Govt Basic	3/78	22-9-78 to 13-10-78
Diving Camp		25-9-78 to 29-9-78
Diving Camp		27-11-78 to 1-12-78

Other overseas Diving Tasks overseas are:

Tavalu Island	2 divers
Tonga	10 divers

Manakau Harbour

From time to time army divers are called upon to carry out tasks for civil authorities. One forthcoming task is the removal of two platforms in the Manakau Harbour.

The platforms are each positioned on top of four piles 6 m up from the seabed. The platform is to be removed first, followed by the braces. 1½ inch holes are then to be drilled in the piles at seabed level and filled with 0.25 kg ANG 60 explosive. Once the charges have been initiated the piles will have been cut off at seabed level.

Personnel involved:

MOWD	two personnel
Officer	Lt Ridland
Supervisor	Sgt Osborne
Divers	Lcpl Nathan
	Lcpl Langford
	Spr Millar
	Spr Small

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Diving Camp 28-3-78 to 31-3-78

(Or, Life in 16 Independent Divers Squadron

OR

How to Spend 3 Days Doing Life Line Signals)

Divers attending the camp:

Diving Officer
Supervisors

Maj Bradley
Sgt Osborne
Sgt Renata

-oooOooo-

Noise pollution needs a sound solution

Divers

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Millar
Small
Langford
Nathan
Tamou
Abernathy
Hayes
Morgan
Henari
Thompson
Kingston
Williams
Munro

These 16 dedicated divers assembled at Papakura for 4 days of intensive training in the use of underwater tools, consisting of the Atlas Copco Compressor and underwater attachments, and the C.W.F. Hamilton Pneumatic tools (chainsaw, drill and grinder).

Day 1 - 28 Mar 78. After marching in and out several times, the Independent Diving Sqn assembled at the PTI Wing to test their level of physical endurance, by completing the SAS standard RML. This endured, the team prepared themselves, physically and mentally for their strenuous afternoons of diving to come by activity in the Camp swimming pool. The day was rounded off by loading the truck for the next days diving.

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Day 2 - 29 Mar 78. The trip to Maraetai was marred from the start when the compressor (being towed by the RL) developed explosive capabilities in the left hand type, forcing us to leave Diver Small on sentry duty five miles from nowhere. The rover which had proceeded on to Maraetai, was sent back to effect repairs. The compressor finally arrived at the diving site too late to be of any use as we had used our supply of tanks practising life line signals (such fun). On the return to camp the compressor again developed faults, and fell off its chassie.

-oooOooo-

THE NEW ZEALAND MALE

After downing a few drinks the typical New Zealand male was complaining to the barman about his wives habits. He said, "My wife has the horrible habit of staying up all night and there seems to be no way that I can break her of it."
Half interested the barman asked, "What's she doing all the time?"
"Waiting for me," replied the man.

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Day 3 - 30 Mar 78. Although starting with a hiss and a roar and a quarter mile swim, the day soon developed day 2 tendencies. The pneumatic equipment lost its working capabilities when working in 14ft of water, but the day was saved by the return of life line signals.

Day 4 - 31 Mar 78.
After a small run, we proceeded to the swimming pool where we practised joinery skills (with a twist) in 1.75 m of water (making wooden boxes). This completed we proceeded back to 16 Independent Divers Sqn training wing for a debrief. Items discussed were many and varied. The main points were:

Whangaparoa is a far better place for diving than Maraetai.

Life line signals were rated to No 10 in the divers enjoyment list.

It was proved that there is no Mil Law stating fins must be called flippers or flippers called fins.

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Although the camp was marred by misfortune and bad luck, all enjoyed themselves and are looking forward to the next camp at Whangaparoa.

-oooOooo-

A widely travelled sportsman, known for his long, boring, and sometimes incredulous stories, was in the midst of another of his travel tales.
"And while I was wandering through the deserted village out in the bush, I spotted a leopard."
"That does it," a listener cried. "I always knew he was a liar. Leopards come that way."

ANNUAL CAMPSweetwater Nursery Stump RemovalLocation - Awanui Forestry Nursery (near Kataia)Date - 4-15 February 1978Site Supervisor - Ssgt (Tom) Charman

This project was divided into three phases, each phase being a period of training for each troop,

Object - to clear a specified area in the Sweetwater Nursery of Kauri stumps for the Forestry.

It should be noted here that WO2 (Don) Rolle stated that we would be lucky to remove 5 stumps in the time available.

Phase 1:

3 Troop arrived and were shown the area concerned. This troop attacked the exposed stumps by hand digging, then placed 2-3 charges of ANFO under the middle and various small charges of AN60 on the roots. They were quite successful until they struck soft ground and rotten stump centres. This troop removed 12 stumps.

Phase 2:

1 Troops turn. They used much the same method except they did use borehole charges on the larger roots. They removed 15 stumps.

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Phase 3:

2 Troops turn. On advising them to look for an easier way, they sought different methods of attack. Using 6ft steel bars they made holes around the stumps in which to place AN60. They also dug a hole under the centre of the stumps to place one heavy charge of ANFO. They connected all the charges in a ring-main and detonated the lot. This removed the soil from around the stump and if not removing it, exposed any roots still hanging on. These were quickly removed by boreholes and charges of AN60. They removed 18 stumps.

3 Troop then cleared the area of all the stumps and our Sqn training task was 100% complete.

Conclusion:

In blowing stumps, make the explosion work for you!

Total stumps removed - 45 (Don Rolle to note)

2 TP, 1 FD SQN

As usual, Annual Camp started off with a hiss and a roar, (accompanied by the occasional bang) with 2 Tp being thrown into the dark depths of the forest. Mission? To hack a 20ft wide track through rugged un-navigated forest. Only through the sustained combined effort of the troop were we able to complete the task in our allocated 4 days, leaving only a handful of weeds to keep the plant ops busy.

Our navigator exercise at Takahue turned out to be successful, when three sections ably assisted by 2Lt Towers, Ssgt Ruha (Guran) and Sgt Leach set out in three different directions, transversing mountainous terrain and roaring rivers (well!!) to arrive at pre-selected destinations on time.

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It wasn't until we did our stint on the jungle lane shoot that we found we had a regular Audie Murphy in our midst in the shape of Clive (Dunn) Collingwood.

Not only did he sneak round a tree OFF BALANCE but he also carried out a 5 metre slide and para-roll before managing to engage his 'smiling target' with a LOADED RIFLE!! He is now an ordained member of 'Dads Army'.

Our last 4 days at Sweetwater passed rather slowly as most of the tree stump blasting was done by 1 and 3 Tp.

We found that we had in our midst a "Demolition Freak" in the shape of 2Lt Towers.

Not only did he set up charges on a stump but he did turn on a sight which will always be remembered notably by the Brigade Commander and Camp Commandant.

He attached enough explosive to this particular stump, that, when he BLEW!! it, it literally soared at the atmosphere and along with it about 2 tons of soil.

All in all, a very successful annual camp.

-oooOooo-

A man walked into a plush hotel, crossed the lobby and went up to the desk clerk. He picked up a pen and asked: "What have you got for £20.00?"
"You're holding it," the clerk replied.

-oooOooo-

There are two kinds of fishermen: Those who fish for the sport of it, and those who catch something.

EX TONGA WATER SUPPLY25 JAN - 26 MAR 78

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Aim - to install water supply reticulation and deep well pumps to the villages of Nakoho, Hassini, Fau'amotu on the main island of Tonga, Tongatapu.

As the Fd Hosp Units were on exercise in Tonga they were asked if they could provide assistance to install reticulation to the villages. They called on other Corps for aid.

I was sent over as the RF Engineer Plumber, and a RNZEME Electrician was later attached. 1 Fd and 2 Fd Hosp provided TF Electricians and carpenters when required.

The task was to take 6-8 weeks to complete, but due to: a hurricane, heavy rains, lack of materials, local labour not wanting to work due to local politics between a village officer and other factions, a Nober Dieing (which means no work for 10 days) and the King of Tongas visit to work sites, meant no work while celebrations were prepared. Also copra selling days mean't further delays and finally, an American oil drilling rig moved into the village to explore for oil. Most of my local labour left to work for the oil Coy for \$2.50 a day instead of working for me for nothing. Even the threat of "you can drink water but you can't drink oil", produced no return to work, while the big money was to be had.

We did achieve the complete reticulation to 2 villages, one of whom were estatic, as their village has never had water before. This meant a water opening ceremony, feasting and dancing. Everybody got soaked with water being thrown in all directions including soaking a Herald reporter and his camera gear (who wasn't too impressed). The locals thought he was rather wet anyway.

On the lighter side? We went to many functions at villages and homes and the custom was to remove footwear before walking into a house or on mats: it inevitably meant all shoes were mixed up and a big sort-out of footwear was required the next day. I still possess a size 7 and a size 9 shoe.



On another occasion everyone had been over filled to excess and on the way home the vehicle suffered a puncture. Of course this had to happen on the darkest night of the year while no-one had night vision. However, all were most helpful while I changed the wheel over. About 6 supervisors all instructing in the 6 different ways, jacks and wheel braces should be used. The next morning an argument developed over who had pinched who's spare wheel,

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and the remaining spare wheel was pinched back and forth between two vehicles, until 3 days later a local man and boy arrived at the camp with the original flat wheel. They had found it on the side of the road and had rolled it for miles to give it back to us. So much for hasty wheel changes and bar shouts!

The exercise in Tonga was successful in that 2 villages were reticulated and much was learnt about Tonga time, the Tonga machine, and local customs.

To conclude, don't ever think of becoming a contractor in Tonga. Tonga time will drive you slowly but surely to either drink or religion!

Alias SPLASH RNZE

-oooOooo-

MUSEUM FUND RAISING ACTIVITIES

1 Fd Sqn involvement in fund raising has been varied and at times pleasant. I won't refer to the unpleasant delving into empty pockets.

As in other Camps and Areas, we supported Operation Heritage and Marathon Major. Our involvement was not large, but enough to provide runners into support teams sponsored by the Camp.

Papakura Camp's major effort was an open day held on 2 April 1978. Static and mobile displays was the theme of the entertainment. For some strange reason 1 Fd Sqn organised and ran the Beer Bar. Background experience showed up in this venture, which was the responsibility of the Works Office. Beer Barons of the past were in evidence. With names like Green, Rolle, Prentice, Charman, Evans and a number of young 'uns picking up the trade.

We also presented a static display of Engr equipment, vehicles and Plant (going or not). Thank you SME for your support in this venture.

One of our more pleasant and financially rewarding events was a sponsored Golf Tournament organised by the Sqn and supported by local firms and Camp Messes, in the form of donated prizes. Entries were a little disappointing, however the Army Golf was on at Waiouru at the time. Someone was heard to say, "with all the burglars away the honest golfers should win a prize". This proved to be the case with even names like Goldworthy and Foster on the prize list. This had nothing to do with the fact that Langa Evans and Jim Moon organised allocation of prizes.

CHAPTER THREE2 FIELD SQUADRONKey Appointments2 Fd Sqn

OC	Maj A. Anderson
2IC	Capt R. W. Radford (TF)
SSM	WO1 B. E. Malloch
SQMS	Sgt W. T. Wharewera
Celk	Cpl W. J. Beck
Tpt	Sgt W. Morgan

2 Wks Sect

AO	Lt J. W. Lock
Const Offr	Capt H. Mawson
Clk/Wks	WO1 R. O. Wills (Wai)
	WO1 I. E. Lamb (Ltn)
Purchasing	WO2 D. E. Murray
	WO2 D. Futter
Stores	WO2 H. E. Chamberlain
Estimator	Ssgt B. Affleck

Postings In

Capt H. Mawson	Ex	TF
WO2 H. E. Chamberlain	Ex	HQ LSG
WO2 D. Futter	Ex	RFMF
Cpl W. J. Beck	Ex	HQ MWT AA
Spr W. Hapi	Ex	RTD
Spr D. Hornby	Ex	RTD
Spr E. J. Hennessey	Ex	RTD
Spr H. Matehe	Ex	6 Fd Sqn
Spr M. Masi	Ex	RFMF
Spr L. Rowe	Ex	RTD
Spr D. Rukuwai	Ex	RTD
Spr R. Staite	Ex	RTD

Postings Out

Sgt D. Trask To 1 Fd Sqn

Discharges

Sgt S. Holmes
 Sgt W. Marr
 Lcpl J. Vivian
 Lcpl L. Neilsen
 Lcpl C. Pedersen
 Spr (W) M. Hiini
 Spr P. Orvos

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The Army Memorial Museum

Progress to date has been blessed with fine weather - up till two weeks ago that is. Floor levels 1 and 4 are now poured and in three more weeks levels 2 and 3 should be well on the way - if not complete.

Thanks to all the precasting effort, the visual growth of the building in the last four weeks has been really dramatic.

Referring to our last report in the Newsletter, it is to be noted that the target date for lifting the first precast steam - cured unit from its casting bed was met, but sadly, on the following day work on wall panels crunched to a halt. After a rethink on panel handling procedures, production got under way again and we are nearly half way through the total requirement. The damaged NCK is expected back after cosmetic surgery in time to help with the placing of roof trusses.



Total concrete placed is about 500 cubic metres, the larger pours having been pumped by a hired unit. (Persons with any knowledge of the present whereabouts of the concrete pump last seen at Atiu are asked to present this information to the authorities).

The Blacksmith shop in Linton has been under pressure for some time producing cast in fittings for the concrete work, stairs, beams, roof trusses and wall frames. Our thanks to Ron Hughes for his efforts in co-ordinating the work and all the volunteer welders who have done their bits.

Volunteers on site so far have been largely TF - in many cases unemployed, so think well you people who are planning on going out to greener fields - there is not as much work about as you think. Our main need now and for some time to come is skilled chippies, so readers who've worn nail bags in the past are requested to empty the mice from them and come to us for the winter sports season. Don't be bashful about volunteering - it sure beats being sent here without any option.

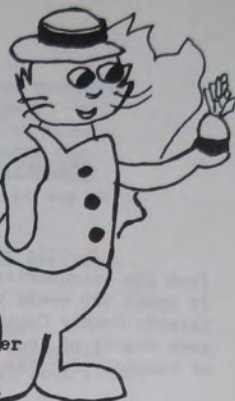
As we have said earlier, the team has experienced aspects of construction work not often encountered and likely to be of value at some future stage of a mans career. In this we include concrete precasting, steam curing, boiler operation and maintenance, placing concrete by pump, handling precast units which would be considered large on any building site, and sinking a caisson by hand. Come join us and we will try and arrange an exotic twist to your particular trade. Records show that for the period 16 Jan - 1 May, 1180hrs have been worked and that a reasonable amount of that has been outside the normal hours of 8 a.m. - 5 p.m.

CHAPTER FOUR
3 FIELD SQUADRON/3 WORKS TEAM

Appointments:

OC
2IC
LO
HQ Tp Comd/AO
1 Tp Comd
2 Tp Comd
3 Tp Comd
Spt Tp Comd
Plans/Trg Offr
SSM
SQMS
Clk of Wks
Purchasing NCO
Project WO
Tpt NCO
Colk
TF Clk
Typist

Maj J. B. Bell
Capt S. Jackson
2Lt P. B. Chapman
WO1 B. D. Hook
2Lt G. B. Manning
2Lt W. F. Thomson
WO2 R. L. McAlister
2Lt J. F. Walker
Capt S. G. Beaton
WO2 A. J. Sinclair
Sgt D. R. Greeks
WO2 E. W. Bruce
Sgt R. W. McCall
WO2 E. I. Watson
Cpl M. S. Beal
Sgt P. T. Ngarotata
Cpl C. Hay
Spr (W) V. L. Dixon

Postings In:

Spr "Fish" Fischer	ex	1 Fd Sqn
Spr Connolly	ex	Basic 145
Spr Hodges	ex	Basic 144
Spr O'Dea	ex	Basic 144
Spr Urquhart	ex	Basic 144
Spr Whatu	ex	Basic 144

Postings Out:

Spr John Cleeve-Edwards	to	2 Tp Dunedin
Spr Jeff Peirce	to	Civvy street
Cpl Bill Noah	to	Civvy street

---o---

Here at the Chathams it is so cold
But we are 3 Field, tough and bold
We arise each morn
With the colours of dawn
And we go to the task we are told!

---o---



CHATHAM ISLANDS 29 JAN - 11 FEB 1978

For its 1978 Annual Camp, 3 Field Squadron RNZE deployed from its headquarters in Burnham Camp to Whareama, Chatham Islands. It spent two weeks working on various projects for the Chatham Islands County Council. All tasks were realistic and all demanded some degree of technical skill. The progress on the tasks was used as controls for the primary aims of the camp.

The aims of the camp were threefold:

- to test the squadron command structure;
- to exercise mobility under adverse conditions; and
- to set up a plans section.



Progress on tasks would indicate how well the primary aim was succeeding and general freedom of movement around the Island would indicate the success of the second aim. The overall scheme was to shake down the squadron and observe weaknesses. The third aim was to provide within the squadron, the essential planning, information, gathering and processing that is generally provided by a regimental headquarters.

A two man recon party flew to the Island in mid June 77 for the prime task and camp site reconnaissance. This reconnaissance group proved that the tasks available were worthwhile and a good camp site was available. It was recommended that Army accept in principle, the tasks. From this point, liaison with Internal Affairs and Defence Dept on the practicalities, was done by the Chief Engineer. Liaison with the Chatham Islands County Council was done, through their Consulting Engineer, by 3 Fd Sqn.

The unit then began planning as though it was definitely camping at the Chatham Islands. The Stores Warrant Officer was appointed as responsible for the logistical move to the Island and was given:

160 people would be on the Island (max rat strength was actually 153).

the full squadron Equipment Table was to go to the Island; and

the 410 crane, D6 tractor, Hough 65, the Jain trailer and ACCO truck, 1 RL and 5 Landrovers was the plant and transport allowance.

Following a November reconnaissance, authority was still not forthcoming for the camp. As demand times were getting short, all demands were made out and despatched to loanee units without authority.

After the initial recon, plans for one bridge was received from the Chatham Islands County Council Consultants, the unit Quantity Surveyor took off quantities and did an estimate on these plans. This information was then fed back to the Consultants who ordered off our estimate. After the second recon, construction programmes (arrow diagrams) were done for three bridges. It was on this basis that task planning was done.

Technical information on all other tasks was not available until shortly before moving to the Island.

In early December the County Council prepositioned materials for the work. This was done by the Consultant Engineers and once on the Island, it was left to the County staff to look after. This was, as it turned out, not the best arrangement.

The squadrons movement was broken into two separate moves; movement of stores and movement of men.

All stores,
non perishable
rations, transport
and plant were
transported to the
Island by M.V.
Holmdale. The stores
and rations were
packed in Army
packing cases and
loaded onto the ship
by wharf labour at
Lyttleton. The Holmdale was due to leave on
Friday Jan 20. Rain in Lyttleton upset loading
on the Friday and although half a day was worked
on the Saturday, loading was still not completed.
There was no loading on the Monday (wharfies
picnic) so the loading was not completed until
Tuesday. The Holmdale sailed on Tuesday evening,
4 days late.



The ship arrived at Waitangi at mid morning on Thursday and unloaded some general (non Army cargo) on Thursday night. The first problems arose in the unloading of the ship. During a previous meeting with the County Council, it was agreed that Army would unload the ship. The Islanders objected to this and required payment for unloading. The unloading started with local labour and Army assistance. Due to the strictness with which the Army ran its own labour, the locals quietly disappeared leaving it all to the Army.

The unloading of the boat proceeded in record time. Much was learnt in the orderly stacking of arriving cases and also in preparation of load manifests.

-oooOooo-

I am not afraid of tomorrow for I have seen yesterday and I love today.

William Allen White

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All men and perishable rations were flown to the Chathams by RNZAF Andover aircraft. The advance party of 33 and rations was flown in on Jan 22 and 23.

The advance party achieved its objectives and had all stores at the campsite and the campsite habitable when the main body arrived. All work preparation functions with which it was tasked were also completed by the arrival of the main party.

On the following Sunday - Monday, the remainder of the squadron was flown in, in 5 Andover chalks; 4 from Christchurch and 1 from Dunedin. Troop movement was very satisfactory. By Monday Jan 30, the whole squadron party was on the Island.

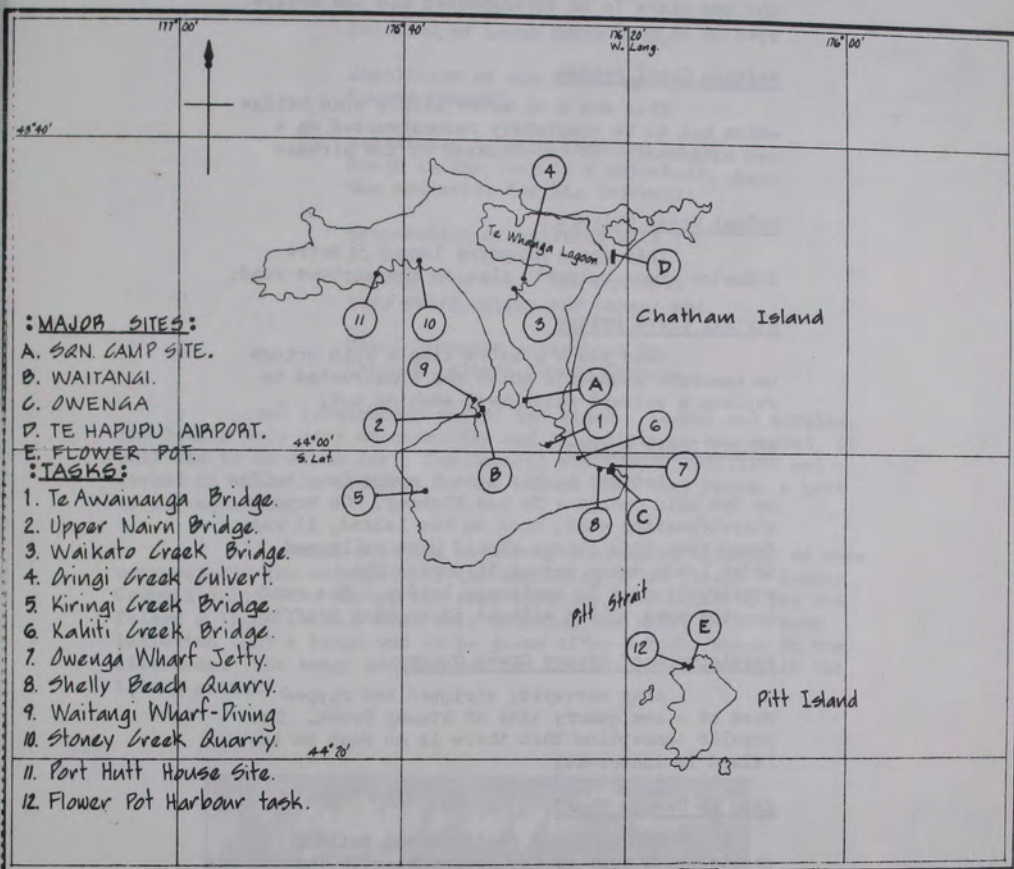
The squadron was now on the ground with a task load to complete. The tasks were such that only limited manpower could be employed on most altogether; resources for them had to be located and moved to the task; to get most of them done, work would have to continue around the clock. Unless the Corporals and Lance Corporals shouldered their responsibility, the tasks would not get done.

The following tasks were completed:

Te Awainanga Bridge

This was a main bridge on a Highway. It is a two span structure with spans of 18 metres, some 5 metres above the waterway. The bridge required rebuilding (except for the bent trestle pier) because of an undermined abutment and general corrosion in the main beams. This involved stripping the bridge superstructure, placing two new concrete abutments and replacing the bridge superstructure with new materials;

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Upper Nairn Bridge

A foot access across the Nairn river which is probably the largest waterway on the Island. This bridge was originally built in the 1880's and the centre span collapsed early in 1977. This was a late addition to the tasks list and it required strengthening and upgrading because of the deteriorating condition of the main span. Work to be done on this bridge was the two piers to be strengthened and the centre span to be replaced;

Waikato Creek Bridge

This was a 14 metre single span bridge which had to be completely reconstructed on a new alignment. It is situated on the airbase road;

Oringi Creek Culvert

This was a 10 metre long 1.5 metre diameter Armco culvert, also on the airbase road;

Kiringi Creek Bridge

This was a 4 metre single span bridge on concrete abutments which was constructed to replace a culvert which kept washing out;

Kahiti Creek Bridge

Another single span 5 metre long bridge on the main Owenga - Te One Highway. On bridge classification work, done on the Island, it was found that this bridge should have collapsed under loads taken across it during the construction of Te Awainanga bridge. New road bearers were placed without disrupting traffic;

Development of Stoney Creek Quarry

Army surveyed, stripped and ripped rock at a new quarry site at Stoney Creek. The popular conception that there is no rock on the Island is incorrect;

Ramp at Owenga Wharf

The squadron designed and built a people/sheep ramp on the Owenga wharf. This task was one which had to be completed by the rear party;

Clearance of debris at Waitangi wharf

This was carried out by a diving team from 1 Fd Sqn in preparation for the building of a new wharf;

-ooo0ooo-

Message found in bottle washed ashore: "I'm marooned on an island with no taxes, pollution or traffic. Eat your heart out."

Channel clearance - Pitt Island

The clearing of a harbour channel at Pitt Island by the use of explosives. This was an attempt to stop silting by allowing the tide circulation to scour sand from the harbour basin; and

In addition, the following was undertaken by the rear party:

Painting of Lower Nairn bridge;

demolition of old building for County Council:

assistance to Army landlord Mr S. Hough in the form of a waterhole, dam and metal for his driveway;

preparation of building site for J. Fayi. Jim Fayi owned the spring from which the squadron camp water supply was taken; and

Plant Operator assistance to Chatham Islands County Council.

Local involvement was of two kinds: social and working. The locals were very co-operative and if assistance was wanted, it only had to be asked for. The Council staff were excellent and worked in with the squadron to the extent that they became a part of our squadron.

All social contacts were very successful although we were unexpectedly the catalyst for the surfacing of an Island - County Council split when during the camp open day, the squadron fed the Island a light lunch. When this decision was made, it had been indicated that a hangi was to be given after a rugby match in the afternoon. The hangi was not put on. This appeared to split the Island society.

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A measure of the success of the squadron (socially) on the Island I think, can be taken by the fact that on the open day, approximately 75% of the Island population visited the camp. On the final night, the whole Island turned out to a magnificent hangout to which the squadron was invited. One old Islander stated that the biggest compliment a Chatham Islander can give you is, to come to your place and invite you to his in return.

The society on the Island appears complex and fragile.

Information gathering during Camp took second place to tasks. However, many reconns were done and all bridges on the Island were classified. Specific tasks were undertaken with the view to gathering engineer resources information on the Island.

The unit entertained a number of visitors during the annual camp. In order of arrival, they were:

Colonel Commandant RNZE Col A. R. Currie
and the Chief Engineer RNZE Lt Col K. H. Mitchell, arrived 1 Feb left 6 Feb.

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Capt B. Flint, Canterbury Army Area and 6 members of the Press. These gentlemen were hosted by the squadron from 1 Feb to 6 Feb. They were helpful and considerate, but although some news items did appear during the squadrons stay on the Island, the only item which the OC has read since returning, was an article by M. Bernsman in the Christchurch Press. This article, while in no way derogatory to the Army, had all the facts incorrectly stated. No 'backgrounders' on the life of the squadron or the life of the Island appear to have been done, although Press spent a lot of time with the Island, rather than with the Squadron.

CGS, Comd 3 Bde, Col GS, Dep Comd 3 Bde, BM 3 Bde all paid an official visit on Monday Feb 6. It was a much appreciated visit in which the party saw the major tasks undertaken, met many squadron personnel, and re-opened the Upper Nairn bridge. This visit, if nothing else, proved the flexibility of the Army and squadron commands.

In setting up camp, a number of problems arose with ordnance stores being incorrectly packed and labelled. Examples; Marquee tent with 3 ends and no centre, 11 x 11 tents in extension packs, extensions in tent packs. This upset the routine of setting up the camp to some extent.

-oooOooo-

Worry never robs tomorrow of its sorrow;
it only saps today of its strength.

A. J. Cronin

The fixed menu ration scale was restricted, in that it did not cater for local products or conditions. For example; fish could have been purchased in quantity on the Island for much less than meat.

The cooks were working 24 hours and could always provide a meal at any time.

Morale was very high during the camp. This was only dampened when after a hard days work, the squadron failed to supply a hot shower system for the workers.

The people of the Islands gained immensely in the value of the work done. Many jobs were done which might never have been attempted. The bridges completed would have possibly cost the Island in excess of \$100 000. Total cost of the whole deployment to the Island for the Council was less than \$45 000. An immeasurable rise in morale of the Island people also was evident. They all spoke of 'at last New Zealand had remembered them'.

The value of the Deployment is best assessed by examining how well the aims of the squadron were met:

To exercise the command structure of the squadron:

This proved 100% successful. At the end of Camp, the shortcomings of Junior NCO's could be pinpointed and attempts made to correct them. Several weaknesses showed up in the understanding of the squadron structure and where people are most effective. This was particularly noticeable in the troop command structures when communication channels were often clogged with trivia and examples of bad detail planning e.g. chainsaw with no fuel. The flow of information was very bad within the squadron and at times the administration almost collapsed. It is a tremendous accolade to the spirit and resourcefulness of all members of the squadron that more tasks than were originally planned were completed although much went wrong. Perhaps the biggest overall weakness was a lack of task management technique at all levels of command. The best remedy for this, is another good task.

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Many troops had sections of other troops placed under command for various tasks. This was not handled well at all and too many times the people placed under command were not grabbed up and used. More practice is needed in this aspect.

Radio procedure was very poor. There were very few trained radio operators and the squadron paid dearly for its past policy of picking RF tradesmen from 3 Tp to fill its HQ during exercises.



There was a lack of command control of stores. Some stores items should have gone on a restricted use list and been allotted on a priority system. The rear HF link from Chatham's Base to Addington was successful. In signals, personnel on the Island were very co-operative;

To exercise mobility under adverse conditions; there were:

4 Landrovers and 1 RL TCV on the Island to transport troops from the campsite to the tasks. During the first week of camp, a water transport section was also formed, but mainly due to motor failures, proved unreliable. This section was abandoned following the successful organisation of the road transport. There was some cheating, with the hire of landrovers, basically to transport visitors but the big lesson learnt was that practicalities have to be faced and transport conditions affect job efficiency. This was not unrealistic when in action road space may place similar restrictions on mobility; and

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To set up a planning section:

This aim was only at the most 50% achieved. The entity was set up but the personnel were so fully occupied with present jobs that little time was spent in laying out for the future which was the object.

The following is a summary of some of the lessons learnt:

Take several copies of loading manifests;

ensure that stores are laid out in numerical sequence when arriving. This saves time in sorting through hundreds of crates to find the right one;

on such deployments, the advance party should have a resources section;



lack of HQ staff places a great strain on the few;

lack of HQ trade skills makes orderly flow of information difficult;

an FE section is required around a squadron complex;

task management training is essential for all;

squadron organisation training is essential for all;

basic skills (sapper) must be kept up. Some specialist sappers had difficulty with basic knots and field machines;

although constant practice is required in sapper skill, it is better done by insistence on use of these skills on practical jobs. This was explained by 2 Tp, the TF troop from Dunedin, who exhibited superior basic sapper skills to those of 3 Tp, the RF from Burnham:

something drastic must be done to hasten the move of the squadron HQ including its full NZET;

Clerks, Storemen and Radio Ops are essential to the smooth running of a unit; and

squadron must rapidly produce and use some practical form of SOP's.

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FROMROYDS SUTHERLAND & MCLEAYConsulting Engineers

A few thoughts on the whole operation and comments on some of the weaknesses that would need to be avoided in the future.

Material Distribution

A lot of material seemed to go to the wrong jobs, probably due to not enough sorting being done at the County Yard. While they had a general knowledge of what was there, it was probably a bit much to expect them to ensure that the material was going to the right jobs. To overcome this, better scheduling of materials and descriptions of their location in the structure is required.

We only did this for one bridge, Waikato Creek, and incidently I was a bit surprised to find that your Troop Commander did not have this information on the job.

Timber

I was told that some timber had walked from the heap but the reports I kept getting were that up to $1\frac{1}{2}$ panels were short.

I worked back from the stock take and realised that at the most you would be $\frac{1}{2}$ panel short. This is what eventuated. I think we would also have the timber squared and pre-cut to length before delivery. Also it would have been better if the long panels had been made up first and the timber sorted back to the shorter panels. I don't know how much pre-sorting was done before the panels were made. The handrail timber was a complete puzzle and certainly someone had a liking for 125 x 50 timber. Certainly next time this item will be over ordered by about 33%.

Future Approach

For smoother operation I would recommend:

Materials on the island to be sorted and distributed into bridge lots prior to the main party arriving.

An earlier boat sailing if possible and possibly a larger or second stage advance party to achieve above.

Improved scheduling of materials and earlier delivery of plans. This requires earlier approvals.

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To avoid hangups in the future camp we must have financial approvals through earlier. Only one recon will probably be needed.

Plans would need to be out in time for them to be given out and discussed with troop commanders at a weekend or day parade before the camp.

A briefing of troop commanders on construction techniques prior to the camp.

Official Visits

As you will have discovered the Island like to entertain visiting dignitaries, they like to show their appreciation and explain the island problems. This must be taken into account in times allowed for V.I.P. visits. To do this properly involves an overnight stay i.e. arrive mid morning one day and leave mid afternoon the next is probably about the minimum time that should be allowed to make a success of the trip.

General

We wish to congratulate your squadron for the work they have done for the County during your recent annual camp.

This work included the restructuring of the Te Awainanga Bridge, construction of new bridges over the Waikato and Kiringi Creeks, an Armco culvert over the Oringi Creek, replace the centre span of the Upper Nairn Bridge and strengthen the Kahiti Bridge.

For harbour works, debris was removed from the wharf at Waitangi, a scour channel formed at Flower Pot, Pitt Island and a ramp built at Owenga Jetty.

For roading work the opening up of the Stony Creek Quarry should have to be a major asset to the Island. Also general assistance was given to the County by way of help in grading roads and repairs and maintenance to plant.

We were pleased with the way the tasks were put together and in many cases your sappers paid a great attention to finishing detail than would normally be expected.

The resourcefulness shown by the troops in carrying out their tasks was a feature of the whole work.

To achieve the task programme within the time available and also carry out at least one additional task was a credit to your Squadron.

We are extremely satisfied with the work done and trust that you will convey your appreciation to all those involved. The Council is looking forward to further annual camps at the Chathams and it is hoped that the high standard set by your Squadron will be continued.

Yours faithfully,
P.P. ROYDS SUTHERLAND & McLEAY.

CHATHAM ISLAND INVASION

From your accredited war correspondent based on

LYT 8106 "Holmdale"

After several months of intensive planning, Units of the New Zealand Army, notably "The Third Field Squadron of the Royal Engineers" have landed at the Chatham Islands. The landing was made without opposition from the Dissident Chathamers.

The well known Chatham Island Ferry Vessel "Holmdale" was under requisition to the Army for the invasion and commenced loading of war materials at the port of Lyttleton on 18 January. The vessel was to sail on the 20 to spearhead the invasion through the Chatham port of Waitangi. Rain however intervened, no doubt conjured down by Local sympathisers of the Dissident Chathamers, and the sailing was delayed a day. Even "Eisenhower" put "D" day back; why not "Brian Stevens".

Saturday dawned hopefully, but alas it was not to be. The main purpose of the invasion is to construct a bridge. Possibly a "Bridge too Far". This bridge was found to be still at our freight forwarder's depot instead of at the invasion scene. Once again our worthy Brian emulated the late Dwight and the sailing went back to Tuesday.

Those pesky Chatham Dissidents were also busy with delaying tactics, the P & O Vessel "Piako" had a fire in her cargo of meat whilst berthed on the same Wharf as our proud and trusty (or should it be rusty) Holmdale. The invasion could well have ended then as we had 10000 gallons Aviation fuel, 5000 gallons petrol and 1000 gallons white spirits among our more combustible materials on board. We could well have gone in a blaze of glory before the exercise started.

The great day Tuesday 24 January duly arrived. The port of Lyttleton arose from its slumbers and the work of loading was resumed. Not however with any appreciable "gusto" on any person's part. Came the final heavy lift, (an Army truck) to put aboard. This was straight comedy. Fred Karno's Army were out-performed on this. The handling was everything a heavy lift should not be. Must be some more Chatham Dissidents in that particular gang.

Finally the shift to another berth to load a container of explosive. We have instructions from the Harbour Master that vessel must sail when container is landed on board, we obtain permission to shift and proceed as directed. The whole operation takes 20 minutes and we are on our way towards "the great adventure". The signal man suddenly awakes. Gives us an admonishment by R/T for not obtaining clearance to sail from the explosive berth. There must be a breakdown in communications within harbour control in this port. Or more probably they are all sympathisers of the Chatham Dissidents.

The passage across was without incident though a number of possibly hostile craft were sighted. Possibly awaiting to go to the relief of the before mentioned Dissidents. The sight of our trusty

"Holmdale" with all gear flying in the hope these would be mistaken for our main armament was sufficient to dissuade these apparent hostile forces. Or maybe they thought we were another "Ivan". He however I see is in the well known prison ship "Ngahere".

We berthed at Waitangi at 1130 hours on Thursday 26 and the advance party of the occupation forces having arrived the previous Sunday and secured the berth and port area discharge was commenced at 1300 hours the same day. The deck cargo of vehicles and heavy lifts were soon swinging through the air under the capable supervision of Chief Officer Tony Adams and Bos'un Mick Tasker. Men of the invading force were assisting our "Loyal Chatham Islanders" on the wharf side. The operation was going really "smooth". By Saturday evening, all the invasion material was ashore, fuel for the planes for Sunday's arrival of the "main force", white spirits to the camp for the galley stoves and all the other bits and pieces that a large body of young chaps living under canvas requires.

Our last reports from the front line were that the Chatham Dissenters were making a strategic withdrawal to a line based on the Waitangi Pub. There they will bring their secret weapons into action. I understand this is encased in a brown glass container and is an amber coloured fluid. Rather pleasant tasting I am told by people who understand these things. "Happy Jack" thinks though that the secret weapon will "win for the Dissenters" and the invading forces will make a strategic withdrawal of their own towards the airfield and be evacuated from there. Probably in the middle of February, he bases this on the devastating charge contained in the secret weapon. Each container at ninety five cents is a powerful deterrent.

Your trusty or rusty Holmdale departed the invasion port of Waitangi on Sunday evening to make a rapid return to Lyttleton to load more of the secret weapon. I think this time we have changed sides. It must have been the sight of all those hostile forces on the line from Chathams to Banks Peninsula. People with sickles on their smoke stacks. People with fried egg sunny side up on sticks on the back end of their boats. And now our revered air force announces they are ready to take on these hostile forces. Let up hope we are not mistaken for a poor Taiwanese. Please brief adequately. We shall of course have our catapults ready and will retaliate in kind.

In conclusion our thanks to the Officers, Warrant Officers, NCO's and other ranks whose co-operation has been greatly appreciated. May you all have good luck, good health and good enjoyment on this worthwhile exercise.

For the record this is both a regular and territorial operation. Perhaps you may have had people engaged or you may have been engaged yourself. Thank you for

"A Bridge too Far".

-ooo0ooo-

A well known Federation of Labour official reading a story to his grandchild:

"Once upon a time and a half _ _ _"

REPLY TO M.V. "HOLMDALE"

FROM: 3 FD SQN

IN DE OP

R 080515Z FEB 78

FM TXM

TO PLN

BT

UNCLAS

DIG RTT

FOR SHIPS MASTER.

REFERENCE YOUR WAR CORRESPONDENT LYT 8106 HOLMDALE.

1. OBJECTIVES REACHED 30 JAN 78 AND SECURED.

HOLM FLAG RAISED REVEILLE 1445 HOURS GMT 9 JAN 78

2. CASUALTIES NIL.

3. SITUATION REPORT.

ALFA. TE AWAINANGA BRIDGE: DEMOLISHED.

BRAVO. WAIKATO CREEK BRIDGE: DEMOLISHED.

CHARLIE. ORINGI CREEK BRIDGE: DEMOLISHED.

DELTA. KIRINGI CULVERT: DEMOLISHED.

4. EVACUATION AS PLANNED 19 FEB 78 PROCEEDING.

5. SITUATION REPORT.

ALFA. TE AWAINANGA BRIDGE: REBUILT, NEW STRUCTURE.

BRAVO. WAIKATO CREEK BRIDGE: REBUILT, NEW STRUCTURE.

CHARLIE. ORINGI CREEK: SPANNED BY 54 INCH ARMO CO CULVERT.

DELTA. KIRINGI CREEK: SPANNED BY NEW BRIDGE.

ECHO. UPPER NAIRN: CENTRE SPAN, REPLACED WITH NEW STRUCTURE.

FOXTROT. WAITANGI WHARF CHECKED BY DIVERS FOR POSSIBLE SABOTAGE.

6. ALTERNATIVE EVACUATION POINT: OWENGA WHARF, RUBBING STRIPS

INSTALLED: PERSONS RAMP ATTACHED DUE SOUTH.

7. INTELLIGENCE REPORT: DISSIDENTS SUBDUED BY SIGHT OF SHIPS
SECRET WEAPONS.

8. IT IS IMPERATIVE THAT HOLMDALE REMAINS UNDETECTED BY FLAGS AS
REPORTED IN REFERENCE ABOVE ON VOYAGE FRO EVACUATION.

9. CONGRATULATIONS FOR PERFORMANCE OF DUTIES IN ASSISTING OF DEPLOY-
MENT TO CHATHAM ISLANDS. PLEASE CONVEY OUR GRATITUDE TO SHIPS CREW
ON TASK WELL DONE.

10. OWING TO CRITICAL SHORTFALL OF UNIT FUNDS, WE REGRET THAT ORDER
QUOTE SPLICE THE MAINBRACE UNQUOTE CANNOT BE ISSUED

BT

INT ZBZ

K

-0000000-

And the night shall be filled with music,
And the cares that infect the day
Shall fold their tents, like the Arabs,
And as silently steal away.

SNIPPETS

All persons in 3 Field Squadron and attached Units have arrived and have settled into their temporary home. The arrival at Hapupu 'International' Airport has not been without incident. One aircraft, from Dunedin, apparently had difficulty in landing. The front wheels hit the ground alternately, like a Sapper stamping his feet to keep them warm on a cold day. After failing to land the first time, the Pilot managed at his second attempt.

An apocraphyl story that involves a Sapper who said to the Pilot, "Thanks for the two rides". "Two rides", exclaimed the Pilot, "You've only had one!" "No!" said the Sapper, "two, my first and my last!"

-oooOooo-

It has sometimes been dangerous work for the unwary. Two Sappers, for example, working on top of the bridge, within 5 minutes of each other slipped and fell between the beams and could have been seriously hurt. Swift reflex action saved them.

-oooOooo-

Chatham Islander's main sporting interests seem to be training race horses and playing rugby. Navy teams which have played here have been thoroughly trounced. The Chatham Islander's show great determination in winning. Information to hand, shows that they are very determined to beat the Army. Bets are being placed all over the Island on the outcome of the match.

-oooOooo-

Last evening 1 and 2 Sections of 1 Troop were working hard all night at Camp Patrol and the Te Awainanga Bridge. 3 Section, probably feeling the strain, were ordered out to the Owenga Workingmans Club. From reports at hand, it was an eventful evening.

-oooOooo-

Down the street his funeral goes,
As sobs and wails diminish,
He died from drinking straight shellac,
But he had a lovely finish!

-oooOooo-

Someone has suggested that if we lose the Rugby match on Sunday, then Wednesday's Executive Flight may well have contained fifteen expert players from the Mainland.

-oooOooo-

Many people who visit the Chatham Islands for the first time are fooled by its size. Fitness fanatics like Captain Dickson originally thought that a brisk training run around the Island before breakfast would make a refreshing and invigorating start to the day. They've made complete revisions of their original calculations and are attempting to run around Footrot Flats.

-ooo0ooo-

DID YOU KNOW????

That the location of the cookhouse is on the precise site where two of the last full blooded Moriori's lived. The Moriori's are of a different race than the Maoris. Looks, temperament and attitudes differed so markedly, and the Maoris were much more volatile. Historically it appears that there were inhabitants on the Islands before the Rangimata migration. Certainly the Moriori's inhabited New Zealand before the Maoris arrived in the fourteenth century.

They lived completely off the land - birds eggs and fish, scooped out of the sea by hand, formed their main diet. The Moriori's required no huts. The forest was sufficient shelter, so thick as to be draught proof and lining the shore down to sea level.

Unlike the Maoris, the Moriori's know nothing of tatooing and they ended their sentences with a lisp and gesticulated as they spoke.

Nor was there a ruling class. The leader of the tribe might be the biggest man, the best fisher or leader in some special way. Having nothing to do but pick up their food, the Moriori's lost all initiative, became timid and were apparently of extremely low intelligence. The early Whalers and Sealers regarded them and treated them like animals.

In 1835, Maoris, led by Pomare, a famed warrior of the Te Awa tribe, conquered the Moriori's and made them slaves. Many were killed and eaten; if Pomare wished to give a feast, he would have five or six children served up at it. The whites living on the Chathams do not appear to have interfered between Maori and Moriori at all. Pomare became a Christian later in life and gave up his cannibalistic ways.

-ooo0ooo-

He came home from school the other day and said, "Mother, I had a fight with another kid - he called me a sissy."

His mother said, "what did you do?"

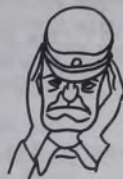
He said, "I hit him with my purse".

-ooo0ooo-

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The two drinking teams to participate in the Waitangi Day festivities if required are:

<u>A Team:</u>	Cpl "Boozer"	Boyle
	Cpl "Jugs"	Jeffreys
	Lcpl "Barrell"	Bentley
	Sgt "Bottles"	Berry
	Sgt "Mini tank"	Meade
	Ssgt "Megjar"	Milliken
 <u>B Team:</u>	 Lcpl "Crash"	 Barker
	Cpl "No neck"	Noah
	Cpl "Hic-cup"	Howard
	Lcpl "Slurp"	Staunton
	Lcpl "Stocker"	Stack
	Lcpl "Stud"	Stockwell



-oooOooo-

Waikato Creek Bridge is progressing satisfactorily. In two days, 1 and 2 Section of 1 Troop have now all the piles "jetted in". (A process whereby a high pressure water spray creates a hole where the pole can sink and stabilise). Pile caps have been placed on the piles.

-oooOooo-

When asked by Captain Heaton if Sappers on CB were allowed to be considered for the Rugby team, the OC replied: "Yes, Rugby is duty on this Island!".

-oooOooo-

CROWN HOLDERS DOWNED

The representative rugby match at Chatham Is versus 3 Field Squadron RNZE was held on 6 Feb 78 before a huge gathering of voicetorous spectators estimated attendance of over a hundred, at the rugby grounds on Chatham Islands.

The threatening rain withheld until the conclusion of the match and light showers fell on completion of the game in sympathy for the vanquished.

Line marking was excellent for the players, dependant on whether the teams were on attack or defence and absolute torture for the Referees.

The curtain raiser was played between the B teams of Chatham Islands and Army Engineers as a social game. The Chatham Islands team fielded a team of fourteen Basketball players as indicated by their footwear. The game was closely contested with a good basketball score to the Chatham Islands. The spectators were very interested in the progress of the match but were otherwise engaged in preparing their throats for the encouragement required for their teams in the challenge match.

The challenge match was started within fifteen minutes of the curtain raiser being finished. The Army Engineers were led onto the field by Landrover complete with Flashing Red Lights and siren. The unbeaten Chatham Islands team were unimpressed with this show of strength and nonchalantly carried out warm up movements for the match.

The game proved to be the highlight of the afternoon with fast running and passing movements that brought the crowds to their feet during the whole match.

The match was played in real sportsmanship which is not now seen in Rep and All Black games on the Mainland.

It was wise that the spectators had prepared their throats well, as the contest of yellow versus red calls were evenly matched.

Refereeing was of a high standard, with spectators giving encouragement and bringing occasional lapses on the offside to the Ref's attention.

With the evenly matched game and the engrossment of the spectators, the sideline was ignored with the playing area diminishing every second with tenseness of the situation as the Army Engineers steadily built up their score until play came to the side of the field, where scrums and lineouts were nearly put down over supine spectators overcome by encouragement for their team or the preparation of their support for the game.

It was also noted that one red supporter, so engrossed in the game, and constantly calling encouragement, accidentally walked on the odd supine spectator as he walked up and down the line. Play was delayed after every Engineer score, while smoke and fireworks dispersed to allow the Ref to have the whole field in vision.

After ninety minutes of good sound football, the Army Engineers won by 22 points to 12 against the Chatham Islanders Rep team who were unbeaten up to this game.

In the after match function, the Colonel Commandant of the Royal N.Z. Engineers presented the CHATHAMS DEFENCE SHIELD to the President of the Rugby Club, Mr R. Braid.

The shield was to be played for between representative teams of CHATHAM IS and any team from the Ministry of Defence; Army, Navy and Airforce. The shield is to remain on the Island irrespective of the winners and the match enscribed on the appropriate place with the resultant score.

In reply, Mr Braid thanked 3 Fd Sqn for the presentation and promptly issued a challenge to the Unit, if in the future they return to the Island, so as to enable them to regain the crown.

By the Spectators Reporter:

WO2 'Mac' McKernan

-oooOooo-

As you have already read, we have had a spectators point of view. Now comes the views from one of the few who had the pleasure of playing in a winning team!

The game began ferociously, with "Boof" Greeve and "Slimy" Searley leading the 'Hungry Pack'. From the beginning the forwards moved to dominate their opponents which they achieved with great success. The ball was strongly fought for by the forwards who maintained a territorial advantage for the first 15 to 20 minutes. The Chatham's team, with the wind behind them, managed to push into our territory and gained 3 points from a penalty.

The team promptly attacked and shortly were rewarded, Phil Packer narrowly missing the conversion. The boys up front regained the initiative and from this point on, never looked backwards.

The game was played in great spirit, and it was a credit to all players. It is a pity that all the players are not available throughout the year, for we'd be able to show the "Northerners" how to play rugby.

-oooOooo-

The County Chairman was high in his praise also, not only for the work done, but for the positive social value, this Camp had been for the Island. The General then offered the Chairman the use of another Engineer Squadron for some future Annual Camp.

-oooOooo-

The Upper Nairn Bridge was finished within the time set for its completion. Major General Hassett officially opened the bridge by cutting a specially provided ribbon. That is to say, he chopped through a piece of binder twine with a rusty clasp knife. The first vehicle across the bridge belonged to the local Doctor, who dubiously and deftly drove his Landcruiser across.

-oooOooo-

BALL RACE

A tomcat with a 20 yard start on a Vet!

-oooOooo-

From the Editor:

It is regretted that many fine cartoons forwarded together with an article on a task at Lake Ellesmere were unable to be included. To do so would have meant the exclusion of articles from other units or the payment of the whole of the production cost of this Liaison Letter. The unpublished material will be retained for future publication.

Editor

CHAPTER FIVE5 SUPPORT SQUADRONAppointments

The following are the Unit appointments as at 26 Apr 78.

OC	Maj T. W. Dench
2IC	Capt D. J. Powley
QM	Capt S.T.J. Rouse
SSM	WO1 H. J. Gallagher
Tpt WO	WO2 W. R. Denby
Plant WO	WO2 J. H. Hendrick BEM
Res Tp Comd	Sgt C. Morgan
Colk	Sgt K. S. McEwen
1 Tp Comd	Vacant
2 Tp Comd	Lt S.A.G. Foote

Postings Out

Lcpl B. Marshall	to	SME
Cpl M. Turoa	to	2 Fd Sqn
Lt M. Thompson	to	3 Fd Sqn
Spr (Cfn) Manley	to	1 Gen Tps Wksp
Spr (OCBT) Howard	to	RTD

Discharges

Spr Pendlebury
Spr Cooper
Spr Nordstrom

Promotions

Ssgt J. Hendrick BEM	to	WO2
Lcpl C. Henderson	to	Cpl
Lcpl J. Te Whata	to	Cpl
Spr A. Williscroft	to	Lcpl

Training

13 TF Personnel attended a days training in Water Supply in Apr 78. As usual when any training involving water is carried out, it pours with rain. Our thanks to SME and 1 Fd Sqn for the use of the equipment.

-oooOooo-

In a whiskey it's age, in a cigarette it's taste,
and in a sports car it's impossible.

Annual Camp

Formal collective training at Troop Level was carried out as follows:

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- a. Tp tactics, map reading and radio procedures;
- b. Tactical exercising in defence under the supervision of 2 Fd Sqn.
- c. Tactical raft construction and operation.
- d. In addition to the above, the Sqn was exercised in engineer recon procedures and Sqn drills.

During the units works tasks, the opportunity was taken to improve operator trade skills on all issued plant items.

Lectures to all ranks were conducted on the following subjects:

- a. Security.
- b. Army Welfare and Conditions of Service for TF.
- c. Fire drills and orders.
- d. Plant documentation and works Safety.

Tasks

The following tasks were carried out during Annual Camp:

- a. Provisioning of Plant to 6 Fd Sqn on culvert and causeway construction.

- b. Plant and dump truck support to museum site.
- c. Crushing of metal for roading tasks.
- d. Commencement of re-construction of Home Valley Road.
- e. Repair of Truppenamt exercise camp site.
- f. Movement of civilian dozers engaged on Pinus contorter control.
- g. Provisioning of most of the base camp services.

Works

Since Annual Camp the unit has been employed on two major tasks:

- a. The re-construction of the Home Valley Road.
- b. Construction of the new entrance road to Waiouru Camp.

The re-construction of the Home Valley Road involved all of the units Plant Operators, Resources, 'Q' and transport personnel. The only personnel who did not manage to do a TOD were some of the HQ personnel. Even the SSM spent 10 days on the job. There were only 3 or 4 items of plant left at the unit whilst works continued.

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A total of 60 000 cubic metres of soil was removed and 6 500 cubic metres of hill laid and compacted, and 15 culverts extended or laid.

New Entrance Road

After many consultations/discussions/debates/letters/TPs/ Visits, the new entrance road to Waiouru commenced. More details in the next Liaison Letter.

-ooo0ooo-

A man steps into the confessional and says, "Father bless me for I have sinned; the other day when my wife bent over I instantly made love".

"Goodness gracious my son, thats only natural between man and wife," replies the priest.

"Then will I not be banned from the church Father?"

"Of course not my son."

"Thank goodness for that," the man says breathing a sigh of relief,

"I've already been banned from the supermarket."

CHAPTER SIX6 FIELD SQUADRONAppointments

The following are the unit appointments as at 20 Apr 78:

Sqn HQ	OC	Maj B. A. Stewart
	2IC	Lt T. E. Jones
	L&RO	2Lt (W) R. E. Thompson
	SSM	WO2 P. A. McKeany
HQ Tp	SQMS	Ssgt K. J. Avenell
	Cclk	Lcpl B. Matenga
	Regt Duties NCO	Sgt I. D. Hinton
	Tpt NCO	Sgt G. E. Deleany
	Sigs NCO	Sgt D. Bagust
	Catering NCO	Sgt R.J.R. Starke
1 Tp	Tp Comd	2Lt G. A. Reid
	Tp Ssgt	Sgt B. Allision
	Tp Sgt	Sgt A. W. Shaw
2 Tp	Tp Comd	Lt R. W. Armour
	Tp Ssgt	Ssgt A. J. Oliver
	Tp Sgt	Sgt N. J. Napier
3 Tp	Tp Comd	Lt D. M. Tovey
	Tp Ssgt	Ssgt S. M. Ross
	Tp Sgt	Cpl G. Lochore
Spt Tp	Tp Ssgt	Sgt E. N. Harniss

-ooo0ooo-

Lushmore staggered into the church, stumbled into the confessional, and said nothing. The priest, knowing someone was there, cleared his throat, but the drunken sod still maintained his silence. So the priest knocked on the wall three times, to signify his presence. Lushmore hollered, "You might as well stop knocking, Buster. There ain't no paper in here, either!"

-ooo0ooo-

Trouble with being best man you don't get a chance to prove it.

-ooo0ooo-

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ANNUAL CAMP 1978

And those Hard-to-be-humble fellows were at it again. Annual Camp 1978 proved to be, as it always is, and forever shall be, a momentous occasion in the life of the Engineer Regiments one and only prodigious squadron... and at this point no names need be mentioned. Hence 5 Spt, 2 Fd, 1 Fd and miscellaneous personnel in Regimental HQ, need not feel that salt is being rubbed into the already gaping wound.

Our very own "Kariori Bridging Construction Coy" spent their annual camp days as follows:

"Thou shalt labour in Kariori State forest for sixteen days and nights and construct a culvert." Not a court sentence but certainly annual camp for twenty six of 6 Fd Sqns 2 Troop, plus Cpl DEWEY of the US Marines and WO2 HAMILTON, who is the man of Napoleonic, chainsmoking stature. With hearty meals of fresh air and water supplemented by ration packs, all pers contacted Reids disease within days. Thanks must be given to the crane operators of RNZEME, and 5 Spt Sqn's plant operators. And a certain 966 operator must also give thanks... and please note that the hard-to-be-humble boys didn't operate any plant. Sleeping habits of a Warrant Officer baffled everyone who unlike him were unsuccessful in confusing a.m. with p.m. And speaking of confusion, the driving habits of a nameless Sgt were questioned when he managed to take an RL out of top and put it into "R" for racing! 2 Tp endeavoured to conceal their flexibility when they were sent into the field for a fully tactical 48 hr exercise. One very devoted Sapper broke all existing records for sentry duty? A Lcpl demonstrated why he was a Lcpl when he displayed the revolutionary technique of debussing from an RL by landing on ones head, and a nameless Cpl blew up the last of New Zealand's army tanks. And you say thats versatility? At the Regimental Concert 6 Fd proved its prowess. Now only are they obviously the most comical but also intelligent. And whilst deliberating on intelligence, have 2 Fd put that pistol back together yet?

Anyway great work 2 Troop.

Meanwhile our 1 Troop were stationed approximately 2 miles west of Owanga. Their mission which they had no option but to accept, because the objective would have self destructed in the winter months, was to re-deck the existing 60m long x 10m high steel beamed forestry bridge to class 4 rating. And if you think thats aiming for dizzy heights, you should have seen the acrobatic acts

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that the troopies performed on the skeleton of the bridge. Two days R & R interrupted the otherwise arduous labour, and were spent in the splendid tourist resort of Taupo. Regimental Command deemed it necessary to call such idle hours LTR training. After 48 hours, the fresh approach to the task resulted in super rapid completion, ending in the fait accompli, when with clasp-knife in hand Colonel CURRIE officially opened the bridge. The

only problem of any magnitude encountered by the surmountable 1 Tp, was the fact that the temperature of the water in the swimming hole fell from 21°C to a meagre 18°C...and far be it for me to tell you how they solved that one.

Eventually the vim and vital 1 Tp returned to the fold to help educate the sluggish HQ element in the rudiments of volleyball, before heading onward upward to take the honours in the Regimental drill competition. Well done 1 Tp.

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Back at HQ, matters of national importance had been conducted with the utmost decorum. Our dashing debonair OC, Major B. A. STEWART, affectionately named Sir, performed at 'O' Groups with the "panache" of Moshe Dayan. Even the veteran's were held captive by his rhetoric. HQ fought gallantly in its efforts to defend the Sqn reputation in fields of endeavour such as golf and volleyball. Efforts over and beyond the call of duty. The brains trust at HQ naturally prefer the more leisurely past times of bridge and chess, as they are obviously more conducive both to their intellect and position in life.

Nevertheless the ensuing silence filtering through Helwan when 6 Fd departed was a sign of respect for the fellows who came and saw, and conquered. And as the pers flicked the dust off their

unchanged yet clean, pressed uniforms a fleeting thought was given to their next adventure, which consisted of a quiet weekend stroll over a meagre 50 miles. Not far for the hercules type characters that 6 Fd can muster'.

-ooo0ooo-

EXERCISE SATISFACTION

The belief that the South Island had finally decided to divorce itself from the North formed the basis of our fiity mile compulsory march over terrain extraudinaire. Decked out in full combat kit, with gallant thoughts of defecting to the Foreign Legion, and heads held as high as the helmets would allow, 6 Fd Sqn, forced all of its personnell to drive the remaining southern foreigners off the face of our Island, and prevent their supposedly dignified withdrawal from becoming anything more than a hasty retreat.

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Needless to say our mission was accomplished. In fact our scouts enabled our fearless reputation to precede us and the enemy had vanished into the sea, in the hope that Maui would once again embark on some minor fishing expedition. The hard-to-be-humble personnel made great capital out of our reluctant enemy and stormed on regardless conducting successful reconnaissance of potential picnic spots, or in the Army lingo OP's. It was no small wonder that at the completion of the walk chests swelled with pride, and relief that the devils advocate was really only a good guy with a fanciful imagination.

-ooo0ooo-

EXERCISE JALAN ULU XII

A territorial Staff Sgt, Alan Oliver, represented 6 Fd Sqn on Exercise Jalan Ulu XII along with two other RNZE personnel in Malaya for a fortnight in March.

The aim of the exercise was to practise delaying defence in a limited war setting.

-ooo0ooo-

A farmer munching on a biscuit was watching a big rooster chasing a hen and gaining ground at every lap. The farmer threw a piece of biscuit in front of the racing pair. The rooster came to a sliding stop and gobbled up the tidbit.

"Gosh," said the farmer, "I hope I never get that hungry."

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The three RNZE personnel were tasked to provide battlenoise, and in so doing particularly enjoyed stimulating our Malaysian counterparts who have little experience with sound beyond that of normal conversation. It was a strange coincidence that various high ranking Malaysian officers reached their locations seconds before the charges were detonated.

Staff Sgt Oliver found the exercise an interesting and rewarding experience. He felt that the engineers succeeded in providing realism, and feels that such an exercise is a must. future engineer participation in

-oooOooo-

"THE PUBLIC EYE"

A reliable source has informed us that an underground trade union movement, based at Pattie Street, is currently rearing its ugly head and distributing subversive literature, which includes a demand for royalties for the squadron's public appearances.

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Source commented that flashing bulbs, constant hand pumping, autograph books, supplementary civvy rations, and general hero worship from the multitudes is a little distracting for the average humble sapper to take.

A recent example could be seen at Eastbourne, when the squadron demolished the local community swimming pool.

Hundreds of onlookers gazed in wonderment and awe. Consequently the public demanded us to live up to our unequalled reputation. Sappers wooed the crowd with Ipana smiles and carried out other Ben Hur type activities.

Small wonder the media were elated and the boys somewhat deflated, that the ever increasing demand for public appearances is constantly-ever increasing.

CHAPTER SEVENTHE SCHOOL OF MILITARY ENGINEERINGAppointments:

OC	Maj C. R. Parker
AO	Lt J.L.C. Alabaster
Trg Offr	Capt A. R. Adair RAE
SSM	WOI M.T.O.T. Nepia
SQMS	WOI R. J. Huggins
WO2 Co-ord	WO2 W. H. Lamb
WO2 Planning & Prgm	WO2 P. Munro
Colk	Ssgt J. G. Atkinson
SI Bridging Section	Ssgt C. Walsh
SI Fd Engr Section	Ssgt N. E. Foley
SI Plant Section	Ssgt B. J. Hefferen
Tpt Sgt	Sgt G.E.P. Callaghan

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Promotions:

Brian Marshall	to	Cpl wef 1 Mar 78
Larry Langdon	to	Sgt wef 1 Mar 78
Bev Hefferen	to	Ssgt wef 3 Mar 78
Gary Corlett	to	Sgt wef 4 Apr 78

Postings Out:

Capt R. B. Simmons	to	Reserve wef 31 Mar 78
Sgt S. M. Ross	to	6 Fd Sqn wef 1 Apr 78
Cpl A. B. Martin	to	1 Fd Sqn wef 19 Apr 78

Postings In:

Sgt L. K. Langdon	from	1 Fd Sqn wef 1 Mar 78
Cpl B. N. Marshall	from	5 Spt Sqn wef 1 Mar 78
Sgt W. J. Byrman	from	2/1 RNZIR wef 3 Apr 78

Visitors

SME has received the following visitors during the months of Feb/Mar 78:

Papua New Guinea Team

One Minister of Defence
One High Commissioner in NZ
One Secretary for Defence
One Director of Manpower
One NZ Army Colonel
One Professor from Massey University

The Chief EngineerThe Commandant Army Schools

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Philippines Defence Team

Four Brigadier Generals
One Sqn Ldr RNZAF

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The Commandant Army Schools

Chief Clerk and Trg WO, Army Schools

Brigadier Home Comd

Singaporian Armed Forces - 2x Capts

Army Museum - civilian display expert

RFMF Liaison Offr - HQ Home Comd

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GSO1 - HQ Home Comd

Minister of Defence

SO Cord - HQ Army Schools

SORE II - Army General Staff

Defence, Works Study - One WO RNZAF, one Ssgt

Courses:

RFMF/TDF Training Troop

The twelve months training period for the third such group to arrive at SME has terminated and the trainees returned to respective homelands. They were farewelled by SME staff on 16 Mar with a hangi prepared by WO2 Matt Munro and a willing crew of assistants. The trainees presented SME with an attractive wall clock in appreciation of the assistance and knowledge they received.

It is unfortunate that the two major building tasks allocated to them were uncompleted at the time of their departure. For the want of the doors, the interior of the SME instructors offices have yet to be painted and papered. A stores purchase problem. The Hawera armoury too suffered from materials with which to continue. The most notable aspect being that although the door openings in the block structure and the steel doors were apparently as specified on respective plans, the doors were 4 inches too big for the opening. Something about a note on a plan not being read or the two plans never being in the one place at the same time. A blacksmith with his cutting and welding gear made a match and then there was a minor problem of the hinges as designed being adapted to work in practice. The doors were fitted some time after the trainees left NZ.

Two of the students qualified on a Demolition Instructors course and all the trainees obtained both Heavy Trade driving licences and Heavy and Light Wheeled and Tracked driving licences.

The fourth group of Pacific Island students are firmly established having arrived at the end of March. There are 16 from Fiji and four from Tonga with a Sgt from each country. All play

rugby and they are fit and strong as individuals. Sgt Langdon has much to contribute during their stay and is busy accepting the challenge.

Plant, Reconnaissance and Management 1-28 Mar

Four plant operators (one temporarily employed with 2/1 Battalion as a driver) became the smallest plant course at SME in recent memory. With the aid of calculators, slide rules (for ruling straight lines) and log books, they dealt with survey, soils and plant management problems. They appeared to be envious of fellow operators then working on the Home Valley roading task. The calculation of 3 instructors to 4 students gave the ratio of 1 = 1.333. The course concluded with sighs of relief and the plaintive cry - "When will we apply our new knowledge at the Squadron?"

Demolition Instructors 13 Feb - 8 Mar

A course where a Fijian soldier gained the best results. Both students and instructors listened with interest to another mentally motivated student with bright ideas and new approaches on how to achieve 100% success at the first blow. It was inadvertently discovered that some demolition equipment is very robust.

Camouflage 9-23 Mar

Although the course was of minimum numbers, it proved to be very successful with all passing. With expert help and advice from the Air Force, the students were able to confirm the Enabling Objectives by having a long birds eye view of the efforts produced. Initiative was shown by one student, Chris Whakatope, when he parked and camouflaged his vehicle under High Voltage Power Cables, of course, preventing any air activity to approach to a reasonable sighting distance. A very enjoyable course.

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Basic Field Engineer No 8 15 Mar - 28 Apr

A fairly large course of two Sgts, one Cpl and 28 Sprs. They worked well together to produce a good storm-water drainage for the instructors offices, concrete pads in the bridging area and refurbished culverts at the camp demolition range. On the social side, the Majestic Hotel took a knock or two but also displayed the ability to retaliate. The Junior Ranks Club did not lash out with bits of pipe but did direct the activities of a couple of students to be at some other place. The course eventually got their sleeping quarters to an acceptable standard and enjoyed a few games of Wednesday rugby. They enjoyed ANZAC day at Levin and were in good spirits for the end-of-course party at the _ _ _ _ Majestic Hotel. The cup awarded for the Best Sapper was presented on parade to:

Spr W. G. Wilson of 3 Fd Sqn

Plant Roads and Airfields 10 Apr - 30 Jun

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The initial mathematics phase stirred a few cobwebs and widely differing standards of ability and understanding were evident. All succeeded at the final test. The survey phase, with expert guidance from Sgt Kev Smith from Waiouru, got into the world of NK 10's, Abneys, RL's, FM's and all that. Inaccuracies in students drawings were explained away by claims that the paper had shrunk! Diversions

are important on this lengthy course and survey under shellfire (the Pacific Island troop on demolitions) and the use of Lcpl (W) Averill Nasario to help out a syndicate as a chain woman were noticed and remarked upon. The 30 June may seem a long way off but Soils and Plant Management Training will help the time to pass.

Engine Hands 12 Apr - 3 May

The instructors worked hard on their charges to obtain results high enough to enable each student to pass the course. Despite the effort, the course pass rate was only 54.5% and certainly the lowest course results for many a year. Those who qualified are able to identify reasons why those small motors in the squadrons will not start or why they stopped. Their expertise could well provide the answers and avoid a job failure.

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The following was printed on the salary receipt of the new employee: "Your salary is your personal business. It is a confidential matter and should not be discussed." The employee returned the receipt with this note: "Don't worry, I won't mention it. I'm as much ashamed of it as you are."

TDF/REMF TRAINING 1978-79

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The Staff

Sgt Langdon L. K.
 Lcpl Hutton B.
 Spr Fantham S. P.

Students

Fijians - Sgt Waqanisau and 15 other ranks
 Tongans - Sgt Tolutau and 3 other ranks

Giving a total of twenty students for the years training.

The chaps have settled in very well and are right into this years work.

To date we have covered: Radio Procedure
 Map Reading
 First Aid
 Plant Familiarization
 Ramset

Radio procedure seemed a likely starter for such a talkative crew. However this was not to be, as soon as the hand-piece got near the mouth the words just wouldn't come out. After three days however the messages were being sent back and forth flat tak.

Once we got into map reading we found out just how useful the radio could be in saving the legs. The final map march was 16 Km, the start and finish point being Lec Rm 6 SME. The course took off in four syndicates at 0930hrs. They had to be at Te Mata (a trig station on the main ridge southeast of Linton Camp) for lunch at 1200hrs also on their way checking into three check points. If one of the syndicates had not had their bearing corrected by radio they may have made Tokomaru for afternoon tea. Once all syndicates made their lunchtime objective there were two feasts to be had, one for the tummy and the other for the eyes as from Te Mata one can see the coastline leading to Wanganui and Wellington. The weather was on our side, and all made it back to base by 1600hrs. Blisters were no problem as first aid was next.

The first aid course was run by Sgt Laracy and his merry men from the Camp Hospital. First aid is an interesting subject and the course had great delight in bandaging one and other up. A most worth while phase of their training and all passed at different levels of competency. A good effort by all.

Plant was covered in one day by Cpl Marshall (Swampy). All that was covered was safety rules, capacities and hand signals. Hopefully we may get one or two chaps on a Basic Plant later in the year.

ANZAC Day was a long day for most of the course and a few glassy eyes were awoken to the sound of Ramset the next day. The whole course spent two days on theory and practical use of the Ramset tools and all the course plus Lcpl Palmer and Spr Fantham passed their "Accredited Operators Certificate" on the third day. The test was done by the Ramset dealer from Palmerston North.

As you can see, for the month the islanders have been here they have been rather busy at work, not to mention play!

As usual the Fijians and Tongans are playing very colourful rugby and boosting up Linton's rugby victories.

Xmas Fund

A joint account held by Sgt Langdon and Sgt Waqanisau is holding a well earnt \$50-00 for the Xmas holiday fund. The money was raised by working two Saturday mornings putting a new roof on the Scout Hut at Linton. Lets hope we can put more money with it.

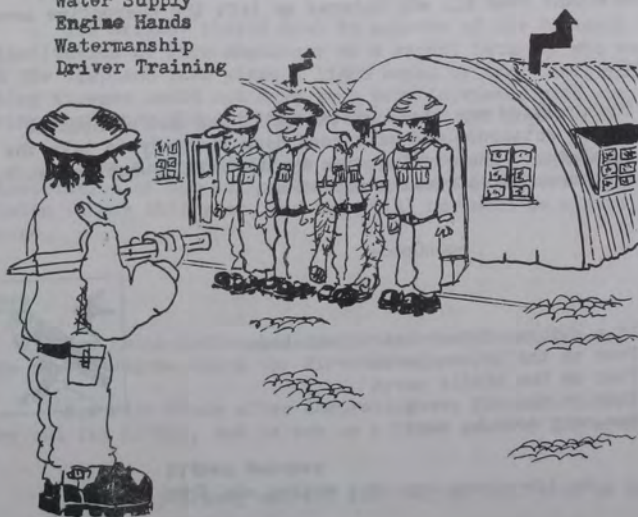
Film

We are making a film of the years work. At this stage we have 3 minutes of it completed and it is hoped at its completion it will be at least 20 minutes. The boys have no objections to being movie stars.

Future

In the near future subjects to be covered are:

Demolitions
Water Supply
Engine Hands
Watermanship
Driver Training



"Jenkins - still using your 'bullworker' I see"

CHAPTER EIGHT
FIRE BRIGADES
LINTON CAMP FIRE BRIGADE

The brigade carries on as usual with a minimum of conflict and with very few moans and groans. We fully realise that the equipment we have now is the best which we have ever had, and try to make good use of it. We all agree with the sentiments which were written by WO2 Bruce Natta in the last Liaison Letter about moaning firemen, and are sorry that the Corps does not fully-utilise the undoubted skills of Bruce as a fireman instead of letting him languish in Welfare at Papakura.

Postings Out

We were sorry to lose Lcpl Ian Neill to Waiouru. Ian has been a valuable member of the team for the past year, and we wish him and his family all that is good for the future.

Postings In

The brigade welcomes Spr Peter Sadler from 2 Fd Sqn, and Spr Steve Kirkland from Waiouru.

Fire Appliances

It is interesting to note that although our two Bedford appliances are performing their normal function, the RL Tanker has a more varied life. It was recently in the Manawatu and Horowhenua Areas assisting with the making of a film for TV1 for Country Calendar. We understand that the film is all about a supposed outbreak of foot and mouth disease, and that the tanker was used to spray disinfectant over all who entered or left the quarantine area.

Alarm Systems

The promised new alarm system still has not eventuated although the new watchroom and watchroom desk is ready to take the receiving apparatus. The old Guardian System still functions with the help of numerous electrical technicians.

-oooOooo-

Question

If a chicken farmer has 12 chickens
Four on the bottom perch
Four on the middle perch
Four on the top perch
How many does he own?



Only the bottom four are on
higher perches

ANSWER

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Buildings and Grounds

We are pleased to report to all ex-firemen from Linton that the Ministry of Works is now stock-piling gravel and cement to make a new area for washing hose adjacent to the fire station. A new hose tower will also be erected, and the combination of these two items will save the Army a lot of money in the future because the hose will be a lot cleaner.

The fire brigade has donated a small area of ground to the Camp Golf Club so that easier access can be had to the new club building on our boundary.

The new Youth Detention Centre is progressing well and the Justice Dept is erecting 31 houses to house the prison officers, so Linton Camp grows in population and in fire risk.

Visits

The brigade was pleased to receive a visit from ex-firemaster WO1 Don Pullen and his good wife Pauline, and to learn all about the new fire station at Burnham. It will be a proud day for the Army when this building is opened.

As usual the fire station has been open for all children and with many organised visits from both kindergarten and primary school children, we are pleased to say that we had only two fires during the summer which were attributed to children playing with matches.

The brigade played host to members of the Taranaki Group of the Institution of Fire Engineers on a recent Saturday who were shown round the Camp and then given a light snack by Army Chefs. These visiting firemen could not have been more impressed with Army catering when they thought back on their old CMT days.

It is planned that the Annual Conference of the West Coast Sub-Association of the United Fire Brigades Association will be held at Linton in May this year, and this will no doubt be a good PRO Exercise.

Courses

Spr Keith Hutton has completed his Fireman/Drivers Course and is now at Wigram doing the Firemans Course.

Spr Mike Wynne after completing his Firemans Course decided to try out for RNZASC, and is now on a three month's TOD with 10 Tpt Coy.

Sgt Bunny Ormsby and Cpl Jim O'Brien will soon be doing their Senior Firemens Courses.

Sgts Ross Hargreaves and Kit Carson intend to pass Diploma Exams in the NZ Fire Brigades Institute this year, as does Lcpl Bruce McDonald, and it is pleasing to see that Army Fireman are determined to try for these valuable civilian qualifications.

General Notes

Friends of Ross Hargreaves will be sorry to know that he has spent some time in hospital recently with stomach problems. Although he has nothing really serious, we think that it is about time some doctor fixed him up.

Lcpl Don Urquhart has recovered from an attack of Hepatitis which spoiled his Senior Firemans Course and we hope he will be able to complete the course shortly.

Rumour has it that Lcpl Bruce McDonald is to be married shortly, and the brigade wishes him well.

The Justice Dept is rushing ahead with the new Detention Centre as mentioned previously, and we note that Bruce McDonald is gaining valuable inside information about the project as he glazes the windows on his days off duty.

Sgt Kit Carson is really using his compulsory first aid certificate by volunteering his services to the St Johns Ambulance Assn at weekends. We understand that not only does Kit attend sports meetings ready to attend to injured people, but he also gets some very useful information about race horses at race meetings.

Fire Calls

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Although there has been a strangely long and dry summer at Linton we have been lucky to have had only 21 fire calls to date. It was really sad, however, for the local Scout and Guide Groups to see their brand new building deliberately ignited and so much valuable equipment lost. The culprits made a valiant effort to burn the building down, but the brigade and many ex-members under Ross Hargreaves' command made an excellent save. Ross is quite convinced that things catch on fire at Linton only when the firemaster is away.

Promotions

Congratulations are due to Steve Kirkland and Peter Sadler on their promotions to Lcpls. They will notice a big bump in pay when the new rates are in force. There is a rumour around that Ross Hargreaves, Bruce McDonald and Don Urquhart may also soon be promoted if they don't beat the firemaster too regularly at cards.

-oooOooo-

A girl did so well at one golf club that she decided to join another. And in no time at all she was intercourse champion.

WAIOURU CAMP FIRE BRIGADEPERSONNEL LIST

Fire Master	WO2	M. F.	Aston
Deputy Firemaster	Ssgt	G. J.	Blackburn
	Sgt	R. M.	Edwards
	Cpl	B. S.	Fanning
	Cpl	R. W.	Chadwick
	Cpl	P. S.	Free
	Lcpl	H. W.	Bovey
	Lcpl	T. K.	Hokianga
	Lcpl	M. S.	Dearnley
	Lcpl	I.	Neill
	Spr	D. P.	Walton
	Spr	R. K.	Rourangi
	Spr	T. D.	White
	Cdt Cpl		Williams
	Cdt Cpl		Bell
	Cdt		Swenson

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Postings In

Lcpl Ian Neill from Fire Station Linton Camp.

Postings Out

Spr Steve Kirkland to Fire Station Linton Camp.

Additions

Last month, we were fortunate to have three cadets posted to us for "on the job" training.

Happenings

So far this year, the biggest happening is fire calls. Fifty two to be exact (up to the 17 April) with 80% live ones! Mind you, how else do you keep 30 permanents and volunteers happy?

Geoff Blackburn, Mike Dearnley and Terry White were at the Fire Service College mid April showing off their skills in escaping from Highrise buildings.

Dues In

Fire Station
Fire Engineers
Etc
Etc



Dues Out

Colleen Hokianga and Shirley Neill are both due to produce children shortly. Best wishes to all those concerned.

Rumours

Fire Masters and deputys will go down in proportion to their age and ability.

The best way to paint the inside of a car is with a hose reel instead of a brush.

Training

Waiouru Fire Station is to conduct a six week, one star course starting shortly. Anyone wishing to attend this course and become a real fireman is asked to apply in writing and avoid the rush.

Promotions

Lcpl Paul Free was promoted to Tcpl wef 2 Mar 78.
Cpl Wayne Chadwick is no longer Topl.
Lcpl Mike Dearnley is no longer Tlcpl.

Rest assured, there is not another Fire Station in the Army that could produce as newsy a letter as this place.

See you all next time.

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CHAPTER NINE

CORP MATTERS

OFFICERS - COMMUNITY SPIRIT

An annual community event in Palmerston North is the Business House, Linton - Palmerston North Road Relay run. The distance - 6 miles, the number per team - 6. It is a minor profit making venture.

1978 was the turn of Stylemaster Garages to organise the run. Being of sound community spirit the Officer's Mess of Linton Camp decided to enter a team. As it turned out it was an RNZE Officers team.

Sunday 19 March produced the first wintry day of the year, and the day of the relay. Undaunted the 6 officers paid their entry fee and lined up.

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copyright

Capt Steve Rouse ran the 1st leg from the SME gate to the Kahuterawa Stream. Lt John Kamp ran the 2nd leg to the end of the straight at Keebles Stream, Lt John Alabaster ran to the top of Massey hill, Capt Adrian Adair to the Aokautere turn off, Lt John Lock to Botanical Gardens and Capt Roger Simmons completed the run at Stylemaster Garages in the centre of the city where beer was served. (It is understood most competitors managed to be present at this venue).

The winning team took approximately 35 minutes 20 seconds. Our 6 officers took 39 minutes 15 seconds - a credible performance.

It is intended that we, the officers will run next year and now issue a challenge to the Senior NCO's and to the Junior Ranks to also compete in the relay.

The proceeds in 1978 provided an electric wheelchair for a needy, lonely and elderly lady resident of Palmerston North. No doubt in 1979 there will be a similar worthwhile humanitarian cause.

-ooo0ooo-

FOR SALE

Army Schools is holding one winter mess kit tall fitting good condition donated by Col Guy Sanders for sale at sixty dollars. Proceeds to Museum Fund. It is not necessary to wait until becoming a Colonel to purchase the set which is of historical interest.

ANZAC DAY - LEVIN

In honour of the Freedom of the Borough of Levin, granted the Corps of Royal New Zealand Engineers on 7 Feb 59, the Linton Camp Engineers annually parade in Levin on ANZAC Day.

Tuesday 25 Apr 78 was no exception and the combined Linton Camp RNZE units paraded under the command of Maj T. W. Dench. Nine Officers, twelve WO's and 134 other ranks paraded at the Borough Cenotaph. A catafalque party were positioned. The two bands played. Retreat and Reveille were sounded and the large gathering of citizens and soldiers listened to the two public addresses.

The RSA and the Borough Council both provided the afterwards refreshments.

To quote from the Mayor of Levin - "As always the Engineers were right up to the now expected standards they so splendidly displayed it really is a tremendous bond that exists between the Corps and the Borough I am exceedingly grateful to everyone who paraded for their support as well as their fine showing."

-oooOooo-

ARMY GS SITREP 13/78

Commendation for Bravery. It was announced today that Spr L. G. Salmon RNZE has been awarded the Queens Commendation for Brave Conduct. This award was made as a result of actions carried out by Spr Salmon in preventing an oxy-acetylene explosion at a bridge which his unit was demolishing in the Bay of Plenty.

-oooOooo-

COMPETITION

The term 'other ranks' is well overdue for the substitution of a more appropriate term, preferably a single word. Neither 'men' nor 'soldiers' seems the answer as all are soldiers (no matter what the rank) and most are men. A simple term equating with ratings in the Navy and airmen in the Air Force is needed. Who can provide a clear, single definitive word?

-oooOooo-

Re-organisation can be a wonderful method for creating the illusion of progress.

Petronius Arbiter 210 BC

-oooOooo-

LOST AND FOUND

Mr M. N. Velvin
9 Alison Avenue
DEVONPORT

TRENTHAM NOTES

We at Trentham have been very remiss of late in failing to contribute to this fine publication.

To refresh memories here is the honours list for RNZE personnel still showing the flag at this home of RNZEME and RNZAOC.

HQ WEC AA

Sgt Eric Janett
Sgt Taffy Hopley

1 Base Wksp

Ssgt Frank Tripp
Ssgt Donna Stuart
Cpl John Baltrop
Lcpl Steve Reid

1 BOD

WOI Denis Hitchiner

Rugby buffs can fill in quite a lot of time dreaming up the positions for a 7-a-side team.

Halfback	Stuart
First $\frac{5}{8}$	Tripp
Forward	Janett
Forward	Hopley
Back	Reid
Second $\frac{5}{8}$	Baltrop
Fullback	Hitchiner

We may even enter NZ competitions, as a RNZE team. Remember RE won the FA Cup in 1800 and something.

Trentham is not now staffed with chair bound BODS as all RNZE personnel at 1 Base Wksp took part in the Wksp War Games in the bush. (Donna even featured as a pin up for the Evening Post) and the old WOI from BOD was plucked out of his chair to attend Annual Camp.

Some good news - Grenades for, Dacron, SD and Mess Kit are in the system, no arrival date of course.

-oooOooo-

LAST POST

It is with regret we record the passing of Sgt Maurie Wakefield, who was accidentally killed on a construction site at Tauranga on the 27 Apr 78.

The Service, held at Mt Maunganui was conducted by Capt Smith, an ex padre from Linton Camp. Maurie served with 2 Fd Sqn until his discharge in Jun 75.

The funeral was very well attended and several service and ex service personnel travelled from Linton, Waiouru, Papakura and surrounding areas to attend.

Let not your hands be weak
for your work shall be rewarded.

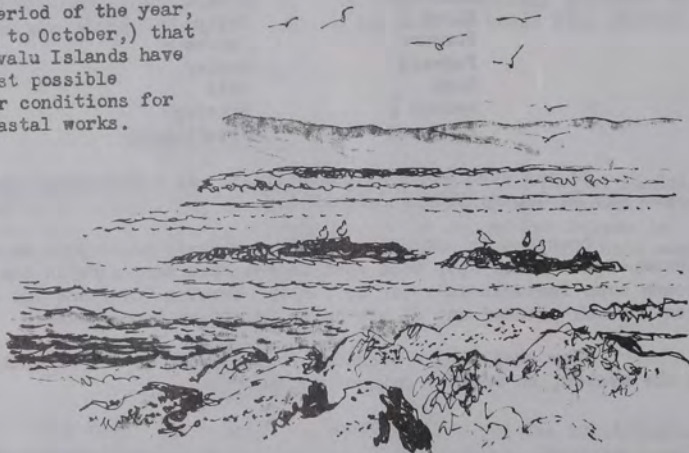
CHAPTER TENSAPPERS ABROADTUVALU ISLANDS PROJECT '78

As part of New Zealand's Bilateral Aid Programme, a five-man team from the New Zealand Army is shortly to depart for the Tuvalu Islands (formerly the Ellice Islands) to carry out reef passage construction. The team is made up of a:

Leader
mechanic

cook
two field engineers

Over the period May to October 1978 it is anticipated to have two teams there on TOD of three months each. The first team commencing in May and a second team from August to October. It is in this period of the year, (April to October,) that the Tuvalu Islands have the best possible weather conditions for any coastal works.



There are eight islands in the group that require reef passages of varying lengths. The longest gap required is 600 metres whilst the shortest is 76 metres. Each island varies in size and population - the complete landmass is a mere 26 square kilometres with the highest point being 4.6 metres above sea level. From those statistics, one can imagine each island being nothing more than a low lying atoll. Population is approximately 7 000. On one island the population is only fifty. The only islands in the group that have Co-op stores are, Funafuti, (the capital,) Vaitupu, and Nanumea. The economy of the Tuvalu Islands is based on sales of Copra, and a small market of handicrafts marketed through the Co-op stores.

Because of the present coastal conditions, the islanders are obliged work on a 25% loss of cargo either getting from the ship to shore or shore to ship. This is the reason the islands require reef passages - hopefully to reduce the cargo losses and give an increase in financial returns. A considerable advance to the Islands economy is expected from the proposed reef gapping effort of the NZ Army.

Having spent some time on reconnaissance in the Tuvalu Islands, the writer sees little problem with the work aspect. The isolation aspects and (by comparison) the primitive living standards, may well cause more problems than the removal of coral.

---oOo---

NEW ZEALAND WORKS SERVICES UNIT

RNZE SINGAPORE

March 1978

ESTABLISHMENT

NZ Works Services Unit. RNZE Singapore was established on 1 September 1975. Prior to its establishment, New Zealand works services matters were handled on an agency basis by British and Australian works units. A small works cell existed within NZ Force Headquarters under the control of the NZ Force Engineer. On the establishment of NZWSU, the Officer Commanding retained the dual staff appointment of Force Engineer.

Functionally, the unit is under the command of SO 1 Support, HQ NZ Force South East Asia. Personnel administration for Army personnel is handled by NZ Base Services Unit; Airforce personnel by RNZAF SUS Tengah; and for civilian personnel, NZ CEP0.

APPOINTMENTS

Effective from February 1978, the following personnel hold military appointments within NZ Works Services Unit:

Officer Commanding & Force Engineer	: Maj R.A. Barrett RNZE
Second-in-Command & Works Admin Officer	: Flt Lt N.Z. Fryer RNZAF
Works Supervisor I & Unit Warrant Officer	: WO1 H.K. Wawatai RNZE
Works Supervisor II	: Ssgt R.B. Inwood RNZE
Works Contracts I	: WO2 M.G. Holt RNZE
Works Contracts II	: Ssgt T.N. Archer RNZE
Works Contracts III	: Mr M.G. Menon LEC (Acting)
Conservancy Supervisor	: WO J. McGowan RNZAF
Unit Quartermaster (SQMS)	: Sgt G. Jordan RNZSigs

Locally employed civilians hold seven additional Headquarters appointments:

GCO I (Maintenance)	Draughtswoman
GCO I (Purchasing)	Overseer Conservancy
GCO I (Finance)	Senior Storekeeper
GCO II (Clerk/Typist)	

ORGANISATION AND FUNCTION

Headquarters NZ Works Services Unit is organised into three sections, each having a separate real estate function.

The Maintenance Section

This section is responsible for all first line maintenance tasks to NZ Force real estate. Large maintenance tasks, and the majority of all new works, are let out to civil contract. The unit stores and the local purchase cells are part of the maintenance section.

The section is split at three Depots - Woodlands, Dieppe, and Tengah. The total maintenance section staff consists of 76 locally employed civilian tradesmen. Each of the three depots is under the supervision of a locally employed Clerk of Works.

Over the period 1 April 1977 - 31 January 1978, the three maintenance depots undertook some 6,696 maintenance tasks.



The Civil Contracts Section

This section is responsible for the preparation of all civil contracts, including plans and specifications. The execution of contracts is by Works Contracts, who are often assisted by other non-contract section members. The section includes a Draughtswoman and a modern plan printer.

During the period 1 April 1977 - 31 January 1978, a total of 57 special maintenance tasks (exceeding \$5,000.00 each) were put out to civil contract. The value of work involved is some \$1,025,000.00

In the minor maintenance category, 206 tasks totalling \$220,000.00 were completed. Such tasks were carried out by civil contractors under NZ Government Works Orders.

A total of 105 new works projects comprising \$221,776.00 in value were completed or are currently in hand. These have ranged from construction of various office accommodation to the installation of new lighting for the NZ Force Gymnasium.

The Conservancy Section

The conservancy section supervises and administers twelve conservancy and related contracts let to civil contract. These contracts cover such functions as Grasscutting, Roadsweeping, and Draineleaning to pest extermination services. The cost of conservancy services to NZ Force during the period 1 April 1977 - 31 January 1978 was \$187,250.00.

The Stores Section

Although the Stores Section is grouped within the Maintenance Section, it's responsibility is to the Works Admin Officer, the Unit A0. The unit has an annual allocation for stores purchase of \$341,248.00. All stores purchased are consumed by the Maintenance Section Depots. During the period 1 April 1977 - 31 January 1978, a total of 730 stores orders were issued on civilian suppliers. Assessed stocks held within the store totals \$196,000.00.

RELATED NZWSU FUNCTIONS

Works Programme - South East Asia

In his dual appointment, the Force Engineer is responsible to Commander NZ Force for the compilation of the Works Programme annually. The programme is vetted in NZ Force Headquarters and approved in Defence Headquarters. Items on the programme are kept to the minimum consistent with NZ Force obligations under the Agreement between the New Zealand and Singapore Governments, and the up-keep and maintenance of real estate assets so as to provide an adequate standard of working and domestic accommodation for the Force.

Real Estate Transfers



The unit is responsible for the acquisition and relinquishment of all Force real estate. All documentation and liaison is completed within the unit and there is direct liaison with the Singapore Bases Economic Conversion Division, Ministry of Law. Prior to the transfer of any property, approval is obtained from both the New Zealand and Singapore Governments. The unit was

responsible for the acquisition of the existing Force property and effected the relinquishment of the Seletar and Changi Estates, Kangaw and some property at RSAF Tengah.

Specialist Non-Unit Tasks

In addition to the unit's terms of reference, a number of non-unit tasks have been undertaken at the request of Force Headquarters. Such tasks have included:

- a. The survey and repairs to the roof of the High Commissioners residence in Kuala Lumpur.
- b. The design and construction of a heavy duty loading platform for a commercial bottle washer installation in Nepal.
- c. Various works tasks at the High Commissioner's Singapore residence in support of the NZ trade fair activities and social functions.
- d. Works consultations for the new Clubhouse at the Sembawang Country Club and similar minor projects.

-oooOooo-

THE TRAGEDY

He grabbed me by my slender neck,
 I could not call or scream,
 He took me to his darkened tent
 Where we could not be seen.
 He tore from me my flimsy wrap,
 He gazed upon my form
 I was so frightfully cold and damp
 And he so delightfully warm.
 He pressed his feverish lips to mine,
 I gave him every drop,
 He took from me my very soul -
 I could not make him stop.
 Through him I like I am today,
 That's why I'm lying here,
 I'm just an empty bottle now,
 That once was full of beer.

-oooOooo-

Scribbled on the back of a cheque received from client on holiday "Having a wonderful time - wish you would clear"

-oooOooo-

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CHAPTER ELEVENARTICLES AND REPORTSTHE DIRECTION OF ARMY FIRE BRIGADES

When I read the article on the Army Fire Service in the February issue of the Liaison Letter I was inclined to agree with the writer WO2 Bruce Natta about how things are now compared with conditions as they are now when compared with 10 years ago. After re-reading the item, I think I detect a touch of uncalled for malice, but am not sure against whom it is directed. Bruce pleaded for somebody to inform him where the Army Fire Service is going to, and of course it would require a higher authority than mine to tell him this.

My thoughts are that the Army Fire Service is going forward rather than to blazes. Not too many years ago we were, perhaps, a necessary evil in Camps, and were equipped with old vehicles, which although we did not sleep on them or eat from them, were very unreliable. Equipment was very basic, a far cry from that in use today. Trained staff were few, but after the series of major fires which occurred in Waiouru in the '50s, highly qualified men like Alan Edmonds, Neil Ross and Laurie Smith were recruited to promote a policy of fire prevention and fire fighting which has paid dividends.

When the position of SO Fire was created it benefitted both Army and Air Force Fire Brigades because there was somebody at Def HQ who had both the experience and expertise required. The men concerned have done an excellent job bearing in mind the country's economic circumstances since 1974. I am not criticising any one who was responsible for equipment purchases in past years because they did their best.

Because of the modern equipment and vehicles we now have a service of which I am proud. Firemen will always want more and better equipment to aid them in their jobs, and I am sure they will receive this.

While agreeing that staff levels are the highest they have been, it is a fact of life that it is still impossible for firemasters to allow their staff the same duty hours or pay as their civil counterparts, but we do our best. For the most part our men are reasonable and accept the longer duty hours.

Training is excellent now that the Air Force Fire School is catering for our men. Continuation training is also sound, but may be improved even more when the economic position allows all Army Firemen to attend Fire Service Commission Courses at a regional level.

Perhaps a glance into the future would see some changes, but the only radical one would be a Field Force Fire Brigade made up of TF members who would service Annual Camps and Exercises besides being available should any hostilities involving NZ Forces occur.

Another glimpse into the future might see a return to the idea that a man, before reaching executive status in his fire brigade, should have diplomas in fire engineering. Many Army Firemen are not just sitting on their backsides but are taking correspondence courses with this aim in view.

As WO2 Natta says, we do not attend many fire calls, but surely this is a good thing. Papakura and other cities obviously have too many fires, and many civil fire safety officers would give their eye-teeth to have the same access for fire prevention purposes as firemasters have to buildings in their Camps. Perhaps some Army discipline would be useful in our towns and cities.

After 27 years in fire brigades I am convinced that most firemen are like normal Kiwis and moan from time to time, but most of us share the attitude that we can shed our frustrations and get on with our jobs.

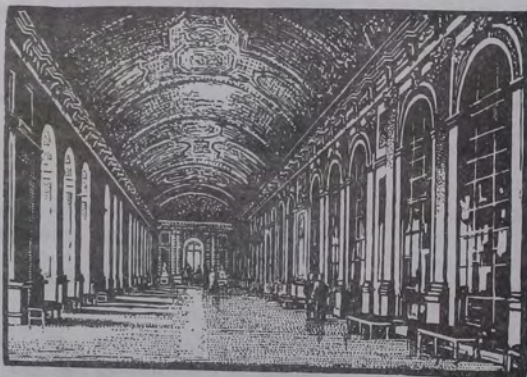
CE CORNEY

WOI

Grad I Fire E, Member NZ Fire Brigades Institute

MISTAKEN IDENTITY

The extract below was taken from the book, "WAR UNDERGROUND" by Alexander Barrie. It shows that confusion can reign when Engineers request an unfamiliar stores item. The scene is in France in 1915 when the Tunnelling Companies were preparing for a series of mines under the German front lines.



The Hall of Mirrors at Versailles where the Peace Treaty was signed in June 1919.

"While making one experiment they decided to dare another: they would use an explosive seldom (possibly never) used before by the army, though it had been known about 15 years. This was ammonal. It had three-and-a-half times the lifting power of gunpowder. After further anxious discussion they decided to use 3 500lbs of it - if that much could be supplied by stores in time.

Fifth Corps gave its permission and the rush to put the scheme into practice began. Cowan sent a written requisition to the Quartermaster-General, of G.H.Q. for the ammonal while Cassels set off to complete his arrangements at the tunnel face.

Unknown to either of them, a minor drama broke out in the Q.M.G.'s office at St Omer on receipt of the requisition slip. Nobody there had ever heard of ammonal and a check was ordered. A message was sent to the 5th Corps Quartermaster asking:

Can you please say if you have made any use of ammonal and if so, whether the results were satisfactory?

But the 5th Corps Quartermaster was equally at loss and passed the inquiry on to his Camp Commandant who, after a brief pause for thought, replied:

This is not understood. For what purpose is ammonal used, please? Is it a drug or an explosive?

Helpfully the 5th Corps Quartermaster signalled back:

Perhaps the Medical Officer attached to Corps HQ will be able to give you all the required information.

The Camp Commandant took the advice and a period of silence followed. Then came the reply:

In accordance with your Minute 4, I have consulted the M.O.... He informs me that ammonal is a compound drug extensively used in America as a sensual sedative in cases of abnormal sexual excitement. So far as I am able to ascertain this drug is not a medical issue to Corps HQ..... At the present moment the MO states that no cases have occurred among 5th Corps personnel indicating the necessity for administering the drug.

Both G.H.Q. and 5th Corps had confused ammonal with ammonol.

One could justify the error on the similarities of the spelling but, to not question 3 500lbs of a sedative type drug as being excessive indicated a lack of awareness. However the supply problem of suppressant or explosive was resolved, the explosive provided, the chamber charged and the German trenches successfully blown up.

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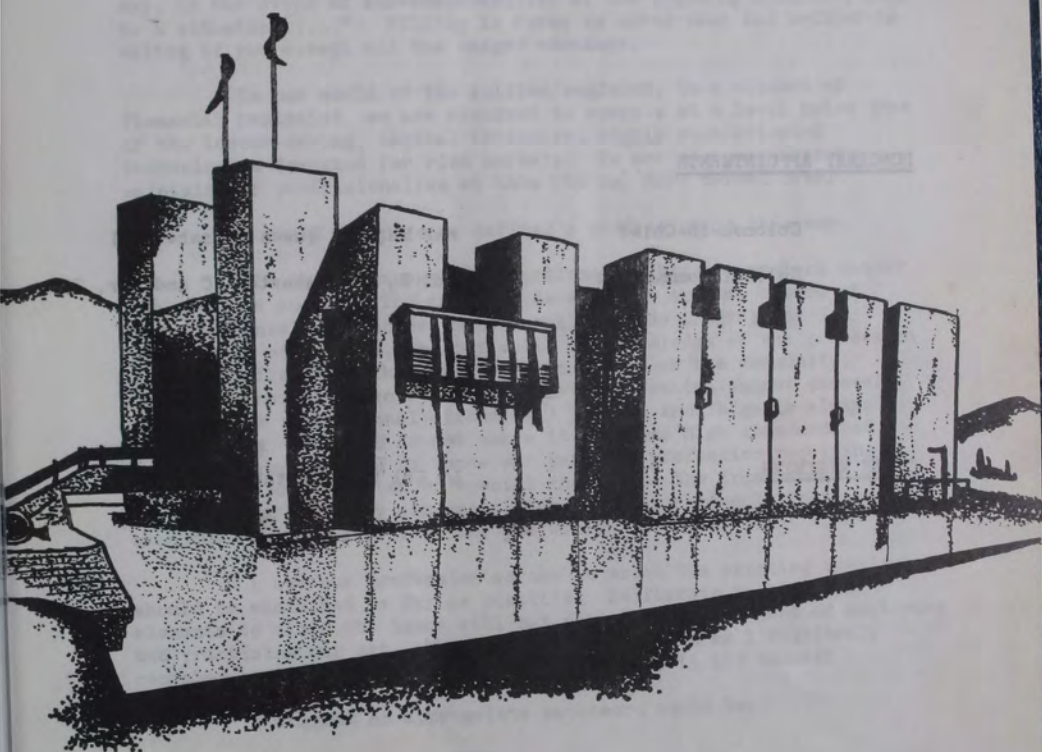
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HQ Force Engineer	1
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2 Fd Sqn	6
3 Fd Sqn	7
5 Spt Sqn	6
6 Fd Sqn	4
HQ Home Command (RNZE pers)	1
Commandant Army Schools	1
SME (two for library)	6
Corps Historian	1
B Coy, RF Cadet School	2
Papakura Camp (RNZE pers)	1
Ngaruawahia Camp (RNZE pers)	1
ATG (RNZE pers)	1
ATG Fire Station	1
MWT AA (RNZE pers)	1
Linton Fire Station	1
WEC AA (RNZE pers)	1
Cant AA (RNZE pers)	1
Burnham Camp (RNZE pers)	1
Burnham Fire Station	1
HQ NZFORSEA	2
Auckland Sappers Association	1
Canterbury Sappers Assn (C/- 3 Fd Sqn)	1
Defence Librarian	1
Lt Col Jenkin	1
Maj Beaver	1
RFMF (RNZE pers)	1
NZ Instructors Duntroon	1
Spare	2

TOTAL

69

EXACTLY WHERE IS THE BLOODY
ANDY MOORE ALIVE?

RNZE LIAISON LETTER



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 K. H. Mitchell

EDITORIALKISS

We live in a complex world, bombarded by sophisticated technology, information and instructions; often misleading. Few things seem simple. Technology has gone mad with gadgetry born of industrialised specialisation, "packaged" information and glossy brochures on readily available expensive equipment. Cheaper equipment, although probably more appropriate to many situations, is less easy to find and evaluate because the manufacturer or distributor cannot afford, or even justify, the effort of an expensive promotion. Even the news media, presumably designed to communicate, talks and writes of "the polarization of differing views may, in the event of non-compatibility of the opposing opinions, lead to a situation". Filling in forms is never easy and neither is eating if you accept all the danger warnings.

In our world of the soldier/engineer, in a climate of financial restraint, we are required to operate at a level below that of the labour-saving, capital intensive, highly sophisticated technologies designed for rich markets. We are also required to maintain our professionalism at this (to us) more normal level.

A world figure once defined a profession in this way:

"It is the essence of a profession that its members master and practise an art. The art must depend on a special branch of organised knowledge and be indispensable to the progress or maintenance of society, and the skill and knowledge of the profession must be available to the service of the State or the community. Experience has shown in every age that a profession cannot proceed without high professional standards. Special knowledge is always suspected by those who do not share it. Unless high standards of conduct are maintained by those who pursue a profession requiring great skill and begotten of special knowledge, the trust and confidence of the very community that is to be served is lost and thus the function itself of the profession is frustrated."

I see our profession as one in which the existing complexities should be minimised as far as possible. Deliberate inclusion of elements to cloud the issue will not assist the attainment of mastering and practising our art. This not a new situation as I distinctly remember a singer who had problems with a hole in his bucket!

I suggest an appropriate catchword could be:

KISS

"KEEP IT SIMPLE SAPPER"

To do otherwise may eventually affect our outlook, our conduct and our skills, disguising our real worth whilst doing nothing to maintain the trust and confidence of the community. If we are considered indispensable to the maintenance of society, we must minimise frustrations at every level and give ourselves the best chance of reaching high professional standards.

III

OUR COLONEL COMMANDANT

Our new Colonel Commandant appointed for a two-year period is Richard Charles Pemberton MC, ED, BE, MICE, MNZIE, an engineer of varied experience and a soldier of long service.

Born in Christchurch in 1915 he was educated at Cathedral Grammar School, Christchurch, finishing up as head prefect, senior athletic and boxing champion.

At Canterbury University College he took a Degree BE (Mechanical) and represented Canterbury at boxing in a number of inter University tournaments.

Immediately before and for four years after the 2nd World War, he was in the coal gas industry as Assistant Engineer of Wellington Gas Company. In 1951 he joined the staff of Auckland Harbour Board as Assistant Designing Engineer, then became for many years the Mechanical Engineer and finally the Harbour Board's Assistant Chief Engineer.

As a soldier Dick Pemberton started as a Cadet at school, joined 3 Fd Coy NZE as a Territorial Sapper in 1933, was promoted through the ranks to Sgt and commissioned in 1936. When he moved to Wellington before the war he transferred to 2 Fd Coy NZE and years later in the nineteen fifties served again in the territorials this time in 1 Fd Sqn RNZE as O.C.

In the 2nd World War he went away in the 1st Echelon with 5 Fd Park Coy, served in Egypt, Wavell's 1940/41 Libyan Campaign (where 5 Fd Park was the Corps Field Park Coy), Greece, Crete, and the 1941 campaign in the Western Desert. For some months early in the war he was seconded to HQ BTE (British Troops in Egypt) as the only colonial in an RE group reconnoitering and classifying roads and bridges in a planning exercise for the defence of the Nile Delta - weeks of reconnaissance work which fortunately never had to be used!

For several months while the NZ Division was in Syria he was OC Engineer Training Depot in Maadi, but when the NZ Division was rushed back to Egypt to help stem the enemy advance, our Col Commandant was collected from training to join the CRE's HQ.

Before Alamein in 8 Fd Coy in El Noeir Depression he was wounded and captured with 6th Brigade HQ, escaped with Brigadier George Clifton, after which followed several weeks in hospital. Back with the Division Captain Pemberton was the CRE's Adjutant at Alamein, and from the end of 1942, for the later months of the North African Campaign of the 8th Army, was OC 8 Fd Coy.

After 2 NZ Div landed in Italy he was sent back to attend Staff College in Palestine then to command 31 Infantry Training Bn while awaiting a trip home to New Zealand for 3 months furlough - so missing the early action in Italy and Cassina.

Rejoining the Division in July 1944 just south of Rome he became SORE with the rank of Major and 2IC of the NZ Divisional Engineers until the European War ended with 2 NZ Div in Trieste. For several months in the advance south of Florence he was CRE 2 NZ Division.

Lt Pemberton was awarded the MC in 1941 and as Captain (Temp Major) a Bar to the MC in 1943. He was mentioned in Despatches in Italy in 1945.

After a retirement from military affairs of some twenty odd years, this war horse has staged a comeback into the Services as Colonel Commandant RNZE.

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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.

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

27 October 1978

CHAPTER 11 FIELD SQUADRONARDMORE RANGE TASK

The Ardmore Range task started in Mar 75 and was finished on the 10 Apr 78. It was handed over to M.C.W.D. who are now responsible for upkeeping the range.

Under Ssgt Gilbert and Cpl Logan, we laid a 6 ft diameter culvert with concrete wing walls, an open drain at the back of the butts (going the full width of the range), and surveyed the positions of the 10 dams to be laid.

Under WO2 Milligan and Sgt Renata we laid 3 dams up to the 100 m mound.

Under Sgt Langdon we laid down one complete dam and a further 2 sets of cribbing for the dams. We also laid 2 silt traps at the range.

Under Sgt Te Uira we completed the last six dams and one silt trap. Between dams, rocks were placed to help support the banks and stop erosion.

The task was mainly done by a troop of FE's although at various times there was carpenter and plant assistance. Plant removed over 5 000 m³ of dirt (clay, parpar and mud). There was over 400 m³ of ready mix concrete used in the culvert, 10 dams, and 3 silt traps.

Over the 300 m length of drain it falls over 30 m. What a story for the grandchildren!

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Up to the armpits in sand...

Once again we are involved "everywhere".

UBIQUE

CHAPTER 22 FIELD SQUADRONAppointments

OC	Maj A. Anderson
2IC	Capt R. W. Radford (TF)
AO	Lt J. W. Lock
Const Offr	Capt H. A. Mawson
SSM	WO1 B. E. Malloch
Clk of Wks (Waiouru)	WO1 R. O. Wills
Clk of Wks (Linton)	WO1 I. E. Lamb
Purchasing	WO2 D. E. Murray
	WO2 D. R. Futter
Stores WO	WO2 H. E. Chamberlain
Estimates	Sgt B. J. Affleck
Tpt NCO	Sgt W. Morgan
SQMS	Sgt W. T. Wharewera
Cclrk	Sgt W. J. Beck

Postings In

Cpl G. Pycraft	ex	5 Spt Sqn
Cpl B. S. Gabbott	ex	1 Fd Sqn
Lcpl P. W. Conibear	ex	1 RNCIR
Spr C. G. Scott	ex	4 COD
Lcpl B. L. Dudeck	ex	1 Fd Sqn
Spr R. L. Kitney	ex	3 Fd Sqn
Spr N. C. McCarthy	ex	Basic

Postings Out

Lcpl G.E.R. Taiatini	to	3 Fd Sqn
Lcpl (W) L. A. Duff	to	3 Fd Sqn
Cpl I. J. Lowe	to	5 Spt Sqn
Lcpl C. J. Wilson	to	SME

Discharges

Spr P. J. Grogan
 Spr C. Abraham
 Spr J. T. Lye
 Lcpl M. J. Bragg
 Spr H. A. Ross
 Spr M. J. Cardno
 Lcpl E. J. Saul
 Spr (W) M.E.K. Haika
 Cpl L. Kemp

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copyright

CHAPTER 33 FIELD SQUADRON/3 WORKS TEAM RNZEAppointments

OC	Maj J. B. Bell
2IC	Capt S. Dickson
LO	2Lt J. R. Douglas
HQ Tp Comd/AO	WO1 B. D. Hook
1 Tp Comd	Lt G. B. Manning
2 Tp Comd	Lt W. F. Thomson
3 Tp Comd	WO2 R. L. McAllister
Spt Tp Comd	2Lt J. F. Walker
Plans/Trg Offr	Capt S. G. Heaton
SSM	WO2 A. J. Sinclair
SQMS	Sgt D. R. Greeks
Clk of Wks	WO2 E. W. Bruce
Purchasing NCO	
Project WO	WO2 E. I. Watson
Tpt NCO	Cpl M. S. Beal
CCLk	Sgt P. T. Ngarotata
TF Clk	Cpl C. Hay
Typist	Spr (W) V. L. Dixon

Postings In

Spr Gardyne	ex	Basic 146
Lcpl (W) Lesley Duff	ex	2 Fd Sqn
Lcpl Pop Pinga	ex	6 Fd Sqn
2Lt S. G. Ransley	wef	20 Jul 78

Postings Out

Sgt Don Milliken	to	HQ Linton Camp
Spr 'Kit' Kitney	to	2 Fd Sqn

Discharges

Sgt Ron McCall
Spr Dennis (Ambrose) Connelly

-oooOooo-

OPENING NZWRACBARRACKS(OR FEMALE SOLDIERS' QUARTERS)

Finally after many years of hard work and painstaking effort, the (NZWRAC) Barracks are to be opened. The ladies took up occupation of the rooms, on Saturday 22 Jul 78, at 0830hrs.

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copyright

LAKE ELLESMERE

On the 28 Mar 78, a party of 12 members of 3 Troop with stores, (2 bays LTR and an Ingersol Rand compressor) set out in a convoy of 3 RLs and a Rover on the arduous trek to Lake Ellesmere.

Of this group, 5 intrepid members; were to remain at the base camp, to carry out a difficult task. This consisted of driving marker pegs into the lake bed to indicate a $\frac{3}{4}$ mile radius area from the mouths of rivers or streams entering the lake. The area thereby indicated was deemed to be a forbidden zone for netting and was to be policed by the local Wildlife Ranger.



It was originally planned to drive the posts using a pile driver or something similar; but on further consultation with experts, it was decided to 'jet' them in using air from a compressor. This was accomplished with the help of a 12 foot piece of $\frac{3}{4}$ " pipe coupled to the end of the compressor hose. The method was to place the point of the post on the lake bed and the 'jet' pipe placed as close as possible to the point. Copious amounts of weight (Spr Dew) was then applied to the top and both pipe and post were pushed downward through the mud.

The work platform for the task was provided by 2 bays of LTR complete with decking with the Ingersol Rand lashed in the centre. Two anchors were used to hold the craft in position.

It was envisaged that the most difficult part of the task would be the sighting of the markers in relation to the river mouths. In each case 3 shore markers with yellow triangles atop were sited by

the ranger, one at the mouth, the other two on opposite sides at distances of $\frac{1}{4}$ of a mile. Hasty calculations for distances and bearings were worked out. With an 'Extra' lot of luck and a lot of 'she'll be jake mate', the markers were placed, extracted, moved and replaced. All and all much to the satisfaction of the Wildlife Ranger.

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It was estimated, the task would take 5 days. Due to adverse weather conditions; it took 7 days to complete. The wind whipped the lake surface to an uncomfortable 2ft chop, which made handling of the LTR exciting to say the least.

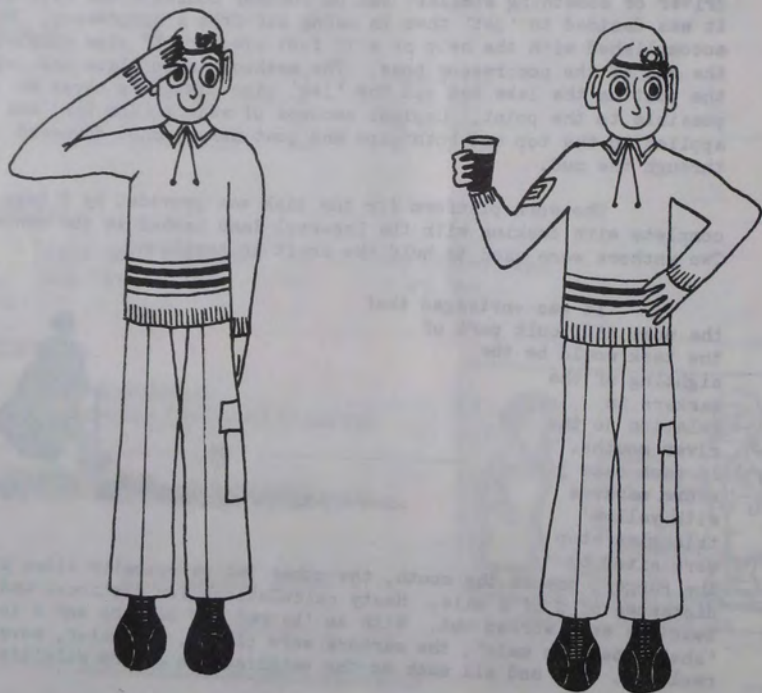
The end of task function was a rip roaring affair, with each member embibing his fair share of Health Tonic and generally enhancing merriment of the festive occasion.

As we moved out of the Selwyn area, the sun broke through the clouds, the wind died down and the lake began to settle into a peaceful scene, a low murmur was heard, "Typical b____y Army, either too early or too late.

-ooo0ooo-

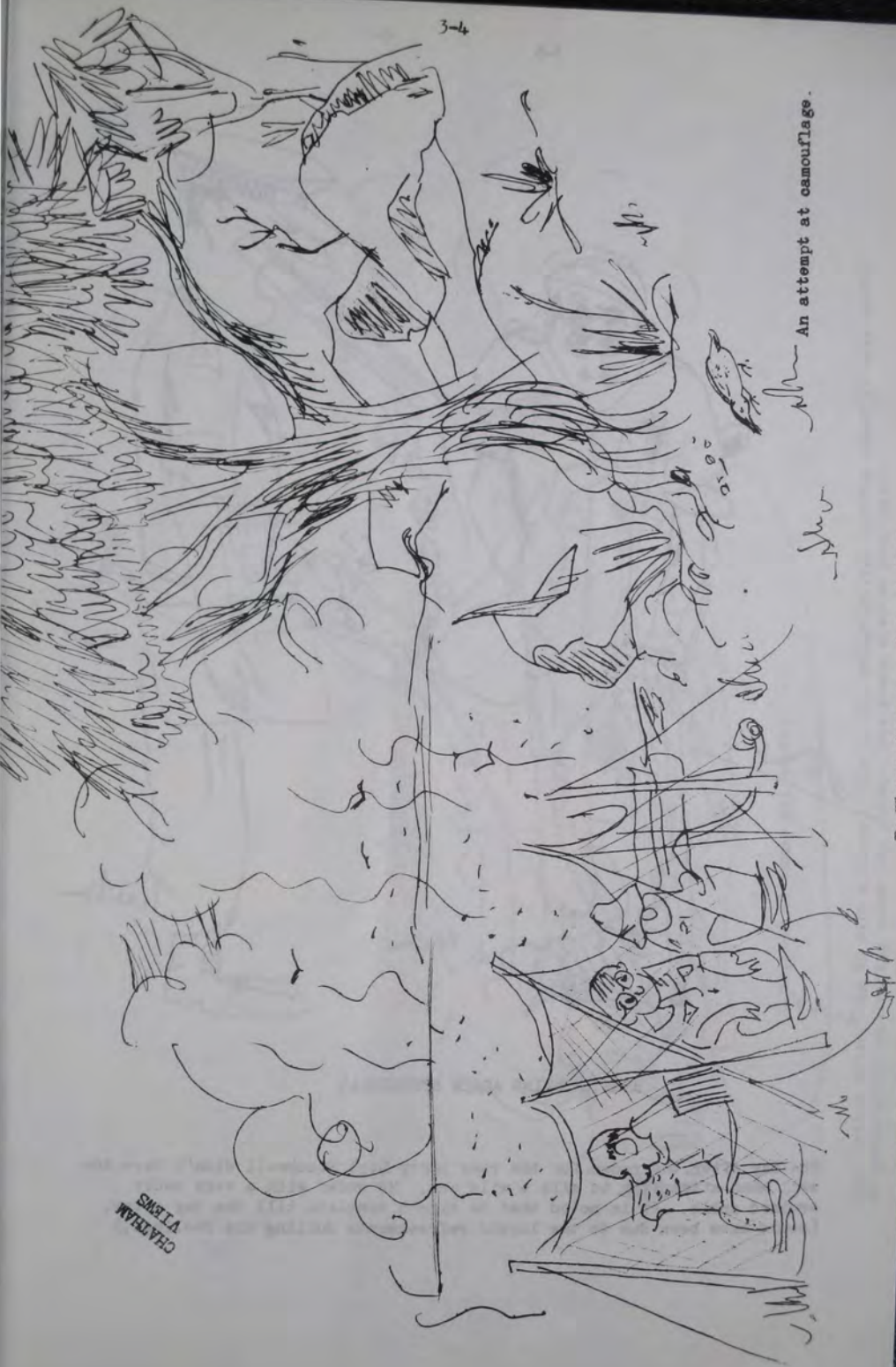
DID YOU KNOW???

A single bee has 2 000 000 babies. A married bee does better!!!



CHATHAM
ISLANDS

3-4



An attempt at camouflage.



BEEN DRINKING AGAIN STOCKWELL!

The day after the rodeo for the rear party Lcpl Stockwell didn't fare too well when attempting to milk a wild cow. He ended with a very badly bruised ankle. It is noted that he didn't complain till the day after, (could have been due to the liquid refreshments dulling his feelings.)



Capt Heaton attempting to ride a steer. Due to the steer earlier getting upset it only lasted 10 yards before collapsing under the rider. The steer died an hour later.

On the wharf at Waitangi loading the M.V. Holmdale



How come it all fitted
in on the way over?



Lcpl Fred ESTALL standing guard over the stores for the Chatham Is
whilst they were on the wharf awaiting the wharfies to
load them.

-ooo0ooo-

When the South Island Sappers are on Parade
We all assemble and we've got it made
Cause our dress is spot on
As our creases have gone
And we make an impression that sets the grade!

CHAPTER 45 SUPPORT SQUADRONAppointments

The following are the unit appointments as at 28 Jul 78.

OC	Maj T. W. Dench
QM	Capt S.T.J. Rouse
2IC	Capt D. J. Powley
SSM	WCI H. J. Gallagher
Tpt WO	WO2 W. R. Denby
SQMS	WO2 G. B. McDonald
CCLk	Sgt K. S. McEwen
1 Tp Comd	2Lt A. E. Wilson
1 Tp Pl WO	WO2 J. H. Hendrick BEM
2 Tp Comd	Lt S.A.G. Foote
2 Tp Offr	2Lt W. D. Ryan
2 Tp Pl WO	WO2 R. J. Stent

Postings Out

Cpl Sinclair to 1 Fd Sqn
 Cpl Peters to 2/1 RNZIR
 Spr Tanner to 1 Fd Sqn

Postings In

Cpl Lowe from 2 Fd Sqn

Attachments

Lcpl Andrews from RFMF
 Spr Vudrekoti from RFMF

Training

TF personnel attended a training weekend involving river crossing in May 78. For once it did not rain. Both the Light Tactical Raft and the Aluminium Footbridge were constructed. Our thanks to SME for the use of the equipment.

TF personnel attended a days training in minewarfare and booby traps in Jun 78. It is

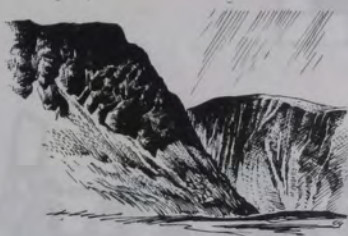
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obvious from the way that some of the traps were set up, that sappers these days have not lost the art of being sly, devious, cunning,

In Jul 78, 7 TF Junior Ranks were revised on unit resources equipment. The Pilcon Wayfarer, Speed Star, Crusher, Compressors and Log bolter were some of the equipments used. Whilst this Training was progressing, the TF Officers and Senior NCO's with 4 RF counterparts were in the Lake Ferry area conducting an Annual Camp reconnaissance.

Seven unit personnel took part in Exercise Tropic Kiwi. The Exercise was mounted by 10 Tpt Coy and subjects covered included:

Weapon handling;
 Map reading;
 Use of Ration Packs;
 Minor tactics;
 Jungle survival techniques;
 Radio procedures;
 First aid;
 Physical fitness; and
 Leadership and man-management.



Works

Earthworks continued on the new entrance road to ATG. The unit is required to bring the road up to stage where sealing can be carried out.

The entrance road into the Waiouru Camp Hospital and the hospital car park were upgraded.



Eleven personnel plus three items of Plant moved to Bastion Point to assist the demolition of buildings.

Earthworks commenced and continues on the car park and entrance to the Army Museum.

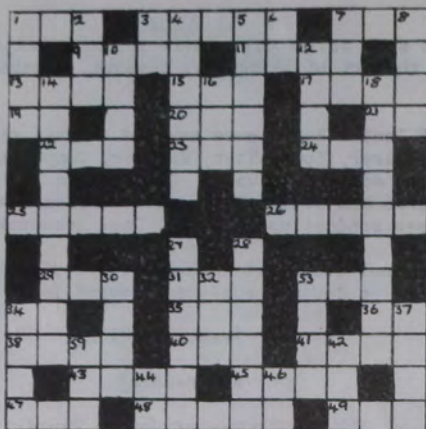
-oooOooo-

"Gosh! Six munces ago I cudnt even spel Cownsellar, and now I are one!"

-oooOooo-

Small boy to small girl; "Am I the opposite sex or are you?"

-oooOooo-



ACROSS

- 1 Pronoun
 3 Song
 7 Green Pastureland (Swiss)
 9 Swear
 11 Kind of Freehold Right
 13 German Auto
 15 A Ring
 17 Get the Better of
 19 It goes with a band
 20 Compete for
 21 Inviting assent
 22 Averse
 23 And so on
 24 Join by supplement
 25 The black sphere
 26 Violent collision
 29 Fresh water fish
 31 Noisy disorderly conduct
 33 Three?
 35 Republican dissidents
 36 He mends them
 38 Make corrosive markings
 40 Self propelled 30 (abb)
 41 Weapon?
 43 Flag
 45 Vain (of action)
 47 Compass bearing (abb)
 48 Move in reverse
 49 Another 47 across

DOWN

- 1 Desist
 2 We don't get many of these
 appts
 3 It's part of 2
 4 Untidy person
 5 Nth German city
 6 Sometimes called a waterbirds
 cry
 7 What we obtain in 37 dn
 8 Physical strength, vigour
 10 Spherical piece of alabaster
 12 Coptic church bishop, pop
 group
 14 Thinks the worst
 16 Staring with W it's a written
 order
 18 Alluring
 27 Influenza
 28 Mushroom fungus
 30 Repeat
 32 Skill
 33 Imperial weight
 34 Eternity
 37 We all belong to one
 39 The 1st works unit
 42 Fixed bench
 44 Subalterns are addressed as
 this
 46 Results from too much 7 down

-oooOooo-

He called his doctor and began shouting hysterically, "My five-year-old son just swallowed a contraceptive!"

"Don't worry, I'll be right over."

As the doctor was about to leave his office, the phone rang again and the same caller announced, "Forget it, Doc. I found another one."

DRIVERS - TAKE NOTE

You watch the bloke who drives ahead
And the bloke who drives behind
You watch the right, you watch the left
And drive with a clear calm mind

But the bloke you really have to watch
On the highway, you will find
Is the bloke behind the bloke ahead
And ahead of the bloke behind.

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-ooo0ooo-

If you think you're beaten - you are,
If you think you dare not - you don't,
If you'd like to win - but think you can't,
It's almost a fact you won't!
If you think you'll lose - you've lost,
For out in the world you'll find
SUCCESS begins with a fellow's will -
It's all in the state of mind.

CHAPTER 56 FIELD SQUADRONAppointments

The following are the unit appointments as at 28 July 1978.

Sqn HQ

OC	Maj B. A. Stewart
2IC	Lt T. E. Jones
L & RO	2Lt (W) R. E. Thompson
SSM	WO2 P. A. McKeany

HQ Tp

SQMS	Ssgt K. J. Avenell
Colk	Sgt J. Cubitt
Regt Duties NCO	Sgt H. C. Sims
Tpt NCO	Sgt G. E. Deleany
Sig NCO	Cpl R. White
Catering NCO	Ssgt R.J.R. Starke

1 Tp

Tp Comd	2Lt G. A. Reid
Tp Ssgt	Sgt B. Allison
Tp Sgt	Sgt I. D. Hinton

2 Tp

Tp Comd	Lt R. W. Armour
Tp Ssgt	Ssgt A. J. Oliver
Tp Sgt	Sgt N. J. Napier

3 Tp

Tp Comd	Lt D. M. Tovey
Tp Ssgt	Sgt A. W. Shaw
Tp Sgt	Sgt Bagust

Promotions RF

Spr G. J. Johnstone to TLcpl wef 13 June 1978

Promotions TF

Cpl H. Sims	to Sgt wef 10 July 1978
Lcpl B. J. Coulson	to TCpl wef 10 July 1978
Lcpl P. E. Pattinson	to TCpl wef 10 July 1978
Lcpl H. L. Baber	to TCpl wef 10 July 1978
Spr L. M. Gibbs	to TLcpl wef 10 July 1978

Squadron Roundup

.....the Corps can now breathe a sigh of relief for Lcpl Buff Matenga has finally realised the error of his ways and has swapped his murkie green beret for a true blue one.

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copyright

.....on a recent training weekend a certain Spr (W) Cummings, when told she was using a left handed hammer, immediately swapped it for another.

.....our SSM won something more than a mention in the 1978 Engineer Corp Oscar awards and consequently is

clutching return tickets to the Motherland, where to all intents and purposes he'll supposedly be.

.....personnel attending 1 Gen Tps Wkshps Recovery weekend described it as the usual vehicle recovering the vehicle that was recovering the vehicle which was accidently stuck on purpose in the first instance.....but now they all claim to know how to do it expertly.

.....rumour has it that 6 Fd Sqn's answer to the Rock Follies will anonymously board an anonymous RNZAF motorised sea gull bound for an anonymous part of the Commonwealth in order to prepare the way for the second coming in early 1979.

-oooOooo-

EXERCISE BIG FOOT

Political disputes including regionalisation of local Government Bodies and the control of the Maui Gas resources resulted in the northern half of the North Island seceding from New Zealand.

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Such news was sufficiently disturbing for the all star line-up from 6 Fd Sqn to be called in. The powers that we need not have been concerned for the powers that soon had the situation under control.

The computer like brains that prevail in the Squadron command post rendered merer mortals aghast. With telephone and radio in one hand, and pencil poised, the gigantors of the battle field rapidly marked in staggering accomplishments.

The troops in the field spent considerable time drumming their fingers, for what had promised to be a monumental exercise in the finer arts of combat, through their efficiency was rendered little more than a command post exercise.

-ooo0ooo-

BIRCHVILLE BRIDGE

A sleepy little community in Upper Hutt, was recently invaded by unforgettable warriors extraordinaire. In torrid conditions enhanced by hurricane winds, cloud burst, and a swollen river that threatened to flood the neighbouring subdivision, the cream of the New Zealand Army swaggered in to aid the ailing community by attaching a footwalk to their only link with the outside world.

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Soldiers, so professionally disguised that they were only recognisable by the lightning handling of their rifles when the enemy looked like approaching, were suspended inches above the swollen river, fighting desperately to complete what to any other unit would be an impossible task. The soldiers fought on against impossible odds to complete the mission within twenty four hours.

War correspondents from the big names in the news world risked certain destruction to capture in brilliant technicolour the mammoth effort undertaken by their favourite pin-ups. They came, they saw and they were humbled.

A notable member of the underground in the community endeavouring to pass a message relating to enemy activity valiantly cooked 50 hot scones, disguised herself as a housewife, and staggered across the bridge at 0200hrs. Another meagre example of the esteem that is held for the lives of these extraordinary warriors.

As could be expected the mission was completed before schedule, and the soldiers killed time by dreaming optimistically of the day that their skills would really be put to the test.

-oooOooo-

YOU DO HAVE TIME

Take TIME for work - it is the price of success.
 Take TIME to think - it is the source of power.
 Take TIME to read - it is the foundation of wisdom.
 Take TIME to be friendly - it is the road to happiness.
 Take TIME to dream - it's hitching your wagon to a star.
 Take TIME to love - it is the highest joy of life.
 Take TIME to laugh - it is the music of the soul.
 Take TIME to serve - it's your responsibility to your Master
 and your fellow man.

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CHAPTER 6THE SCHOOL OF MILITARY ENGINEERINGAppointments:

OC	Maj C. R. Parker
AO	Lt J.L.C. Alabaster
Trg Offr	Capt A. R. Adair RAE
SSM	WO1 M.T.O.T. Nepia
SQMS	WO1 R. J. Huggins
WO2 Co-ord	WO2 W. H. Lamb
WO2 Planning & Prgm	WO2 P. Munro
Cclk	Ssgt J. G. Atkinson
SI Bridging Section	Ssgt C. Walsh
SI Fd Engr Section	Ssgt N. E. Foley
SI Plant Section	Ssgt B. J. Hefferen
Tpt Sgt	Sgt G.E.P. Callaghan

Promotions:

Robert White	to	Cpl wef 1 Jun 78
Brian Marshall	to	Cpl wef 5 Jun 78
Chris Whakatope	to	Lcpl wef 19 Jun 78

Postings Out:

Cpl Toia	to	1 Fd Sqn wef 17 May 78
Ssgt Atkinson	to	3 Fd Sqn wef 28 Aug 78

Postings In:

Lcpl Hutton	from 5 Spt Sqn wef 6 Jun 78
Lcpl Wilson	from 2 Fd Sqn wef 6 Jun 78
Cpl Te Nana	from 1 Fd Sqn wef 1 Aug 78
Cpl Lynch	from HQ Force Engr wef 7 Aug 78
Sgt McEwen	from 5 Spt Sqn wef 4 Sep 78

Births:

Samual Jason Hutton	born 22 Mar 78
---------------------	----------------

RFMF FLAG

The Engineers of the Royal Fijian Military Forces have presented The School of Military Engineering (NZ) with a Fijian National Flag measuring 6 ft x 3 ft. In appreciation of past assistance and future co-operation, the flag has been accepted in anticipation of it being flown on appropriate occasions.

Courses:Demolition Retest 17-18 May

The course was attended by 16 keen students who had little difficulty in requalifying in their respective Demolition categories.

The theory revision was self paced (a first for this course).

All practical tasks were carried out successfully e.g. battlenoise - cratering and ditching.

New items taught were; Nobels NE 1509 Explosive, Nobel Detonator and Nissan Exploder.

TF Specialist Training: Intake No 20 15 May - 20 Jun

50 students completed their five weeks of training on 20 Jun. The standard of the course was good but even so, a number of students had to be re-instructed and practised in order to pass some of the terminal objectives. Identifying students weaknesses by stages and taking corrective action must mean we are doing our best to produce the soldier trained in the basics, seemingly necessary before his employment with his unit. Saves time and errors with his unit too.

The award of the Best Sapper was made to Spr T. J. Rooney of 6 Fd Sqn.

Plant, Roads and Airfields 10 Apr - 30 Jun

This course contained the usual four phases of:

- Mathematics
- Basic Survey
- Basic Soil Mechanics
- Basic Plant Management

and averaged 11 students throughout.

A good standard was achieved by the students, some written presentations being extremely well done. It was overheard that there was a requirement for more homework. Surely a facetious remark.

Although the objectives of the course remained unchanged more emphasis was placed on the practical aspects of the course e.g. reconnaissance and field work.

Basic Plant 26 May - 16 Jun

This was a larger course than in the recent past, consisting of 20 students with rank ranging from Sgt to Spr, and included two Fijian students.

In contrast to earlier courses, which emphasised practical operation, this course emphasised the fact that safety, servicing and maintenance is most important at the learner operator level.

As the time allowed, outside speakers were invited to reinforce those very important attitudes to enable a learner to progress in the plant world.

The course proved to be a cheerful one with a surveyor attending as a student. "Just to find out why those, "b", operators knock my pegs out."

Visit by the New Zealand Commissioning Course 1978

The New Zealand Commissioning Course (NZCC) 1978 undertook RNZE familiarisation training on 26 and 27 Jun. This was the second visit by a NZCC, the first being last year.

It is interesting to note that the course, with 25 officer cadets (three of whom being officer cadets (W)), has grown two-fold in its second year.

During the one and a half days training the officer cadets were introduced to: the RNZE and Divisional Engineer roles, organisations and principles of employment; demolitions; barriers; and, then treated to the demonstration of various engineer drills and equipment. This training culminated in a stiff written test.

Needless to say, however it will be said, they were all breaking their necks to be allocated to the RNZE, well two or three were anyway. We anticipate that we will see future courses for similar familiarisation training, and hopefully, we can play a larger role in their 'at home' study of each corps.

Camouflage Instructors 28 Jun - 12 Jul

11 students attended the course and all qualified. Some are probably still having a quiet giggle over "Palm Tree" trying desperately to start a field cooker after refueling it with lemon cordial unknowingly during the small dark hours.

Experience was gained with the new "can't see me" light-weight shelters.

A 6 Fd Sqn student provided the course with amusing comments about meals etc only to be silenced by the course impersonator from 6 Hauraki Regt who took great delight in giving speech impersonations of well known political personalities.

We were out of luck with helicopters for this course so verification of work completed was from ground level.

RFMF/TDF Training

Over the past few months the RFMF/TDF contingent has been very busy with matters of Field Engineering.

They have completed a demolition course covering the essential basics, an engine hands course, and recently have been out in the wilderness of Tangimoana for a couple of weeks. Based in a tented camp complete with cook they completed 20 chains of precision fencing which progressed well having mastered the basic know-how. They also built a cattle stop.

Between the 24-28 July they camped at Santoft Forestry HJ. They had three separate tasks; to build a footbridge, thin out a belt of trees with chainsaws and complete another 20 chains of fencing at Tangimoana. The only problem was that in the very wet ground, the post hole digger was no good and, have you ever dug holes by hand for fence posts when the hole remains full of water to the top?

All the tasks went well. The footbridge is a substantial, necessary and eye-pleasing task and all-in-all, an enjoyable period confirming basic skills.

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-oooOooo-

Christmas Island is noted for its beautiful trees.
The Canary Islands are noted for the pretty birdlife.
The Virgin Islands are noted for its diminishing species.

BOATING EQUIPMENT

With summer long past, and the boating season wound down, we have taken the opportunity for the long overdue repairs and maintenance that our over worked Zodiac Boats sorely need.

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These boats appear to run up more road miles travelling from SME to all points of the compass than nautical miles when in use. Damage caused in transit exceeds the damage caused through use on the water but it would be a close count.

To satisfy the needs of one of our most habitual borrowers, we have completed a re-distribution of three of our Zodiac 320's (Top Cat, your needs are obviously greater than ours) and three Johnson 25 HP outboards to the same unit.



"Just you remember,
without us you're
nothing but 2½ lb
of scrap metal"



F A T H E R H O W D O Y O U M A N A G E ?

"There you are with a mouthful of pins. An earful of instructions. A baby who refuses to work with an amateur. And a sinking feeling that family life entails some changes you hadn't bargained for. Have you got your hands full now! You read the instructions again. How many spuds to peel. Will the washing really get wet. Will your efforts be compromised if you don't sweep all of the floor. And you wonder again how Michaelangelo managed to paint that ceiling of his without a wife to point out the little bits he'd missed. And the boys waiting for you in the boozier. And the car needs a wash and the grass is a bit long. Terrific. Just bloody terrific.

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Sometimes its just the responsibility that keeps you awake. But fortunately you can share the problems. You can put your mind at rest. You can get help from

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For the publicity minded, this is a good start to an advertisement for:

Aspirins

Beer

A holiday

Golf

Rugby

Life Assurance

Paint

A wife

-oooOooo-

THE SEVEN SINS - according to Gandhi

1. POLITICS without PRINCIPLE
2. WEALTH without WORK
3. PLEASURE without CONSCIENCE
4. KNOWLEDGE without CHARACTER
5. COMMERCE without MORALITY
6. SCIENCE without HUMANITY
7. WORSHIP without SACRIFICE

RNZE INTER UNIT RUGBY 1978

The Corps of the Royal New Zealand Engineers assembled available rugby players in Linton Camp on Monday 3 July for the purpose of deciding by a tournament, the champion rugby unit in the Corps.

Players played for their own unit. Those individuals isolated from a major RNZE unit were assigned to an RNZE unit on a basis comparable to the normal existing command structure.

The duration of each match was of 25 minutes for each half game. Replacements were permitted at half time.

The weather for the first two days was ideal for rugby - little wind, firm ground and a little sun. The final day was marred by torrential rain commencing about 1130hrs turning the field into a slippery mess. The final was played in water ankle deep in parts and sprays of mud and water over the remainder. Never has a game been stopped so often to wash mud from the eyes of the players.

At a social function in the Linton Camp 600 Man Mess on Thursday 6 Muly, SME were awarded the RNZE Inter Unit Rugby Trophy - "The Nepia Cup" presented by WO1 M.T.O.T. Nepia and his wife and family. The presentation was made by WO1 Nepia to Cpl White, the captain of the SME team.

Three selectors were appointed by the Corps to select a squad of 25 players who would represent the Corps at rugby during the period 21-24 August 1978 when opponents would be RNZEME, RNZASC and RNZAOC. The selectors were: Maj C. R. Parker (SME), WO1 M.T.O.T. Nepia (SME) and WO2 P. A. McKeany (6 Fd Sqn).

The programme and results were as follows:



Tue 4 Jul

SME

V

5 Spt Sqn

1015-1115hrs

SCORERS

Tries: Cpl Jones (2)
Spr Waqairadovu (2)
Cpl Tuirara

Penalties: Cpl JonesPenalties: Spr Brown (2)

Conversions: Cpl Jones
Cpl Tuirara

27

6

Referee: Lt Ridland (1 Fd Sqn) Ground No 2Tue 4 Jul

2 Fd Sqn

V

3 Fd Sqn

1115-1215hrs

SCORERS

Tries: Spr Cave
Spr Anderson
Spr Naidrolevu

Tries: Cpl Packer (2)
Lcpl Clark

Conversions: Cpl Packer

12

14

Referee: Sgt Karaka (HQ MWT AA) Ground No 1Tue 4 Jul

1 Fd Sqn

V

5 Spt Sqn

1400-1500hrs

SCORERS

Tries: Cpl Sinclair
Sgt Trask

Penalties: Cpl TaiapaConversions: Cpl Taiapa

13

0

Referee: Ssgt Atkinson (SME) Ground No 2

Tue 4 Jul

2 Fd Sqn

V

SME

1500-1600hrs

SCORERSTries: Cpl KokoPenalties: Spr Anderson (2)Conversions: Spr AndersonTries: Lepi Naiqovi
Spr SeviuaConversions: Cpl Tauyavu—
12
——
10
—Referee: Lt Robinson (HQ MWT AA) Ground No 1Wed 5 Jul

3 Fd Sqn

V

1 Fd Sqn

1015-1115hrs

SCORERSPenalties: Cpl PackerPenalties: Cpl Taiapa (2)—
3
——
6
—Referee: Lt Ridland (1 Fd Sqn) Ground No 1Wed 5 Jul

5 Spt Sqn

V

2 Fd Sqn

1115-1205hrs

SCORERSPenalties: Spr BrownTries: Spr NaidrolevuPenalties: Spr Anderson—
3
——
6
—Referee: Ssgt Murray (Linton Dental) Ground No 2Wed 5 Jul

SME

V

3 Fd Sqn

1400-1500hrs

SCORERSTries: Spr Vakaduadua

Cpl Tuirara (2)

Spr Waqairadovu

Spr Seviua

Tries: Spr GuthrieConversions: Cpl Tauyavu (2)—
24
——
3
—Referee: Sgt Karaka (HQ MWT AA) Ground No 1

Wed 5 Jul

2 Fd Sqn

V

1 Fd Sqn

1500-1600hrs

SCORERS

Tries: Spr Small
Cpl Sinclair
Lcpl Platt

Penalties: Spr AndersonPenalties: Cpl TaiapaConversions: Cpl Taiapa317Referee: Ssgt Atkinson (SME) Ground No 2Thu 6 Jul

5 Spt Sqn

V

3 Fd Sqn

1015-1115hrs

SCORERS

Tries: Spr Periteni
Spr Tuhi

Tries: Spr Paterson
Cpl Packer

Penalties: Cpl PackerConversions: Spr Brown1011Referee: Lt Ridland (1 Fd Sqn) Ground No 2Thu 6 Jul

SME

V

1 Fd Sqn

1115-1215hrs

SCORERSTries: Cpl JonesPenalties: Cpl Taiapa43Referee: Lt Robinson (HQ MWT AA) Ground No 1

Thu 6 JulThe Final

SME

V

1 Fd Sqn

1400-1500hrs

SCORERSTries: Spr TomasiConversions: Lcpl Tagivetaua60Referee: Ssgt Atkinson (SME) Ground No. 1GAMES - Summary

	<u>Won</u>	<u>Lost</u>
1 Fd Sqn	3	2
2 Fd Sqn	2	2
3 Fd Sqn	2	2
5 Spt Sqn	0	4
SME	4	1

The Corps selectors announced the names of the following members as the RNZE Corps rugby squad 1978:

1 Fd Sqn

Sgt Leach
 Spr Hayes
 Lcpl Natham
 Lcpl Platt
 Spr Small
 Sgt Evans
 Sgt Trask
 Spr Thorburn
 Cpl Sinclair
 Spr Millar

Capt

2 Fd Sqn

Spr Hornby
 Spr Anderson

3 Fd Sqn

Sgt Mead
 Lcpl Estall
 Spr Fischer

Spr Dew
 Spr Guthrie

5 Spt Sqn

Lcpl Young

SME

Cpl Tauyavu
 Lcpl Tagivetaua
 Spr Seviua

Cpl White
 Cpl Tuirara

ATG

Sgt Smith

MWT AA

Sgt Stowell

RTD

Cpl Jones

-oooOooo-

HISTORICAL ADVICE

If administrative tasks are passed on to personnel of the middle management group, it is essential they should be allowed to get on with their tasks unfettered by over-zealous supervision. Mistakes will occur but this is part of the training of personnel and should be accepted as such. Field Marshall Rommell was quite clear in this respect:

"It is always a bad sign in an Army when scapegoats are habitually sought out and brought to sacrifice for every conceivable mistake. It usually shows something very wrong in the highest command. It completely inhibits the willingness of junior commanders to take decisions, for they will always try to get chapter and verse for everything they do, finishing up more often than not with a miserable piece of quibbling instead of a decision which would spell release."

-oooOooo-

A LITTLE LIGHT RELIEF

You see it every morning,
 It happens every day,
 A double file of female staff,
 Meanders on its way,
 The thing that puzzles all the men,
 And gives the boss grey hairs,
 Is why, when serving natures call,
 They have to go in pairs.
 Perhaps the trip's demanding,
 And the toilets dark and lonely,
 By two by two they reach the loo,
 Through the door marked 'Ladies Only'.
 The poor Boss stands and tears his hair,
 He's simply mad with grief,
 The days production goes to the pot while the
 girls go on relief.
 At two o'clock each afternoon,
 The march begins once more,
 But what on earth goes on all day
 Behind the toilet door?
 The only way I can see
 To make production boom,
 Is to move the whole damn typing pool
 Into the ladies room.

UBIQUEOR WHY THE SAPPERS DO NOT CARRY COLOURSCAPTAIN CHARLES STONE (RETD)

Copied from: The Royal Engineers Journal (without permission)
 which copied it from: The Royal Australian Engineers magazine,
 "The Sapper" (with permission)

When the Duke of _____, a son of Queen Victoria, was undergoing training as a Sapper officer he had occasion to visit what is now known as a wine bar with some of his fellow officers. Whilst imbibing the fruit of the vine they were accosted by some infantry officers who, in the manner so typical of their ilk, proceeded to attempt to take what is now known as the "Michael" from the Royal Duke and his friends. The main theme of their attack was the fact that the Sappers did not have Colours and that there must be some dark and mysterious reason for this.

His Royal Highness was, not unnaturally, most "unchuffed". (I should perhaps digress here to explain that "chuffed" is an archaic English word much used by the military which means delighted.) So unchuffed was he in fact that upon his return to Chatham Barracks he penned the following note to his mother the Queen.

Dear Mama (he wrote, for in those days that was the mode of address used by all the best people), I am shocked to find that I, a Sapper Officer and a Royal Duke to boot (this is how they spoke in those days), am in a Corps which has no Colours Please fix.

Your affectionate son

Once again I feel that I must digress to point out to our non-Sapper readers that our Sapper officer in writing this letter was mindful of his fine sapper training in spite of the fact that his Colonel in Chief was his mother. Not for him a verbose and platitudinous missive relying on nepotism to receive assistance. No Sir! Far from it. Rather, in the finest Sapper tradition, he confined himself to the essentials—courtesy, brevity and clarity.

The Master General of the Ordnance, an officer skilled in fielding such missives, immediately placed the blame squarely upon several subordinates and at the same time directed them to turn their immediate and full attention to the business of investigating and authorizing the issue of Colours with appropriate Battle Honours to the Corps of Royal Engineers. As a result of their efforts he was able, in a space of time which would make a Russell-bound bureaucrat blanch, to pen the following letter to his Sovereign:

Ma'am, Having severely reprimanded those responsible for this monstrous slight to His Royal Highness' Corps, and having caused immediate investigations to be carried out, I now have the honour and pleasure to report as follows:

Sappers have been present at every battle and engagement conducted by British forces against the enemies of the realm. They are

therefore, without question, entitled to bear Colours.

The size of the Colour required, if all of the battle honours to which the Corps of Royal Engineers is entitled are to be emblazoned on it, is computed to be 24 feet by 12 feet and, to support such a Colour a staff 22 feet $3\frac{1}{4}$ inches long would be required.

It is however Ma'am, my regrettably odious duty to inform Your Majesty that, desirous as we are to accord the Corps of Royal Engineers those honours to which it is undoubtedly entitled, to do so in the normal manner is not possible. This Ma'am is because the officer required to bear this Colour would have to be at least 18 feet tall and I am informed by the Commander in Chief (at that time the Duke of Wellington) that there exists at the present time a grave shortage of 18 foot tall officers. Indeed currently he knows of none, neither can he envisage any improvement to this situation for some time to come.

Your Majesty will of course recall that your Royal Regiment of Artillery is also entitled to use the motto UBIQUE. In this regard, and in order to avoid confusion, and perchance some diminution to the lustre pertaining to the Corps selected by his Royal Highness, I would respectfully suggest that as a further mark of distinction the following translations of Ubique be officially prescribed for use by the Corps of Royal Engineers and the Royal Regiment of Artillery respectively.

For your son's Corps it is recommended that the translation "Everywhere" be granted. This in one word will serve admirably to still further enhance the already matchless reputation of your Corps of Royal Engineers. For the Royal Regiment of Artillery the translation of "All over the place" will, I think, suffice as a fair translation.

I have the honour to remain Ma'am

Your obedient servant

Master General of the
Ordnance

You will no doubt, dear reader, having been obliged to wade your way through the overly long and convolutedly phrased letter of the Master General of the Ordnance, be longing once more for another sample of the taut phraseology so succinctly employed by our royal Sapper Officer. You shall not be disappointed.

In reply, brief as ever, and in a manner befitting the mother of a Sapper Officer the Queen wrote:

Dear General, I like it, so be it, fix it!

Victoria R

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RANDOM NOTES FROM SME FILES

25 Mar 53	Lcpl C. R. Parker)	March In to SME (Trentham Camp)
	Lcpl B. E. Malloch)	0800 26 Mar 53 for Basic Fd Engr course
4 Jan 54	Spr A. Anderson		March In to SME ex RF Cadets
22 Mar 54	Sgt T. W. Dench		March In to SME ex overseas
25 Apr 54	Spr D. R. Palmer		March In to SME ex Burnham Camp
13 Aug 58	Spr G. E. Goldsworthy		March Out on completion of course
8 Aug 58	Cpl J. Offord		to be Sgt
29 Aug 58	Lt R. K. Rutherford		March In ex course
18 Sep 58	Lcpl G. D. Grieve		March In ex SAS
21 Sep 58	Sgt D. H. Roberts		March In for course
21 Nov 58	Spr J. W. Lock		March Out on course completion
8 Dec 58	Spr J. Dalleston		March In for course
8 Dec 58	Spr E. Watson		March In for course
8 Dec 58	Spr R. O. Wills		March In for course
10 Jan 61	Spr M. J. Dette		March In as Vech Mech Basic
25 Jan 61	Spr G.E.P. Callaghan		March Out to Army Schools for course
28 Jan 61	Lcpl M. R. Taylor		March Out for Duty, Trentham Camp
24 Jan 61	2Lt B. G. Jenkin		March In to SME
6 Feb 61	Spr B. D. Hook		March Out for Duty, Trentham Camp
22 Feb 61	Spr J. Carlin		March Out to Army Schools for course
3 Feb 61	Spr J. F. Donnelly		LE (Med Grading) for RNZE
25 Feb 61	WO2 K. F. Malloch		March In from course Whenuapai
28 Mar 61	Sgt E. J. Hobman		Reclassified Carp & Joiner 4 Star
14 May 61	Pte I. E. Lamb		March In for course
14 May 61	Pte K. J. Woods		March In for course
10 Apr 61	Lcpl W. R. Denby		to be TCpl
2 Aug 61	Sgt D. A. Hitchiner		March In for course

21 Aug 61	Spr D.R.R. Milliken	March In for course
27 Aug 61	Spr K. A. Inwood	March In for course
4 Sep 61	Sgt C. B. Chapman	Reclassified Instr RNZE 4 Star
5 Sep 61	Spr R. L. Buchanan	March Out from course
16 Oct 61	Spr H. E. Chamberlain	March In from 6 Indep Fd Sqn
17 Feb 64	Raising of a new unit	2 Plant Tp 2 Const Sqn C/- SME LINTON CAMP

Mar 64 The following pers emplaned Ohakea on Flt No NSH 41
for Op Crown

R. T. Bennett	W. R. Birrell
R. L. Buchanan	G.P.T. Byron
J. J. Campbell	F. W. Cheyne
I. W. Chudleigh	K. Evans
D. H. Foreman	W. B. Gatenby
M. C. Hancox	A. R. Harrison
J. H. Hendrick	K. H. Herewini
M. F. Hickisey	M. Jacomb
B. G. Jenkin	S. T. McGee
G. McNichol	A. R. Marsden
S. J. Meadows	T. T. Mihaere
S. G. Mills	L.J.N. Palmer
N. Pouwhare	K. A. Radford
A. L. Robbie	M. R. Taylor
R. L. Taylor	R.K.R. Whaitairi
R. O. Wills	J. M. Wineera
M. A. Woodley	

Regimental Orders Part I CRE Crown Jun 64

- a. There will be a dog shoot in the camp tonight.
- b. Numbers are to be repainted on vehicles.
- c. It has come to notice recently that soldiers have been in the habit of landing, or leaving in the village, kit and equipment issued to them, including blankets. This will cease forthwith.
- d. Temperatures for the period 0900hrs 24 Jun to 0900hrs 25 Jun were:

Max 100°F Min 80°F Humidity 76%

- e. Weekend Leave: All personnel taking leave during the weekend (specified) are to hand a hotel bill to the Ord Cpl before 1000hrs on Mon.
- f. All soldiers are reminded that women are only allowed into camp to visit the cinema. All such visitors must be properly booked in and out of camp. Disciplinary action will be taken against any soldier who permits a woman to be anywhere else in camp.

CHAPTER 8ARTICLES AND REPORTSA BLOODY MESS

A certain amount of hell is being raised in rugby circles with teams being banned for a week or two, all-in punch-ups noted by zoom TV cameras and by players who complain about being bitten in the close in fighting of collapsing scrums, tackles etc. One player bared his belly to me to exhibit toothmarks, a lock showed me toothmarks on his right shoulder and a break-away wouldn't show me where he was bitten but described it as a low act and left it to me to work it out for myself.

More than one good judge has asked how so much biting can be done by players, most of whom had all their teeth knocked out years ago and are capable now of giving an opponent nothing more savage than a vigorous gumming. There is a firm belief that these people are biting themselves to earn sympathy and penalty kicks. I suppose there could be something to it.

The unhappy result of all this is that rugby has been branded as the most savage of all sports; and it isn't. The most brutal game of all is the game played in many Army Messes, called "Who'll carry the Mail to Dead Man's Gulch."

The rules are simple and well-known. Somebody around the 23rd drink raises the cry "Who'll carry the mail?" and some fool says, "I will." He is given the mail - an object that can be anything from a cushion to a pair of nickers and he retires to one end of the room, garden or paddock while the rest of the players defend the other.

His object is to get the mail to the other end. The defenders must stop him. Any weapons are allowed and in the better games, the defence can advance no more than 10 feet from the scoring line, but otherwise, anything goes. Once I saw a strong defence beaten by a mail carrier who used a dust bin lid as a shield. Once on my back lawn a big strong lad took the mail through simply by lashing about with a walking stick.

Still, the sternest mail-carrying I ever witnessed took place in the Sgts Mess at Camp.

There had been that night the usual fooling about: obstacle races over furniture, inverted beer drinking and shallow dives from towers of stacked chairs. Then somebody told me "The SAS have challenged the Engineers to carry the mail."

The SAS men were seldom in the Mess. They spent most of their time in enemy territory slitting throats. They seemed to be a cheerful lot, smallish if anything and just unremarkable soldiers. You looked twice before you saw from their eyes that they were probably half mad and it wasn't until you'd bumped into a couple of them in the struggle at the bar that you realised that they were built of india rubber and concrete blocks.

I was put in the Engineer team and watched the SAS men who were already limbering up, high kicking, touching their toes and, I was disturbed to see, shadow boxing. The mail was a beer can, the field was the hard Mess floor.

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copyright

The Engineers won the toss and gave the SAS the first run. We took our positions, threw our arms protectively around each other and waited for the onslaught. The first runner must have been moving at 40 mph when he hit us. Some freakish aspect of the impact caused us to snap together, to pick him up and, in a spear tackle, drive him head-first into the floor.

Most of the right side of his face came off on the matting. I was surprised to see him get up. In his place I'd have stayed down and waited for an ambulance. Instead he sprang to his feet shook his head and ran back to take up his defensive position. It was my turn next.

I had long used, and felt I had perfected a dive over the defence, a tactic which confused defenders who expected the mail-carriers to go in low and burrow. I tried it now, launching myself at the last movement to go sharply over their heads. The SAS didn't fall for it. They picked me out of the air, held me briefly - I was told later that at that point I cried out for mother - then slammed me down.

I remember wondering whether the bones on my right side, shattered, would fall away piece by piece, but that's about all I do remember.

The records show that I played out the game, often facing the wrong way, walked into walls and chairs and once called the Camp SM, Gertie. My fellow Engineers came similarly to appalling grief - Harry came up with the beer can embedded in his armpit, and Frank had to grow a huge beard to disguise a hideous scar on his chin: that everybody else was so spent that Ollie our last runner, actually got the mail through with the loss of no more than a piece of nostril.

I don't say it's everybody's game, but it does have its moments and its traditions. A bite or two would be neither here nor there; and frankly I don't see what those great pantywaisted boobees of rugby players have to whimper about. There may be far more Hollywoods than we realise and the more St Johns men at games the more Hollywoods there would be.

Rather than play the SAS again, I'd let myself be bitten on the belly by every senior rugby player in camp. I'd even bite myself on the buttock, and my teeth are all my own.

It is rare indeed - if ever - a Mess team is suspended for a couple of Formal Dinners and there are no complaints about being bitten or being smashed about, and I can only conclude that rugby is for sissies, who in a perverse sort of a way are seeking the attention of the rest of the world regarding physical violence. Rugby is not the most savage of all sports.

-oooOooo-

PRONOUNCING ENGLISH

If you pronounce head, dead and bead
You'll hear the last word rhymes with deed,
And in this poem you will find
Many items of this kind

For instance:

Dear and fear and hear but bear,
Gear and tear but "wear and tear";
Yeast and least and pleased but pleasant,
Beast but breast and peace but peasant.
Meat and peat but sweat and great
(The last word rhymes with freight and weight)
Quite different again is height
Which sounds like bite, indict and light.

The next line should be read with care:-
The praying prayer says his prayer.
Bean and lean and mean but meant,
Note "g" in get, gem and gent.
Vice but crevice, advice, device,
Lice but malice, police, concise.
We say dreamt but also dreamed.
The latter rhyming with esteemed.

Crew and blew and few but sew,
Cow and row but sow and row.
Measles does not sound like measure;
The same applies to reason, treasure;
Braid and maid and laid but said,
Treat but threat and thread and tread,
Asp and wasp and rasp - all three
Are different in sound, you see!

Anon.

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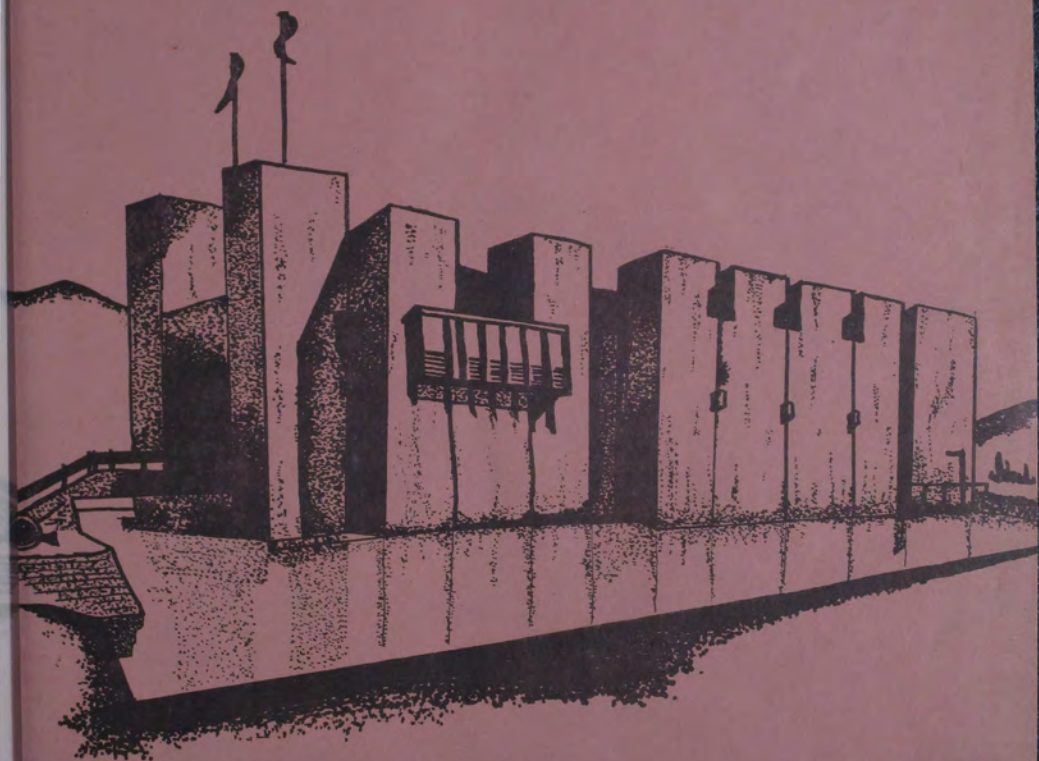
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Colonel Commandant	1
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HQ Force Engineer	2
HQ LSG (RNZE pers)	1
1 Fd Sqn	8
2 Fd Sqn	8
3 Fd Sqn	9
5 Spt Sqn	8
6 Fd Sqn	8
HQ Home Command (RNZE pers)	1
Commandant Army Schools	1
SME (two for library)	8
Corps Historian	1
B Coy, RF Cadet School	4
Papakura Camp (RNZE pers)	1
Ngaruawahia Camp (RNZE pers)	2
ATG (RNZE pers)	3
ATG Fire Station	3
MWT AA (RNZE pers)	2
Linton Fire Station	2
WEC AA (RNZE pers)	2
Cant AA (RNZE pers)	1
Burnham Camp (RNZE pers)	2
Burnham Fire Station	3
HQ NZFORSEA	2
Auckland Sappers Association	1
Canterbury Sappers Assn (C/- 3 Fd Sqn)	1
Defence Librarian	1
Lt Col Jenkin	1
Maj Beaver	1
RFMF (RNZE pers)	1
NZ Instructors Duntroon	1
Spare	4

TOTAL	102
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INVESTIGATION LIST

1. Army General Staff
 2. Colonel Commandant
 3. Det HQ Support Branch
 4. HQ Force Engineer
 5. HQ LAC (RMR para)
 6. 1st Lt
 7. 2nd Lt
 8. 3rd Lt
 9. 4th Lt
 10. 5th Lt
 11. 6th Lt
 12. HQ Home Command (RMR para)
 13. Commandant Army School
 14. SMC (two for library)
 15. Corps Historian
 16. B Coy, RP Cadet School
 17. Papakura Camp (RMR para)
 18. Ngauruhia Camp (RMR para)
 19. ATC (RMR para)
 20. ATC Fire Section
 21. WWT AA (RMR para)
 22. Linton Fire Section
 23. WTC AA (RMR para)
 24. Cont AA (RMR para)
 25. Burnham Camp (RMR para)
 26. Southern Fire Section
 27. HQ N.Z. Fire
 28. Auckland Fire Association
 29. Canterbury Fire Association (C.-1st Lt)
 30. Defence Division
 31. Lt Col Jenkins
 32. Maj. Beaver
 33. RMR (RMR para)
 34. RE Inspector Davidson
 35. 2nd Lt

RNZE LIAISON LETTER



1 November 1978

No. 16

III

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FOUR	5 Support Squadron	4-1	to	4-2
	Op Crown - 5 Spec Team Reunion		4-3	
FIVE	6 Field Squadron	5-1	to	5-2
SIX	School of Military Engineering	6-1	to	6-5
	Clinton River Bridge Task	6-5	to	6-7
	Random Notes	6-7	to	6-8
SEVEN	Articles and Reports	7-1	to	7-6
	The System Approach to Training		7-1	
	Retirement		7-2	
	Letters to the Editor		7-3	
	Plant Safety News	7-3	to	7-5
EIGHT	Sappers Abroad	8-1	to	8-6

-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:

26 January 1979

CHAPTER ONEDEFENCE HQDIRECTOR OF WORKSOur Staff

Col R.Mc.L. Dickie the DWks has recently been promoted to red hat status. Congratulations!

Wg Cdr A. T. Dickie RNZAF the Deputy Director, has just returned to duty from a well earned month off on long service leave.

Our two tankies, Maj M. J. Steads (ADW Projects) and Maj D. J. Grant (ADW Plans) continue making disgruntled clanking sounds but both get through an impressive amount of crystal ball gazing and planning well into the future.

Maj Broadbent still sits in the ADW4 seat. After two years he is hoping for a posting to HQNZLF toward the end of 1979.

Capt Hollander has just returned from an eight week jolly to northern Queensland. He filled a variety of posts in Exercise In Concert. We look forward to him getting back to his main job as SOW4A so that he can get on with looking after works in the Auckland, Waikato, Bay of Plenty, Hawkes Bay and Wellington areas.

Whilst Capt Hollander was in Australia, his seat has been filled by WO1 D. H. Roberts MSM. Doug's long experience of the Army, of works matters and his pragmatic approach have been very valuable here and helped us immensely.

Capt Tymkin has been in his post of SOW4B for about two and a half years. He looks after the Waiouru, Linton and South Island Army works but is now anticipating a posting, where to-no-one knows.

Army have recently advertised for direct entry Works Officers and it looks like we will have two more in the SOW4 area about January 1979. But that doesn't guarantee that the present incumbents will be allowed to escape at that time!

-oooOooo-

"You look tired."

"I am. I've been all over town trying to get something for my husband."

"Had any offers?"

-oooOooo-

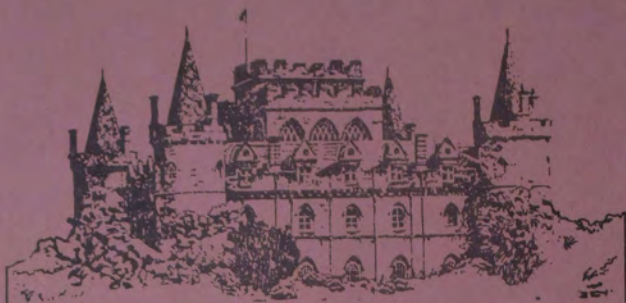
Letter writing is the only device for combining solitude and good company.

Lord Byron



THE DRAWING OFFICE

As broadcast: the Drawing Office has had its changes.



WOI Ted Graham, is at the moment on exercise 'Long Look', and presumably enjoying the sights of Europe. The office has had a post card telling them of the sights in London, Paris, Holland and Belgium. Actually, we thought he was posted to Germany, but word has been slow getting out. Perhaps, the dreaded Hun has him bottled up at some terrible beer festival or what-have-you.

WOI Jim Shields has taken up the reins in the mean time and has put the office into a higher gear, which surprisingly, the workers enjoy.

Many people will be pleased to hear that Corporal Garry Pullen, is now Sergeant Pullen and has become firmly entrenched in the Drawing Office, and is making Wellington his home. At the moment he is going through the traumatic experience of trying to gather finance for a home.

Staff Kerry Moore is still being abused for introducing PT twice a week, to the office.

However, people in Defence have become immune to the sight and smell of three or four chaps making their sweaty way to the showers at odd times of the day. Now, although, some are still skeptical, Staff Moore and Sergeant Pullen, actually ran from Wellington to Titahi Bay; gorges included, a distance of eighteen miles in two and a half hours one Wednesday afternoon, so perhaps the training has paid off.



Sapper Terry Wyatt, is making good progress and is receiving high marks in his studies i.e. Advanced Trade Certificate Carpentry correspondence, Penthouse etc, and is showing his potential as a draughtsman.

The office is expecting a new draughtsman shortly, and it is hoped he will fit into a very good team. Right now we also have Spr Masi of 2 Fd Sqn with us. Spr Masi, ex REMF, is keen to train as a draughtsman and is being assessed in Wellington for the next couple of months.

Works

We are still all busy. The results of our labours may be seen in the following projects:

Tamaki/Cautley: New barracks (some Army involvement).

Papakura: The new 150 bedroom barrack and much refurbishing.

Ngaruawahia: Swimming pool enclosure; conversion of the steam system; getting a move on the apprentice houses (we'd rather not know about THAT job), a little to do with site and road works at the Museum.

Linton: The new barrack block - 60 single bedrooms.

Trentham: New quarters for officers and SNCO's.

Burnham: Site works at the new supermarket. the continuing sagas of steam reticulation and NZ WRAC Depot (these last in concert with the Top Cats) and in a variety of other places around the country.

Future Works

Content removed due to copyright

Next year looks quite good and we should see quite a few major projects get off the ground. Waiouru, Linton, Trentham and Burnham could all see some major projects commence.

Personal

Those of us from the Directorate who were able to attend the Op Crown/5 Spec Team Reunion at Labour weekend thoroughly enjoyed ourselves. The family aspects, both our own families and the Corps families (RNZE and RNZEME) gave a great spirit to the weekend. It was a real thrill to see people we hadn't seen for up to ten years and old friendships were caught up again instantly. Sincere thanks to the organising committee.

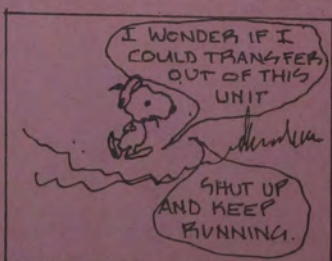
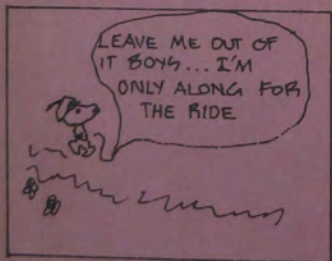
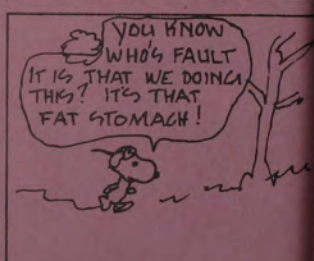
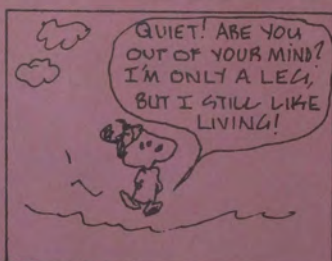
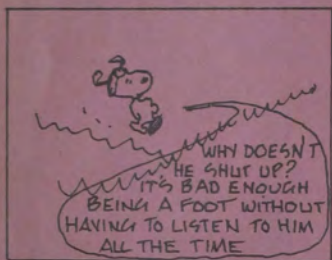
-oooOooo-

One teen-age boy to another:
"Hey, you had your long hair cut off. How much weight did you lose?"

Second boy: "About 200 pounds - I got my father off my back."

The five-year old returning from his first day at school told his mother: "I'm not going back. I can't read and I can't write and they won't let me talk."

1-4
TRAINING FOR THE RFL TEST. DEFENCE WORKS.



MY APOLOGIES TO SNOOPY. K.R. N/100

CHAPTER TWO1 FIELD SQUADRONAppointments

The following are the units appointments as at 30 Oct 78.

OC	Maj N. Bradley
2IC	Capt P. Foster
Trg Offr	Lt J. Kamp
SSM	WOI M. Oliver
AO	WO2 R. Wright
SQMS	Ssgt J. Carlin
Colk	Sgt D. Trask
Trg NCO	Sgt B. Stirrat

Postings Out

Cpl R. Bulman	to	5 Spt Sqn
Lcpl B. Te Nana	to	SME
Cpl H. Shields	to	3 Fd Sqn
Spr P. Gibbs	to	5 Spt Sqn

Postings In

Spr B. Zaloum	ex	161 Bty
Sgt N. Smith	ex	HQ Force Engr
Spr M. Wing	ex	Basic

Discharges

Lcpl C. Osborne
Lt D. Ridland
Spr E. Deakin

Promotions

<u>RF</u>		<u>TF</u>	
Lcpl L. Gould	to Cpl	2Lt Towers	to Lt
Lcpl B. Platt	to Cpl	Lt Wilson	to Capt
Sgt N. Smith	to Ssgt		
WO2 D. Rolle	to WOI		
Sgt R. Prentice	to WO2		
Cpl L. Ward	to Sgt		
Spr P. Lightborne	to Lcpl		

Births

Lcpl C. Henry and Kala a daughter

Marriages

Capt G. Wilson on 14 Oct 78

Signals and Navigation Trg

The TF of the unit once again came to the fore in another weekend training activity.

With the assistance of the Sqn RF training staff, Sgt Jackson and Sgt Gardiner both TF Senior NCO's, took the responsibility of the RF pers hands and set the weekend into motion.

With 20 students, the various subjects covered included, Driver operator training, the erection of radio aerials and the use of military and civilian maps to test the navigation skills.

The emphasis being on the Radio Operators Procedures.

Content removed due to copyright

The Saturday night was spent in the field, at Port Waikato, much to the delight of all concerned. A night out in the sticks, with only a lightweight shelter and 1 ration pack - really roughing it.

A rewarding weekend for both students and instructors. Who said TF can't be left alone?

Potential NCO Training (TF)

1 Fd Sqn conducted a potential NCO training weekend during the period 23/24 Sep 78. 9 students were selected from the various field troops and support troop within the squadron.

Subjects covered ranged from, drill to weapon handling, from map reading to military law, and from voice procedure to discipline within a section.

The students were assessed on their leadership ability and self confidence. Although no immediate decisions are to be made, the course will provide some rank changes within the various troops in the squadron TF structure.

-oooOooo-

Man blames fate for other accidents, but feels personally responsible when he makes a hole-in-one.

Neckline of dress owned by girl no longer employed in television



A TF Weekend Training Exercise

On the weekend of 15 July 1978 1 Tp of 1 Fd Sqn held a troop training weekend involving both TF and RF personnel. Attack was the theme.

This involved both the breaching of a minefield and the taking over of buildings which had been booby trapped.

On Sat 15 Jul the day started with a parade and then about half an hour drill conducted by Lcpl Small. We were then lectured to by a number of RF and TF who did a very good job even with the limited time and visual displays available.

After lunch there were more lectures on the breaching of minefields then we all attended an 'O' group. This gave a large number of us our first format of an 'O' group. At this, we were given the times and place of the breach.

Later that night we all gathered back at SQN where we were issued with our rifles and equipment and proceeded to our objective. Even though we did the operation under the worst conditions possible, (a cloudless night with a full moon) it was carried off, we were told, with a high degree of expertise.

On Sun 16 Jul we were involved in the booby trapping of vehicles and buildings.

During the morning there were lectures by Willie Wabaroa and Butch Te Nana both of whom showed a lot of initiative by producing some switches which a number of TF had not seen.

The weekend was very well organised and educational regarding minewarfare and booby trapping. There were no complaints about a good weekend.

-ooo0ooo-

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copyright

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THE BATTLE OF BASTION POINTThursday 25 May 0900hrs

With much secrecy and military cunning, 3 troop, consisting of one Sgt and 10 OR's, were dispatched to Bastion Point to support the Police in their efforts to dislodge Joe Hawkes' squatters.

Armed to the teeth with six ordnance pattern urinals and three banks of six seater bidders along with various accessories, we advanced to the front line.

Our small convoy (showing all the strength of a major task force) consisted of one RL Bedford loaded with stores, one International Dump, with two plant ops and troops on the back, towing a tiltdeck trailer with Massey Ferguson back hoe and bucket and a RNZEME 816 recovery truck bringing up the rear.



At approximately 1000hrs after much abuse and harassment from protesters in the near vicinity of the battle area, we arrived at The Point and were deployed by our OC who along with his radio operator made up the forward recon party.

Also waiting at the front line was Phil Taiapa our combat sparky who at command of the OC, did a quick draw with his pliers sidecutting, dived into the long grass at the side of the track and quickly cut two strands of barbed wire. We drove our vehicles onto Bastion Point and prepared to attack.

With the minimum of delay and with true military precision the Massey tractor was unloaded, and enough stores to erect a six seater and a urinal.

Within 15 minutes the hole was dug and one ordnance pattern field toilet was in operation much to the relief of the Police who had been there since about 0400hrs that morning. We then moved to another site approximately 200 metres away and went through the same sequence.

After all this excitement we packed the spare stores onto the RL and had lunch (a stale bread roll Airforce style).

When lunch was over we were sent up the road a couple of kilometres to wait in case we were needed again.

At about 1545hrs we received a message to return to Papakura. Our task apparently over.

Friday 26 May 0800hrs

Once again we were off and after a detour of 5 kilometres or so (our driver who knew the way got lost), we arrived at the Point. This time our mission was to dismantle one of the toilets and spread some lime around the other. This done we came home, cleaned up the stores and returned to normal works.

It was a great disappointment when we listened to the Queens Birthday Honours list and found not one of us was mentioned for our part in the efforts to keep New Zealand at peace.

The general opinion from the troop was that a medal should be instituted with a black and white ribbon and a silver hawk in the centre or at the least we all receive a million dollars mercenary pay.



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-oooOooo-

A small boy ran into the house. "Mum," he yelled, "there's a dog out in the yard as big as a horse!"

"Now calm down," admonished his mother. "If I've told you once, I've told you a million times, don't exaggerate."

-oooOooo-

Then there were the two golfers going around the course on a very hot summer day. Suddenly, one of them had a sun stroke - and the other made him count it.

CHAPTER THREE3 FIELD SQUADRON/3 WORKS TEAMAppointments:

OC	Maj J. B. Bell
2IC	Capt S. Dickson
LO	2Lt J. R. Douglas
HQ Tp Comd/AO	WO1 B. D. Hook
1 Tp Comd	Lt G. B. Manning
2 Tp Comd	Lt W. F. Thomson
3 Tp Comd	2Lt S. G. Ransley
Spt Tp Comd	2Lt J. F. Walker
Plans Offr	WO2 R. L. McAllister
SSM	WO2 A. J. Sinclair
SQMS	Sgt D. R. Greeks
Clk of Wks	Ssgt G. F. Mitten
Purchasing WO	Ssgt J. G. Atkinson
Project WO	WO2 E. I. Watson
Transport NCO	Cpl M. S. Beal
Colk	Sgt P. T. Ngarotata
TF Clk	Cpl C. Hay
Claims Clk	Lcpl (W) L. A. Duff
Typist	Spr (W) V. L. Dixon

Postings In:

2Lt S. G. Ransley	ex	Portsea, Australia
Lcpl (W) L. A. Duff	ex	2 Fd Sqn
Lcpl H. M. Shields	ex	1 Fd Sqn
Lcpl T. M. Pinga	ex	6 Fd Sqn
Spr R. L. McIntyre	ex	Basic 150
Spr B. J. MacPherson	ex	Basic 150
Spr L. B. Singleton	ex	Basic 150
Spr P. J. Gardyne	ex	Basic 146

Postings Out:

Pte M. C. Beddis	to	5 Spt Sqn
Spr N. W. Whatu	to	Civvy street
Spr R. L. Kitney	to	2 Fd Sqn

Hatches:

Cpl & Mrs Beal a daughter on 30 Apr 78

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to copyright

Matches:

Spr (W) Val Dixon wef 11 Aug 78

4-1
CHAPTER FOUR

5 SUPPORT SQUADRON

Appointments

The following are the unit appointments as at
26 Oct 78.

OC	Maj T. W. Dench
QM	Capt S.T.J. Rouse
2IC	Capt D. J. Powley
SSM	WO1 H. J. Gallagher
SQMS	WO2 G. B. McDonald
Tpt WO	WO2 W. R. Denby
Colk	Sgt R. W. Bulman
1 Tp Comd	2Lt A. E. Wilson
1 Tp Pl WO	WO2 J. H. Hendrick BEM
2 Tp Comd	Lt S.A.G. Foote
2 Tp Offr	2Lt W. D. Ryan
2 Tp Pl WO	WO2 R. J. Stent



Postings Out

Sgt McEwen	to	SME
Spr Couchman	to	MWT AA
Lcpl Hutton	to	SME
Cpl Pyecraft	to	2 Wks Team

Postings In

Sgt Bulman	from	1 Fd Sqn
Spr Gibbs	from	1 Fd Sqn
Spr Kelly	from	1 Fd Sqn

Training

The training carried out by unit personnel was considerable over the period Jul-Oct 78.

- a. Capt Rouse after much hard work managed to pass his demolition retest and had his certificate upgraded to category A Demolition Safety Officer.
- b. Spr Martin attended a Mathematics course.
- c. Spr Welsh is still a student on the everlasting FE II course.
- d. Sprs Te Amo and Welsh gained qualifications on the Engine Hands course.
- e. Spr Hubbard passed the Basic Plant course.

- f. Spr Henderson passed his Basic Field course.
- g. Five personnel attended the Operation Deep Freeze Cargo Team Training courses.
- h. WO2 McDonald attended the Services Sports Medicine Seminar.
- j. Capt Rouse attended the USO course.
- k. 18 TF personnel attended a training weekend during 15/16 Jul 78. The Officers and SNCO's carried out an Annual Camp recon in the lower Wairarapa area while the JR's conducted training on Resources equipment.
- l. 18 TF personnel attended a training weekend conducted for all LSG units. Subjects covered included:

Speedstar and Pilcon Wayfarer Drilling Rigs
Class 30 Trackway
Crushing and Screening Plant
Logbolter
Application of Plant
- m. Capt Rouse and WO1 Gallagher carried out a recon on the Ohura Falls suspension footbridge. The recon was done for the NZ Historic Places Trust, to investigate the feasibility of repairing the bridge to a safe standard.
- n. Cpl Te Whata and Spr Bimond both had additions to their families. Training????

Works

The unit carried out the following tasks.

- a. Excavation of the moat at the Museum site.
- b. Filling, shaping and grading of the forecourt and carpark at the Museum site.
- c. Construction of the earth mounds at the Museum site.
- d. Preparation of the ATC Hospital Annex for sealing.
- e. Assisting the civilian contractors at the Museum site in the laying of the kerb and channelling, and drainage.



Operation Crown - 5 Specialist Team Reunion

The reunion of the above overseas teams took place at Linton during Labour Weekend 21-23 Oct 78. Approximately 140 members, wives and children took part. The only thing that marred the festivities was the inclement weather on Sat and Sun. The weekend ran so;

- Sat 21 0800-1200 Get together and refreshments
 1230-1330 Buffet lunch with a dish made
 by the Thai students from Massey.
 Lovely.
 1330-1430 Group photos
 1430-1600 Refreshments
 2000- Cabaret
- Sun 22 1030-1100 Memorial church service conducted
 by Padre Jack Broadbent
 1100-1130 Meeting to organise next reunion.
 Resolved. 5 years hence at Linton.
 1130-1300 More refreshments
 1300-1400 Bar-B-Que
 1430-1530 Films and slides
 1530-1630 And more refreshments.
- Mon 23 0900-1200 Farewells and still more refreshments

A terrific time was had by all who attended, and this was due to many people. Our thanks go to, Major Parker for the use of SME facilities, to WO1 Willy Harrison and his catering staff for the excellent meals and supper, to Cpl B. Marshall for giving up his time to show films, to Spr K. Marshall and his wife for the grand efforts as our barpersons, to Ssgt Bill Donoghue who completely organised all of the refreshments, to Spr Toheriri for giving up his time to drive the Thai students here and there, to the boys from 5 Spt Sqn who did all of the work in setting up the halls, to Claude Hooper and his Bonza 5 band who gave up their weekend after a hectic TOD to play at the Cabaret, and to the many others who helped in any way to make this reunion one to remember.

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to copyright

Crossword

Across. 1. She; 3. psalm; 7. alp; 9. rail;
 11. udal; 13. opel; 15. orb; 17. best; 19. PE;
 20. vie; 21. eh; 22. shy; 23. etc; 24. add;
 25. eight; 26. shock; 29. ide; 31. rag; 33. tri;
 34. as; 35. IRA; 36. VM; 38. etch; 40. ptr;
 41. epee; 43. romp; 45. idle; 47. NBE; 48. react;
 49. WBS.

Down. 1. stop; 2. ere; 3. pi; 4. sloven; 5. lubeck;
 6. md; 7. ale; 8. pith; 10. ally; 12. abba; 14. pessimist;
 16. rit; 18. seductive; 27. grippe; 28. agaric; 30. echo;
 32. art; 33. tael; 34. aeon; 37. mess; 39. cre; 42. pow;
 44. mr; 46. dt.



CHAPTER FIVE6 FIELD SQUADRONAppointments

OC	Maj B. A. Stewart
2IC	Lt T. E. Jones
SSM	WO2 P. A. McKeany
SQMS	Sgt K. J. Avenall
Trg NCO	Sgt S. M. Ross
Colk	Sgt J. L. Cubitt
Storeman	Lcpl D. M. Stott
Cadre NCO	Lcpl G. J. Johnstone
Admin Clk	Lcpl A. J. Matenga

Attached

Pte M. J. Long RNZIR

TF Recruiting

Over the past four months the unit has been conducting a concentrated recruiting drive. Unit strength has now increased from 100 to 183.

Promotions

Spr I. F. Anderson to T/Lcpl

Additions

The following additions to the world and Corps have arrived since the last liaison letter;

Sgt I. D. Hinton	a boy	11 October
Sgt S. M. Ross	a girl	26 June
Lcpl A. J. Matenga	a girl	30 September

Marriages

Two of the Cadre staff have tied the knot:

Lcpl Grant Johnstone to Elspeth (Beth) on 5 Aug 78.

Lcpl David Stott to Cathleen on 23 Sep 78.

-oooOooo-

The social grace of hospitality is the art of making people feel at home - when you wish they were.

Annual Camps

- 1 Fd Sqn goes to Tonga
- 2 Fd Sqn goes to Solomans
- 5 Spt Sqn goes to Wairarapa
- 6 Fd Sqn goes to the Chathams
- 3 Fd Sqn goes to the deep south

The further south you get the more interesting the camp sites!

It is rumoured after the Sqn recon to the Chathams that we are going back to tidy up 3 Fd's work sites.

Army Museum

So far the unit has raised \$300 towards the museum fund. While we haven't been able to provide much labour its been satisfying having some association with the museum.

Congratulations to the Corps for a great effort.

Social ActivitiesSappers Day Dinner.

The Sqn had a Ladies and Escorts Dinner on the 21 October to mark Sappers Day. The civilian caterer said we would never finish all the Port. He had never been to an Engineer dinner before.

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Happy Hour. For those who may be in the Wellington Region working, on TOD, or just holidaying, and would like to quench their thirst in a relaxed atmosphere, instead of going to the local, you are most welcome to attend our 'happy hour' starting at 1630hrs every Friday.

Latest Rumours

1. It is rumoured that there is a possibility of housing being constructed at Pattie Street in the next couple of years.
2. Is it true Bunny Street is to be demolished?

-oooOooo-

FORESIGHT!

SOLDIER: "Padre, would you be able to marry Jean and I in about two months time, say on Saturday May 29 at 4 p.m.?"

PADRE (consulting diary): "I'm sorry but I have a funeral booked for that time."

CHAPTER SIXSCHOOL OF MILITARY ENGINEERINGAppointments

OC	Maj C. R. Parker
AO	Lt J.L.C. Alabaster
Trg Offr	Capt A. R. Adair RAE
SSM	WOI M.T.O.T. Nepia
SQMS	WOI R. J. Huggins
WO2 Co-ord	WO2 W. H. Lamb
WO2 Planning & Programme	WO2 C. Walsh
Colk	Sgt K. S. McEwen
SI Bridging Sect	Sgt V.M.J. Hubner
SI Fd Engr Sect	Sgt N. E. Foley
SI Plant Sect	Sgt B. J. Hefferen
Tpt Sgt	Sgt G.E.P. Callaghan

Promotions

Colin Walsh	to	WO2 wef 3 Oct 78
Ken McEwen	to	Sgt wef 4 Sep 78
"Boots" Shoebridge	to	Cpl wef 21 Sep 78

Postings Out

WO2 D. R. Futter	to	2 Wks Team
WO2 P. Munro	to	HQ LSG

Postings In

Cpl P. A. Lynch	from	Froce Engr
Lcpl M. Langford	att from	1 Fd Sqn
Lcpl A. M. Grieve	att from	3 Fd Sqn
Sgt J. L. Parr	att from	UK Ex Long Look

Marriage

Lcpl W. G. Rudolph on 21 Oct 78

CoursesAssault Pioneer 17 Jul - 11 Aug

24 students, mainly from 2/1 RNZIR, progressed along reasonably smoothly with all students gaining a Qualification. After a short break most of the students returned to attend the Demolition course. Overall a good result from the students even though the Junior Ranks Mess became "enriched" (but no cops with guns to fire) and a flash car had an aerial broken off by persons unknown.

Assault Pioneer Demolitions 14 Aug - 6 Sep

23 students attended and qualified (4 as Safety Officers, 12 as Instructors and 7 as Demolition Supervisors). This course settled down as the work became more involved. The top student on the course was Pte Sligo (a TF soldier) of 3 Auck North. A good effort. Two soldiers attended and requalified for their Demolition Certificate during the course.

RF OR Engine Hands 14 Aug - 1 Sep

The course was attended by 11 keen students who achieved a good standard. Some students gained extremely good results with the practical aspects.

Spr Te Amo tried very hard to win the rugby sweepstakes on the first two tests, NZ V Australia run by the course. He went as far as withholding payment on the second test (won by the course Senior Instructor). A recheck of the scores carried out by two non course members, clarified the issue.

TF Officers Promotion Lt-Capt 21-26 Aug 78

A good crop this year with six officers attending and qualifying. Of the six, four came from 6 Fd Sqn - what is going on down there - secret build-up? The story does not end there though. Not only can 6 Fd Sqn boast superiority of numbers but also the first female commissioned into the RNZE, take a bow 2Lt (W) Rosey Thompson.

The SME's instructor resources were boosted for the course by Maj Anderson OC 2 Fd Sqn and Lt Jones 2IC 6 Fd Sqn.

The students worked hard and long to cover the diverse course scope. They dabbled in: theatre and division concepts: minor tactics; verbal orders: demolitions: assault river crossings: bridge design; obstacles and mine warfare, road and bridge/gap reconnaissance, and; last but not least, physical health indoctrination. A rapid but excellent starting point to further military studies and experiences.

TF Specialist Trg 21st Intake Cse 6.15 11 Sep - 17 Oct

On the 17 October, 50 TF soldiers marched out from SME after qualifying as either field engineers, assault pioneers or plant operators. All students worked and performed well throughout. The students were well behaved due in no small way to the efforts of the Admin NCO (Lcpl Te Nana). The "Best Sapper" award was presented by the Chief Engineer Lt Col Mitchell to Spr R. R. George of 1 Fd Sqn. Two instructors Lcpl's "Butch" Te Nana and "Tree" Palmer bore the brunt of the instruction and through their efforts, a good standard was achieved.

Basic Plant 25 Sep - 13 Oct 78

12 students attended ranging from RF Cadets to an experienced TF Sapper. It was very pleasing to note the keenness of the students throughout the course.

The students were fortunate enough to do a practical task of stripping overburden from the Tokomaru Quarry. Although hampered by wet weather the course had a first hand appreciation of importance of weather-proofing the task each night.

Demolition Retest 11-12 Oct

13 students attended and requalified, two being granted a Demolition Certificate of a higher grading. A high standard was asked for and achieved by all students. This course was semi-self paced with clarification after each stage.

Field Engineering Class II 6 Sep - 28 Nov

21 students with between one and four instructors - depending. So far the course has covered; plant, levelling, voice procedure, water supply, watermanship, improvised bridging, field machines, the field exercise and leave. That puts the course at about the halfway point.

The field exercise was a five span 28 metre piled wooden road bridge on a real NZ road for the Horowhenua County Council. Some of the road bearers (5 per span) weighed 0.75 tonne. Bloody heavy! These were slung from an aerial ropeway designed to lean laterally with both standing derricks working in unison. This was necessary to uplift road bearers etc from the old bridge for the new site alongside plus bring in the new heavy ones from the bank. The students worked hard (knocking out an eleven hour day) under atrocious wet conditions. The weather and problem-sized road bearers put the bridge behind schedule so seven volunteers stayed on to finish the bridge during Labour weekend. The bridge took seven days to complete and really is an effort of which to be proud.

RFMF/TDS Training

It has been all go since the last Liaison Letter as we concluded the Field Engineering Phase of the year's training with a great task at Te Anau. (See separate article).

With the final field engineer task and test behind them, the boys are in high spirits for the start of the Carpentry Phase. This goes through until March next year.

With the change of phases we also have a change in instructors, with Lcpl Pantham returning to 1 Fd Sqn. Steve was of tremendous value during his tour with us and we all wish him the very best for the future. He certainly set a high standard for the incoming instructors.

Lcpl Greeve (3 Fd Sqn) and Lcpl P. L. Langford (1 Fd Sqn) have joined our team until next March. They will have a busy time to get all the aims completed.

Tasks in the carpentry phase are:

Six Garages at Linton Camp. These are under way and it is hoped to have them finished by Christmas.

Armoury in Wanganui. The start date still to be confirmed. This will be built by RFMF/TDS but 2 Fd Sqn will be helping expertly in the estimating and purchasing of the task.

A 55 Square Metre Office Block. This is to be built in Linton for RNZEME. All materials will be supplied by M.O.W. A start date of 10 January has been set for this task.

The above works along with a few small tasks to be done should keep us busy and active for the next five months.

Film: The film of the course highlights (production by Larry Langdon) is now 15 minutes in length and is shaping up into a master production. With all rights reserved, TV1 and TV2 will have to toss for it. Some of the trainees are considering going into stagework full time. Waiting for the end product is proving a good training ground for actors.

Fijian Independence Day was celebrated by all in fine style on Saturday 7 October. An evening function at Massey University with "our boys" performing traditional native dances in front of the Fijian High Commissioner, were highlights of the evening. Some realised that one of their cabaret acts was a Tongan war-dance.

All the best for Xmas (Me Nomuni Na Marau Ni Siga Ni Sucu) and a Happy New Year (Kei Na Kaloucata Ni Yabaki You)

Sporting Trip

In mid-August (to coincide with the 1st Test NZ v Australia at Athletic Park) the RMF and TDS students in Wellington played against a Fijian Christian Fellowship group. Between feasts and church services they found time to accept the hospitality of Fort Dorset.

-oooOooo-

SME Social Events

On the night of 10 August a games night was held in the SME Social Room for SME staff and students. \$165 was raised to support the Linton Camp Marching Club in the sponsorship of one of the girls. SME eventually won this fund raising contest largely through this effort.

On 26 October, SME staff with wives/friends enjoyed an All Ranks, Unit formal dinner in the 600 man mess. The Dining President was the Chief Instructor SME. The guests for the evening was Detective Sergeant Carr and his wife of the Palmerston North Police who addressed the gathering. 88 persons attended and included all civilians (with partners) working at SME and the Fijian and Tongan students. After dinner drinks were served in the SME staff room until 2300hrs. An excellent evening worth repeating annually.

-oooOooo-

Mine Detectors

A much used item around the Manawatu these days.

23 August

Assisted the Dairy Research Institute in a trial to automatically and electronically separate cows to various pens for a variety of reasons on moving from the milking shed platform. The trial successfully identified the size of identification tag to be placed on the cow.

- 10 September At Napier a mine detector assisted in locating a knife used in a hotel disturbance.
- 18 October With the Palmerston North Police, a mine detector was used to locate hidden weapons near Woodville. An unused shotgun was found in undergrowth.
- 20 October Near Kimbolton and working with Massey University staff, a mine detector failed to locate fragments of a large meteorite. The sample piece weighing some 50 lbs gave a minimal reading so no-one was surprised at the result of the search.

-oooOooo-

CLINTON RIVER BRIDGE TASKTE ANAU11 SEP - 3 OCT 78

The task undertaken by the RFMF/TDS students was to construct a 70 m (217 feet) suspension foot bridge over the Clinton River, 1.2 km north east from the head of Lake Te Anau.

There was a previous similar type of bridge 100 m down-stream from the site, which was destroyed during a heavy flood, of Easter 1978.

The bridge is the first encountered by tourists walking the Milford Track. Some 2 700 tourists are estimated to cross the bridge each season (Nov - Mar). It was therefore rather important that the bridge be completed by 1 Nov 78.

Liaison for the task was a major assignment as altogether there were six different agencies to deal with. Other essential portions to add were; living, travel, design and construction of the bridge. The outline of the manning and back up went as follows:

Plans: Ministry of Works Department, Invercargill.

Materials, Movement to and from Te Anau: Fiordland National Park.

Stores, Movement Te Anau/Linton: 3 Fd Sqn

Accommodation: NZ Tourist Hotel Corporation

Personnel Travel: Ohakea/Te Anau - RNZAF

Work Force: RFMF/TDS students, SME and 3 Fd Sqn

Construction

The construction of the bridge was in two stages.

Stage One: To see completed all sub-tower work.

Stage Two: To complete all of the superstructure.

Stage One

Six days were allowed to excavate, box and pour all tower footings and deadmen. 30 cubic metres of concrete were poured using two concrete mixers of 0.2 metre capacity. All materials were on one bank so a flying fox was erected to get all aggregate, cement and stores across the river. About seventeen cubic metres of aggregate had to be bagged and sent across the river. An accelerating agent (FEB X/L) was used to give an initial set to the concrete, avoiding frost and rain damage.

Stage one was completed by mid-day on the sixth day, (16 Sep). No more work took place on the bridge until seven days later, (Mon 25). This time lapse was necessary to allow the concrete to cure before loading.

Stage Two

Seven days were allowed to erect the steel towers and complete the task. Erecting the towers proved to be a valuable piece of field engineering as sheers of tower height (6.5 metres) had to be erected to assist in their raising. Although a tractor was used as the main pulling force, the troops were actively involved in releasing and tensioning guy ropes on both tower and sheers during the raising.

With towers in position, the next task was to get the main cables across the towers and in position with hangers attached. (From anchor to anchor the cables were 134.2 metres.)

The main cables, still on their drums, were positioned behind the two anchor blocks on the home bank. These were then raised to allow them to rotate as required. The cables were then run through the eye on the turnbuckles (this was to allow for easier tying off and to supply a breaking system). A 10 m SWR hauling cable was attached to the main cables on the home bank and run out over the towers through the turnbuckle on the far bank anchor, and fastened by bull-dog clamps to a turfor hoist on the far side. Each cable in turn was then, slowly pulled across the gap. As the cables left the drum, marks were made on it where the hangers were to be attached. Once the first mark was over the top of the home bank tower, the first hanger was fixed. From then on as a mark came over the top of the tower, the appropriate hanger was fastened. This continued until both cables were in the correct position and all thirty nine hangers of each cable were positioned.

Next, the transom sections had to be connected to the bottom of the hangers by a "D" shackle. By completing the first four bays (these were over land on the home bank) with transoms and decking, we canterlevered out on loose decking to place the next transom in position, fixed the decking to the transom and slowly continued in this manner across the gap.

With the bridge now taking shape and able to be crossed the next step was to tension the main cables until a 0.6 metre camber was applied to the walkway. Small adjustments were made by raising or lowering individual transoms. This ensured an even curve across the bridge.

The on and off ramps were constructed and placed in position. The only salvagable part of the old bridge was the far bank steps. These proved very time saving as after levelling and raising the earth at the base of the tower foundations, their height worked in with what was required. The height from ground level to walkway is 3.9 m so constructing a new

platform and steps would have been a major task. On the home bank things were not quite as challenging. For the height of 1 m from ground level to walkway a ramp was used. This helped stabilize the bridge decking from its see-sawing tendency.

With only netting to be put along the sides of the walkway, efforts were now channelled into tool maintenance and a site clean up.

Recreation

Besides the work and toil, there was a social and sightseeing side to the trip. We had eight days in which no work on the bridge was possible and they were spent in a variety of ways. Four days were spent at Pompalona, a Tourist Hotel Corporation hostel 15 km up the Milford Track. From Pompalona it was possible to walk up to MacKinnon Pass, the highest point and the halfway mark of the Milford Track. The boys enjoyed their stay at Pompalona because it was lacking in a certain thing that was plentiful at Glade House, (where we stayed while on the task) — "SANDELYS". The mention of these little demons, would make the memory of "Glade" a long lasting one. During the working phase it was necessary to put two men on a one man task, to allow one man to work while the other kept the sandfly airforce at bay. With four days away from the "Kings of Glade", (the sandfly) spirits were high for a trip to Te Anau. The Te Anau senior rugby team gave a merry chase to hold the high spirited islanders to a seven-all draw. (Played Sat 23 Sep). A vocal crowd of about one hundred watched and enjoyed a most entertaining game of rugby. After the game it was all on as no beer had been consumed since Linton, - 13 days before! Fiordland National Park presented 18 gallons to be consumed, so although not keen, the troops forced themselves to help out with the emptying of the keg. Sunday 24, Fiordland National Park chartered a Railways bus to take the party through to Milford Sound some 90 km and some massive country away. NZ Tourist Hotel Corporation gave us a trip on Milford Sound to the Tasman Sea. This was a most incredible trip. We did our part by feeding the fish on the way back down the sound. Lcpl Tomasic became an expert at grasping the gunwhale of the boat.

After seven good days it was back to Glade sandflys and work for another eight days. Flying down RNZAF, was too easy and travelling home surface seemed a fitting end to a most memorable and worthwhile training exercise.

-ooo0ooo-

EXTRACT FROM LOCAL PAPER

Lively Rugby At Te Anau

A combined Fijian and Tongan Army Rugby football team drew 7-all with the Te Anau senior team in a bright and lively clash in Te Anau on Saturday afternoon.

The play was spirited and sparkling, as the ball moved quickly from one end of the field to the other, and then back again.

Each team scored an unconverted try within the first 15 minutes. Te Anau then successfully kicked a penalty goal. Not to be outdone, the Army team shortly afterwards made no mistake in mid-field play, which culminated in a drop goal.

CONTENTS OF POSTER FOUND AT TE ANAU

GAME OF
THE YEAR

FIJIAN AND TONGAN ARMY

Vs

TE ANAU SENIOR TEAM

2 p.m. Saturday 23 September

at TE ANAU RUGBY GROUND

Preceded by Tongan and

Fijian War Dances. Silver coin

collection for baths project.

-oooOooo-

SOUND AND LETTERS

When the English tongue we speak, why is BREAK not rhymed with FREAK?

Will you tell me why it's true, we say SEW, but likewise FEW?

And the maker of a verse, cannot cap his HORSE with WORSE.

BEARD sounds not the same as HEARD
CORD is different from WORD,
COW is COW, but LOW is LOW,
SHOE is never rhymed with TOE.
Think of HOSE and DOSE and LOSE,
Then think perhaps of GOOSE and CHOOSE.
Think of COMB and TOMB and BOMB,
DOLL and ROLL and HOME and SOME,
And since PAY is rhymed with SAY
Why not PAID with SAID, I pray?
We have BLOOD and FOOD and GOOD.
MOULD is not pronounced like WOULD.
Wherefore COME, but GONE and BONE.
Is there any reason known?

So in short, it seems to me

Sounds and Letters disagree.

(Anon.)

CHAPTER SEVENARTICLES AND REPORTSTHE SYSTEM APPROACH TO TRAININGBY: Capt A. R. Adair RAE of SME

You may think that the Systems Approach to Training has died a natural death but this could not be further from the truth. On looking more closely you will discover that it is alive and well. Inspection of your unit 'Courses of Instruction' (NZ P46) will reveal that the RNZE section has been subject to sweeping changes, these changes will soon be reflected in the 'Forecast of Activities' (NZ P45) when the 1979/80 programme is promulgated.

We commend that you get in and do some reading, the changes are bound to affect you in some way - "GET INTERESTED". Start with the R & SO Vol II Annex D to Chapter III of Part VI and you will quickly piece it together.

The most dynamic aspect of the new system is the introduction of the RNZE OR Promotion Courses, these being:

Course 7 RNZE Basic Corps/Field Engineering

Course 8 RF RNZE Junior NCO Recon (Lcpl to Cpl)

Course 9 RF RNZE NCO Advanced Recon (Cpl to Sgt)

Course 10 RF RNZE Senior NCO Management (Sgt to Sgt)

The appropriate course will be compulsory for promotion for all trades except clerks and storeman all arms. In effect this means that you will have to satisfy three prerequisites for each promotion, these are the:

all arms promotion course

trade qualification, and;

RNZE OR Promotion course (either course 8, 9 or 10).

By now you should have a few questions nagging at you! With the study you intend to do and the pending instruction telling how the new system matches into the old, which should be out soon, you should quickly find your answers.

"HAPPY SEARCHING - REMEMBER IT'S YOUR FUTURE"!!

-oooOooo-

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RETIREMENT

BY: WO1 D. A. Hitchiner RNZE, 1 BOD

On Friday 28 July 1978 Jim Page retired from active work from the MOWD as the Groundsman of Trentham Camp.

Jim joined the Lancashire Fusiliers on 6 January 1932, and saw service in

Gibraltar	33-34
Egypt	34-35
China	35-37
India	37-39
UK	39
France (BEF)	39-40
Norway	41
Middle East	41-43
Nigeria	44-46
Gold Coast	46-48
NZ	49-53

In 1953 Jim was discharged from UK Forces and joined NZ Army (NZ Regt) and was employed as a PTI.

NZ Army 53-63 (retired) (WO1) in 1963, he joined the NZ Police as a Sgt PTI.

NZ Police 63-73 (retired Snr Sgt) still at Trentham, Jim joined the MOWD to maintain sports facilities within the camp. Finally retiring (again) on Friday 28 July 1978.

Jim is a life member of Trentham Camp WO's and Sgts Mess and it is hoped he will as far as possible use the mess to keep in touch with the many friends he made over the years.

Jim is a very active member of the Dunkirk Vets Assn.

I am sure those of us who know Jim, (and who have suffered under him - fire hose and all) will wish him all the very best in his retirement.

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Dear Dorothy Dix,

I am a sailor in the Australian Navy. My family lives in Perth, W.A. My brother in law is a Pom living in Adelaide, S.A. My parents are disabled and unable to work. They demand upon my two sisters who are prostitutes in Melbourne, Vic.

My brother is serving a life sentence for rape and burglary with violence. I am in love with an aboriginal prostitute who solicits around the naval dockyard. She loves me and knows nothing of my background.

We intend to get married as soon as her bigamy case is settled. My being white does not bother her at all. When I get out of the navy we will open a whorehouse in Brisbane. My two sisters will help there by keeping the business in the family.

My only problem is this. Due to the fact that I shall marry this sweet girl, and bring her into the family, how can I tell her about my brother in law being a Pom?

Yours sincerely,

Happy Jack.

-oooOooo-

PLANT SAFETY NEWS

Although the Army has a fine safety record compared with civilian operators, there is no reason why we should sit back on our laurels and expect the reputation to carry us through.

It is a well known fact that the old saying "I am a gun at the scraper I can't learn much more" is a heaped bucket of tauris excretia, there is never a day going past in the productive life of an earthmoving operator when he has not learn't a small lesson, either in the handling of the machine to increase production or the safe handling of his charge.

This safety newsletter is to perhaps refresh or increase our safety sense.

Construction equipment is designed and carefully engineered to deliver maximum performance and production with maximum safety. Millions of dollars are invested by manufacturers to make each machine as safe as humanly possible.

One of the major causes of accidents is a lack of common sense and good judgement on the part of the man at the controls. Lets look at typical machines and typical causes of accidents.

1. What causes a tractor or loader to overturn?

a. Working on a grade is one situation. If a tractor or loader begins to side slip the safety remedy is to dispose quickly of load in the blade or bucket and turn the machine towards the down grade. This should bring it back under control.

The operator should assess the situation before attempting another pass on the same grade in the same conditions. Many accidents happen on the second time round after the operator has been fore warned e.g. the Roll of Drums.

2. Moving a excavator.

a. Excavators are basically stable but when improperly positioned become a major problem. When moving a excavator up or down a moderately steep slope the boom must be raised and the bucket rocked back to maintain equal weight distribution and stability.

While travelling up a steep slope with the bucket and boom in this position, you can increase your machines stability by forcing the heavier engine side of the machine uphill while moving. Under these circumstances, the machines boom will be in the direction of travel only when travelling downhill.

b. Another stability problem involves undercutting. If undercutting cannot be avoided in the particular job situation adequate shoring should be provided to prevent a cave-in.

c. Whenever possible, a level area must be created for the excavator when working a steep grade. If this cannot be done, avoid swinging the boom any further downhill than necessary and swing slowly.

3. The wheeled loader is a machine designed to be stable under loaded and unloaded conditions but it can topple if misused. If a loader begins to tip over under load, lowering the bucket will increase stability and prevent a nasty accident. Care must be taken when manoeuvring pivot or articulated loaders.

Note: A good operator will never let his machine be positioned or loaded in such a way that it might tip over when the bucket is raised.

4. Motor Scrapers.

Cowboying or yipping a scraper is asking for trouble or a earlier grave. Keep speed under control, a hours abuse to scraper will result in a combination of a bent machine and buckled operator.

Most accidents happen on haul roads and these should be carefully maintained, if there are no graders available use the scrapers cutting edge - a good substitute.

On a 2 way haul road provide passing areas and use them.

5. Graders.

Speed is seldom the problem with a grader (if using a good operator). It is a very stable machine under many conditions.

To prevent a grader from tipping when working a slope keep the blade at right angles to the frame and side shifted to the downhill side.

Operate your grader at a low speed on a side slope and lean the front wheels toward the upgrade.

The most unstable position for a grader is while cutting a high bank with the blade side shifted, elevated and extended in the battering position. Use extreme care when pulling the machine away from the batter. The elevated blade and drawbar raises the center of gravity and shifts it to one side.

As you can see this safety news bulletin discusses mainly keeping the machines in a stable position.

To sum up perhaps "Good machine stability is achieved by a stable operator possessing good common sense."

Cpl B. N. Marshall
SME

-oooOooo-

KILLER PHRASES

HOW TO KILL IDEAS AND CHLOROFORM CREATIVE THINKING

1. We've never done it that way.
2. It won't work.
3. It's not part of our job.
4. We haven't the time.
5. We haven't the manpower.
6. It's not in the budget.
7. Too expensive.
8. We've tried that before.
9. Not ready for it yet.
10. Good idea, but our plant is different.
11. All right in theory, but can you put in into practice?
12. Too academic.
13. Too hard to administer.
14. Too much paperwork.
15. Too early.
16. Too late.
17. It's not good enough.
18. There are better ways than that.
19. What will the customers think?
20. What will the Management think?
21. What will the union think?
22. It's against the company policy.
23. Who do you think you are?
24. You haven't considered.....
25. Somebody would have suggested it before if it were any good.
26. Let's not step on their toes.
27. Too modern.
28. Too old-fashioned.
29. Let's discuss it at some other time.
30. You don't understand our problem.

EXERCISE LONGLOOK '78BY: CAPT S. G. HEATON RNZE

Just a few notes on how the exercise is going and that I'm surviving and acquiring a taste for the beer etc!'. Had my first game of rugby on Saturday 2 September, won the match 10-3, I played 1st $\frac{3}{4}$ and half back. 3 Fd would eat this team.

42 Fd Sqn is a combat engr sqn within 4 Armed Div Engr Regt being fully mechanised. Each tp has 4 APC's (British model 432's slightly smaller than the M113's), two Ferrett scout cars and a 4 tonner. The APC's and scout cars only have LMG's mounted on the commanders opening. The PC's don't have a turret like the M113's. The Sqn's main role is to provide engr spt to the Div, which really means the laying of minefields, MGB and res dml's. It has no construction role except for minor civil assistance tasks such as walk shelters, benches and tables for park boards. They have just completed two tours in Nth Ireland where they initially acted as infanteers but were construction orientated on their second tour.

On my arrival the sqn was in the middle of an inter tp combat engr competition. The competition was on the following:

Construction of MGB
Barminelaying
Res Dml
Fd def's
First Aid

The MGB is a fascinating piece of kit and very easy and fast to assemble, eg a tp had only assembled the MGB four times and during the competition assembled it in 1 hr 20 mins (during the day). The gap was approximately 18 m, CL60 i.e. they used 7 bays. The competition was run for 2 weeks during which they were in the fd all the time and worked non stop. The Thursday I got there I worked right through the night. The res dml tasks were on three brg's for which the recon Sgt did all the plans and the tp placed dummy charges etc, no matter if it was day or night. DS were allocated to each particular subject and marked them on critical areas. 8 Tp came second, 7 Tp first and 9 Tp last.

The following Thursday 31 August, the sqn was activated at 0300hrs to lay a minefield 3 km long, by 2400hrs. They have an SOP for their activation which entails being ready to move within 2hrs of receiving the warning order, moving to a harbour area and await further orders. It's an SOP that they camouflage as soon as they are in the harbour. I reckon they'd outdo some of our APC sqn's at home. In this exercise the sqn moved approximately 20 kms. The practice barmines are made of cardboard filled with sand. We had the barmine layer ready to lay by 0930 but I soon found out that it's not as infallible as we'd imagined. It's no good in really muddy conditions or where you have a lot of maize straw. The mines are laid at 5.5 m spacing and the fd is 4 rows deep in panels. The planning time is 600 mines in approximately 1hr. We could only manage 150 in approximately 2 $\frac{1}{2}$ hrs because of the conditions. The other factor here is that the sqn obtains the local populations' permission but if that is not granted they still go in anyway, i.e. they take over the barnyards, shelters etc.

Sun 3 September I got to see the East German border. The plot for me so far is:

5-30 September : off to the Mosel River area
around Koblenz (hic)

Early October : sit in on MGB, mine warfare
cases run by the Regt

Mid-Late
October : attend the Oct Fd Trg Ex which
will entail up to 30000 men.
We're plotted to lay one mine-
field and then act as damage
control sqn.

Early November : West Berlin

November : Holiday (hopefully)

The Sprs here are exactly the same as home, not willing to get out and travel unless someone organises it for them. The Sqn is situated in a 5 storey barrack block which has HQ, store, MT store, the lot in one building. Trying to understand the various dialects is something else; worse than the Germans.

42 Field Squadron RE
BEPO 31
Hamelin M.1 218

7 September 1978

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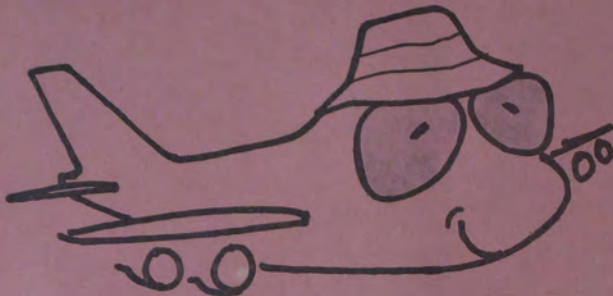
Man to neighbour: "My son will drive anything that runs
on gas and wheels except a lawn mower."

-oooOooo-

Waiting for some people to stop talking is like looking
for the end of a roller towel.

TUVALU ISLANDS PROJECT '78

The five man team beavering away at removing coral (to give more than a 50% chance to local boats to load or unload stores without overturning in the surf) are succeeding despite the minor frustrations of isolation and heavy seas.



The RNZAF were well aware that 22 April was start day as all the equipment was booked on a Hercules flight. They seemed to be ignorant of the fact that five stalwart soldiers were to travel on the same aircraft. Some swift and convincing talking was necessary to enable the intrepid travellers to arrive 6 hours later on the island of Funafuti. The toilers to be, were:

Lt Williams RNZE	(Boss or Willy)
Sgt Kingston RNZE	(Gra'm)
Lcpl Thompson RNZE	(Tommo)
Cpl Dormer RNZEME	(Dick)
Cpl Glover RNZASC	(Ray)

It seemed the complete population of the island watched the disembarkation from the big bird, googling at the goodies being unloaded.

Funafuti was home for the next two weeks, sorting out the broken jar of pickled onions from the runny honey and putrid bacon, together with a bit of acclimatisation and most importantly, some familiarisation with the Trac-grip "Digga". This conglomeration of a trailer mounted, diesel motor, back actor and winch, initially gave starting problems which were overcome. A couple of compressors, a couple of generators and a very small handful of outboard motors also received some loving care.

In the dark of a Sunday night (04.00hrs) around 7 May, the good ship "Nivanga" landed the illustrious team, complete with all living and working accoutrements on the Island of Nui. Two square miles in area, 15 feet maximum height above sea-level, 500-600 of a population and covered in coconut palms and pandanus trees, the white man (a honkey) was a rare arrival. Four white men (plus Willy) to work on the island

will be recorded in history as is the Ark.

Work soon commenced on widening and extending the existing(?) channel through the reef. Borehole charges using Molanite were compared with 45 lb charges of ANFO (Nitropail), the latter method being acceptable as producing consistently good results. Results there were with six blows a day and up to 810 lbs in a single bang, the unexpected result being the arrival on each occasion of a few sharks. Explosives soon ran out, sharks caused no particular problems and after using 7 590 kg (16 698 lbs) of Nitropail the team again were awaiting further supplies.

The Boss once donned his Jet Fins (super large flippers for you non-divers) and went channel examining at high tide. When he surfaced he was greeted by the sight of a number of machette wielding natives advancing on him to "get" the "stranded whale" thrashing around in the channel.

Recreation takes many forms one of which is fishing. On one occasion two intrepid fishermen set out after the big-uns. Two hours later they returned rather green, suffering from sea-sickness and no fish. What is the fishing industry coming to? The same two team members when diving from

the boat, used a large piece of coral as an anchor. When surfacing after some fifteen minutes underwater, they observed their boat drifting out

to sea and a good half a mile away obviously dragging the coral anchor on the too short a rope. Any diving supervisor (and Len Hurring) would have been proud to see the two concerned making a swift swim on their backs to catchee boat. There have also been a few dramatic moments after crossing the reef and endeavouring to beach the boat through quite mountainous seas.



After three months on the island one of the team found out that his nickname (which he insisted be used) in the native language meant a very personal part of the female anatomy. That explained the giggles of the girls whenever he wore his tee-shirt on which he proudly wore his printed nickname.

Around Sunday 30 July a ship arrived to bring more explosives and took Sgt Kingston and Cpl Dormer on the first leg of their homeward

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journey. A couple of weeks later replacements in the shape of Spr Hayes RNZE and Cpl O'Connor RNZEME, arrived. So now you have the names of the five who are diving and digging in Tavalu Islands (formerly the Ellice Islands) until about the end of October.

The Engineer divers all recommend training in a heavy surf before having to do it for real among the coral outcrops. For those intrepid men of 16 Independent Divers Squadron, please note that life lines are totally impracticable on this job and their use in fact contributes a danger.

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Although missing the use of a D6, all keep pretty fit but do miss fresh vegetables and a roast meal. A few tropical storms shake the cobwebs, it is pretty hot between 1100 and 1400hrs and the best time to work is very early in the mornings and from 1630 to 1830hrs, the time it gets dark.

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The local population are easy to get on with. Invitations to feasts and picnics are accepted and the team joins in dancing, volleyball, cards, dominoes and table-tennis. The local rules take some getting used to and sitting cross legged on the floor is getting easier. The (crater) charges produce a lot of broken rock and as a result 20 women are employed. Result - excellent and working very well.

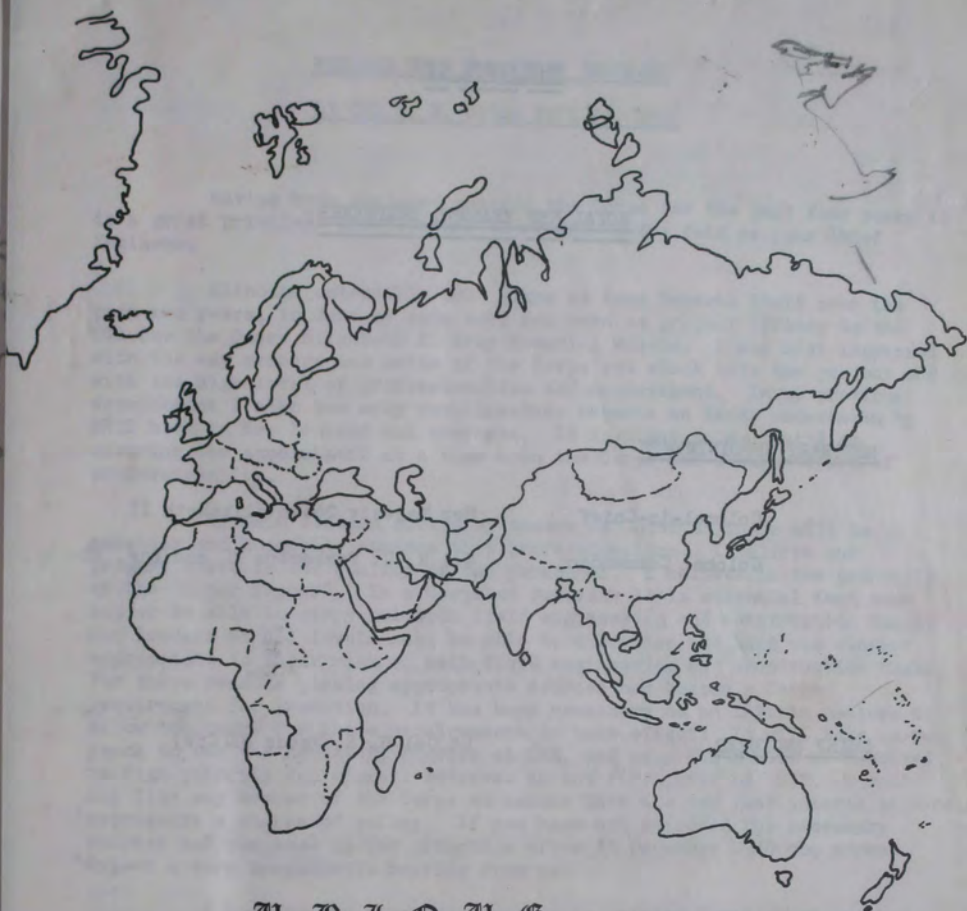
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TOTAL	102
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RNZE LIAISON LETTER



U B I Q U E

No 17-1 FEBRUARY 1979

THE CORPS OFROYAL 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 H. E. Wedde BE(Civ)

MESSAGE FROM THE CHIEF ENGINEERLT COL H. E. WEDDE BE(CIV), RNZE

Having been employed outside the Corps for the past four years it is a great privilege and pleasure to return to the fold as your Chief Engineer.

Although ostensibly GSO2 Plans at Army General Staff over the past two years, in fact my main work has been as project officer to the CGS for the Queen Elizabeth II Army Memorial Museum. I was most impressed with the way members and units of the Corps got stuck into the project and with the high level of professionalism and achievement. In my previous appointment I also saw many complimentary reports on tasks undertaken by RNZE both in New Zealand and overseas. It is clear to me that I am assuming the appointment at a time when the Corps has a high degree of professionalism.

My main concern during my tenure as Chief Engineer will be to maintain and hopefully enhance this professionalism. I believe our primary asset is the quality of our personnel. I believe in the principle of the "Super Sapper". In a Corps of our size it is essential that each sapper be able to carry out both field engineering and construction tasks. Our leaders at all levels must be able to supervise and lead the element appropriate to their rank on both field engineering and construction tasks. For these reasons passing appropriate courses has become a Corps requirement for promotion. It has been necessary as an interim measure to allow two years for these requirements to take effect. It will take us two years to run the necessary courses at SME, and many NCO's will be involved in high priority deployments overseas in the first half of 1979. I would not like any member of the Corps to assume that the two year interim measure represents a change of policy. If you have not attended the necessary courses and you come up for promotion after 31 December 1980 you cannot expect a very sympathetic hearing from me.

I hope by the time this message is printed I will have visited units to update you on other matters of interest to the Corps.

I look forward to serving as your 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.

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

26 April 1979

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CHAPTER ONE

DIRECTORATE NEWS

Appointments

Chief Engineer	Lt Col H. E. Wedde BE(Civ)
SORE 2	Maj B. A. Stewart and
	Maj J. A. Tymkin
Clerk RNZE	WOI B. J. McKernan

Postings In Army GS

Lt Col B. G. Jenkin RNZE Director of Plans

Lt Col Jenkin returned from Queenscliffe College Australia Jan 79 and was posted to the above appointment.

Overseas Aid

In addition to 1 and 2 Fd Sqn's deployment in the Pacific, negotiations have taken place with the Ministry of Foreign Affairs for formal agreement on the continuation of the Reef Gapping in Tuvalu and Water Reticulation in Tonga.

At this date of writing, no firm acceptances have been received or accepted.

Overseas Postings

WOI K. F. Malloch: departs NZ Feb 79 for The Base Warrant Officers Appointment at BSU Singapore.

WOI E. R. Elley: departed NZ Dec 78 to the Contract Supervisors appointment NZ/SU Singapore.

WO2 R. B. Inwood: has been seconded to the Ministry of Foreign Affairs for six months and is overseeing the electrical installation of a Milk Treatment Factory in India.

Personnel Recruits

For the period Jan-May 79 there will be 12 personnel completing Basic Training at RTD Waiouru before posting to units.

Recruiting

The 1979 Recruiting Targets have been released and the Corps has been authorised to recruit the following:

Priority One: Electricians 230V-4 (1 may be female)

Priority Two: Driver RNZE - 10
Plant Op - 14

Priority Four: Plant Op - 6
Carpenters - 14 (3 may be female)
FE's - 12
Joiners - 3 (may be female)
Painters and
Decorators - 3 (may be female)
Fitter and
Welder RNZE - 2
Clerks - 5 (1 may be female)
Firemen - 4
Storemen - 5 (1 may be female)
Plasterers - 2

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ERE 2 Positions

The following personnel are posted to ERE 2 appointments as at 5 Jan 79.

Army Schools	Lt Col R. K. Rutherford
Defence HQ	Lt Col D. J. O'Brien
EDP	Lt Col R. T. Bennett
Defence HQ	Lt Col B. G. Jenkin
	Maj J. Offord
	WO1 D. R. Palmer
3 Bde	Maj D. A. Cormack
Tac Sch	Maj S. D. Jameson
Aid Fiji	Maj G. R. Jasonsmith
RTD Waiouru	Lt D. G. Begley
	2Lt G. A. Bruce
	2Lt K. J. Burnett
	2Lt A. J. C. Hague
NZSAS	WO2 D. W. Mardle
2/1 RNZIR	Cpl A. R. M. Peters
	Lcpl J. F. P. Staunton
	Spr T. M. Page
LSG	WO2 P. Munro
ATG Fd Records	Lcpl (W) J. L. Bowling
NZ PR Unit MWT AA	Sgt L. D. Stowell
Wel Unit MWT AA	Sgt M. R. Taylor
Home Comd	Ssgt C. J. Andrews
Papakura Camp	Sgt J. F. Carson
	WO2 B. W. Natta
	Cpl J. P. Moon
Waik BP AA	Sgt H. Ormsby
	Cpl J. Eru
	Lcpl A. E. Francis
ATG	WO1 K. F. Malloch
	WO1 B. D. Hook
Admin Sch	WO2 B. J. Knowles
RF Cadets School	WO2 C. J. Hill
	Ssgt D. M. Lacey
	Sgt K. J. Hanson
	Cpl C. Collingwood
	Cpl R. L. Maber

RTD Waiouru	Cpl B. Akari
	Cpl K. C. Jones
	Cpl M. M. Turua
	Lcpl N. E. Bentley
	Lcpl S. P. Fantham
MWT AA	Ssgt D. J. Fitzwater
Wec AA	Ssgt A. A. Gladstone
	Sgt E. W. Hopley
	Sgt N. Janett
	Spr D. W. August
1 Base Sup Bn	WO1 D. A. Hitchiner
1 Base Wksp	Ssgt H. F. Tripp
	Cpl J. C. Barltrop
	Lcpl S. J. Reid
Cant AA	WO2 G. E. Sandford
	Ssgt J. B. Hadfield
	Ssgt K. A. Inwood
	Ssgt C. A. Morgan
0 South AA	Cpl B. R. Jarvis
1 RNZIR	Lcpl S. J. Gallagher
	Spr J. B. Hammond
	Cpl L. P. Hartley
	Spr B. W. Jackson
	Spr M. A. Lack
NZ BSU	Lcpl (W) S. Y. Hansen
NZ WSU	Maj R. A. Barnett
	Capt G. E. Goldsworthy
	WO1 C. B. Chapman
	WO2 M. G. Holt
	WO1 E. R. Elley
	Ssgt T. N. Archer
Aid Fiji	WO2 D. P. Cunningham
	Ssgt T. E. Gilbert

Administration

Since November, the Directorate has been working in conjunction with EDP at Porirua towards programming results of all courses run by SME. To date, a programme has been accepted by the computer and a test input is being conducted 5-9 Feb 79.

If the input is successful, then results from courses run from 1979 and following years will be recorded on individual personnel histories. It is anticipated that this function will reduce the research work load for unit clerks.

Equipment

The following equipment is either being purchased or is under procurement action:

1. One thirty metre set and one twenty two metre set of Medium Girder Bridge. Delivery late 1979?
2. Three Barmine Layers. Delivery mid 1980?
3. Forty assault boats under manufacture now. They will be distributed to: Qty 12 1 Fd Sqn; Qty 14 3 Fd Sqn; Qty 14 SME.

4. Twentyeight 45 HP Chrysler outboard motors out to tender.
5. Portable Engineer Hydraulic Power Tools which are to replace the current pneumatic equipment in use. 1981?
6. Bodies for the ten Mack Dump Trucks purchased Nov 78.
7. Tenders have been called for a light wheeled excavator.
8. Tenders have been called for a portable sawmill, the cost of which is anticipated to be in excess of \$70,000.

Re-organisation

Within the next three months, the Directorate will be undertaking the detailed planning to implement the RNZE re-organisation.

The broad outline which has been approved in principle is:-

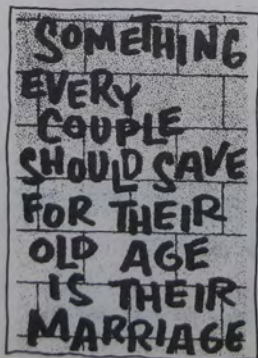
- 1 Fd Sqn : RF manned Sqn based at Papakura
- 2 Fd Sqn : RF/TF manned Sqn based at Linton
- 3 Fd Sqn : RF/TF manned Sqn based at Burnham
- 6 Fd Sqn : TF manned Sqn with RF Cadre Staff at Petone
- 7 Fd Sqn : TF manned Sqn with RF Cadre Staff at Auckland
- 5 Spt Sqn : RF/TF manned Sqn based at Linton
- SME : RF manned Training Unit based at Linton

A proposal of moving the Apprentice Wing of RF Cadet School from Waiouru to SME Linton is under study. It is anticipated that the move will not take place before January 1981.

The shifting of the Directorate in Army General Staff to HQ NZLF is projected to take effect this year.

Conferences

The next major conference to be held by the Directorate is the Head of Corps which is to be held in Wellington 3/4/5 April 1979.



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CHAPTER TWO

CORPS MATTERS

THE ENGINEER CORPS MEMORIAL

ASSOCIATION INCORPORATED



THE ENGINEER CORPS MEMORIAL ASSOCIATION INCORPORATED

(By: Committee member, Maj C. R. Parker)

Formally established in the mid 1960's, this Association is headed by a committee of retired and serving Sappers, dedicated to establishing a Corps Memorial complex in Linton Military Camp. It is the intention to provide a lasting Memorial to those who have served the Corps (including those who gave their lives during various conflicts) and to provide a fitting "home" for all retired and serving Sappers. Commemorative and practical, the complex will enable us to display and preserve our records, mementoes and Rolls of Honour. We have much to be proud of.

There is growing evidence that the careful and properly conducted affairs of the Association are representing the wishes of all and that we are close to commencing the final stages of the major building construction.

With the assistance over the years of many Sappers (once a Sapper, always a Sapper) the delightful St Martins, RNZE Memorial Church (a 2 Fd Sqn task) was opened and dedicated in July 1974 and the Rolls of Honour established therein. Adjacent to the church nestling among the trees (planted by Sappers in the mid 1950's) and on land leased by the Association, construction of the Corps Memorial Library is well under way following the laying of the foundation stone on 15 October 1977. The concrete floor is completed and the concrete block walls are now being constructed. Each serving Sapper and Life Member of the Association and others, will soon be receiving a newsletter prepared by the committee secretary.

No matter how prudently the estimates are studied, and using our very many "best sources" for purchasing materials, the "kitty" of donations received from Life Members, contributing Sappers, retired Sappers and grateful recipients of our labours, is too small to complete the Corps Memorial Library.

Your committee has decided to conduct a National car lottery (raffle if you like) to raise funds. This decision is based on the loyal support which Sappers always seem to give for worthy causes - and this one is for US.

The raffle will be organised by the School of Military Engineering and the prize will be a 4-door, 4-cylinder car of a make yet to be chosen. Tickets will be \$1.00 each and will be able to be sold in every city, town village and pub throughout the land. This is not another raffle, this is "THE RAFFLE". A separate cheque account has already been opened for the raffle and costs of running the raffle estimated. Assistance should be forthcoming with some computer printouts to keep track of raffle books (at various levels throughout the selling chain) and area organisers and ticket sellers will be sought in the near future. There is ample opportunity for all to do their thing.

The outline timings of the raffle are:

Establish the selling chain :	Feb-Jun 79
Arrange the car :	Apr 79
Obtain the lottery licence :	May 79
Print tickets :	Jun 79
Distribute tickets :	Jul 79
Sell tickets :	6 Aug - 29 Oct 79
Account for all butts and cash :	Oct-Nov 79
Draw prize :	26 Nov 79
Deliver car and advertise results :	Nov - early Dec 79
Audit lottery accounts :	Feb 80

There is much work to be done by willing, active, imaginative men of purpose before 6 Aug 79 and then we need reliable persuasive ticket sellers who are prepared to work eyeball to eyeball to collect the cash. Already people have said "Good one. Keep a couple of tickets for me." Already the Cuba Mall in Wellington has been booked for a selling spree. These signs but point to a healthy and successful raffle. The reward for this work will be a completed Corps Memorial Library building in the near future, and so, surely our activities today will be tomorrows history.

-oooOooo-

Awards

Our congratulations to:

Major A. Anderson on the award of the MBE;

and

Ssgt R. J. Hughes on the award of the BEM

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CHAPTER THREE1 FIELD SQUADRONAppointments

The following are the Units appointments as at 31 Jan 79:

OC	Maj A. T. Beaver
2IC	Capt P. Foster
Trg Offr	Lt J. Kamp
SSM	WO1 M. Oliver
AO	WO2 R. Wright
SQMS	Sgt W. Wharewera
Cclk	Sgt D. Trask
Trg NCO	Sgt B. Stirrat

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Posting Out

Ssgt J. Carlin	to	SME
Spr W. Waharoa	to	SME
Spr S. Pantham	to	RTD Waiouru
Lcpl N. Gattsche	to	Def HQ
Maj N. Bradley	to	Staff College Queenscliffe

Posting In

Spr P. Winter	ex	161 Bty
Spr R. D. Brown	ex	RF Cadet School
Spr P. G. Curraw	ex	RF Cadet School
Spr S. T. Reilly	ex	RF Cadet School
Spr A. S. Buttler	ex	RF Cadet School
Spr E. B. Decminy	ex	RF Cadet School
Sgt W. Wharewera	ex	2 Fd Sqn
WO2 R. Milligan	ex	REMF
Spr R. Fenemor	ex	TF-RF Induction Cse
Spr G. Spaabaek	ex	TF-RF Induction Cse
Spr B. V. Timperley	ex	RF Cadet School
Spr L. A. Hines	ex	RF Cadet School
Spr C. S. Harriman	ex	RF Cadet School
Spr I. Te Paki	ex	RF Cadet School
Spr B. Payne	ex	RF Cadet School
Maj A. T. Beaver	ex	Australia Exchange

Discharges

Spr R. Fenemor
Spr I. Small
Spr P. Millar
2Lt J. Ridland

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Promotions

Spr J. Hayes	to	Lcpl
Spr S. Tamou	to	Lcpl
Lcpl W. Nathan	to	Cpl
Lcpl G. T. Jordan	to	Cpl
Sgt W. Leach	to	Ssgt
Sgt T. Te Uira	to	Ssgt
Lt P. Foster	to	Captain

Births to

Lcpl S. Tamou and Terewai
Sgt J. Osborne and Norma - a girl

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Marriages

Lt J. Kamp on 13 Dec 78

-oooOooo-

SHUTTLEWORTH CUP

2-3 DEC 78

This year with the responsibility of not having to run the shoot, the Sqn devoted more time to individual training for the Shuttleworth cup team to represent the Squadron.

After the annual shoot concluded, six RF members and six TF members were chosen to represent the Squadron. Even a team manager was appointed. He had the dubious task of organizing practice sessions prior to the actual shoot. Not only did he organize practice shoots he also rearranged the original team because of works commitments. The one big commitment being the Museum. The team captain once appointed, assisted the team manager by staying out of his way.

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There were eventually few practices arranged but never once being able to get the team all together at one time. However the time of the Competition Shoot came around and the boys performed extremely well being placed 3rd overall and at one stage holding the lead.

The team members included the following:-

RF	Sgt Bill Stirrat (Manager)
	Sgt Lindsey Ward (Captain)
	Lcpl Andy Jordan
	Spr Roly Rowlandson
TF	Lcpl P. Dewar
	Lcpl License
	Spr Phillis
	Lt Craig Towers
	Sgt (Secret) Gardiner



PERONGIA BRIDGE TASK24 Oct 78 to 3 Nov 78

This task was carried out by 2 Field Troop and members of 1 Support Troop. IC of the task was Lt "Frisbee" Kirkland RE.

Two suspension walkway bridges, one of 20 m and the other of 16 m, were erected across the Kaniwhaniwha and Bull streams at the Perongia State Forest. It was, in the main, a FE task as three flying foxes had to be erected to transport concrete by the bucket loads to the two separate bridge sites which were 150 m apart.

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Although the team was there for nine days, it took 14 men $5\frac{1}{2}$ working days to complete both bridges. The team was self-sufficient in that we did our own cooking. Steve Pantham was our chef and a good one at that, although he didn't take too kindly to having his hair singed by an uncontrollable M37 cooker unit.

In what spare time we had, we played tag-rugby where "Weasel Waharoa" thought he would CRASH "one-ton-Nathan" out of the game by splitting "one-tons" chin open. (Incidentally, they were on the same side.)

All in all, it was a very worthwhile exercise where the morale of the team was of the highest throughout, and where the term "work hard, play hard" was most evident.

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THE START OF THE:- "TONGAN EXPERIENCE"

It was the weekend of 2-3 Dec 78 when about 78 TF members of 1 Field Squadron converged on the Squadron to be greeted by pens and pencils, cameras flashing, and of course those injection needles held ready by mean looking medical staff. Sgt Charman and his shapeless staff nurse were the Squadron representatives at the Hospital.

All TF wishing to go to Tonga for Annual Camp 79 were required to attend to finalize personal documentation.

The Saturday morning commenced with an RFL test just to get an approximate idea of the fitness of the TF personnel. The majority passed the test without too much difficulty.

The weekend, (in fact Saturday.) concluded at mid-day with every soldier being documented. An efficiently run morning thanks to the RF staff involved.

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UNIT TROPHIES

The following trophies were awarded to Sqn pers for the year 1978;

Memorial Cup for most improved rugby player - Sgt Langs Evans

Reg Stinton Challenge Cup for the best individual rifle shot

- Cpl Bob Bulman (now Sgt)

McCullum Cup for best all round person within the unit (points awarded for shooting, RFL test and swimming) - Capt P. Foster

Webb Spoon for biggest stirrer within unit - Capt P. Foster

Grumps Shield for grumpiest person in unit - Cpl R. Sinclair

Sqn Association Cup for the best all round Sapper by rank - Spr (W) Henderson

-ooo0ooo-

YMAS ACTIVITIES 1978

Christmas social activities undertaken by Sqn members included:

The Unit wives and girlfriends social held on Wednesday 13 December 1978 in the Unit Social Room. With our own disco kid at the ready the unit blasted its way through the evening with various impromptu activities occurring along the way. Let us not forget about the supper which was enjoyed by all who attended, and by those lucky people who continued to enjoy the feasting for some days after the social. A good evening enjoyed by all, ie those who could remember the evening before.

Then there was the unit picnic once again held at McCullums Beach. It took the form of the childrens Christmas party for all the families. Thanks to the work put in by Mrs Charman's wives club, every child received a very nice gift. Santa (Claus) Lightbourne never fully recovered after the hair-raising ride from Papakura Camp.

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The final happening was the Unit break up and trophy presentation held in the joiners shop. A good way to finish the activities of the year.

CHAPTER FOUR2 FIELD SQUADRONKey Appointments

OC	Maj A. Anderson MBE
2IC	Capt R. W. Radford (TF, Ex RF)
AO	Capt J. W. Lock
SSM	WO1 B. E. Malloch
Clk of Wks	WO1 R. O. Wills
Clk of Wks	WO1 I. E. Lamb
Purchasing	WO2 D. R. Futter
Stores WO/Tpt	WO2 H. E. Chamberlain
Estimates	Sgt B. J. Affleck
SQMS	Sgt A. S. Brooker

Postings In

Lcpl R. B. Scott	ex	1 RNZIR (late entry)
Cpl M. J. Hemming	ex	BAOR ex "Long Look"
Spr L. D. Dahm	ex	RTD
Lcpl P. Kay	ex	Basic 150
Spr B. D. McLean	ex	Basic 150
Sgt A. S. Brooker	ex	SME
Spr W. W. Waitoa	ex	RTD
Spr H. D. V. Priest	ex	RNZE App Wing
Spr R. S. Hooper	ex	RFCS
Spr E. A. J. Henry		
Spr A. G. Smith	ex	RFCS
Spr M. P. Henderson	ex	RFCS

Postings Out

Cpl M. P. M. Turoa	to	Waiouru
Sgt W. T. Wharewera	to	SQMS 1 Fd Sqn
Spr D. T. Rukuwai	to	2 Fd Wksps
Lcpl T. C. Shaw	to	3 Fd Sqn
Sgt P. G. Phillips	to	SME

Discharges

Capt H. A. Mawson
 WO2 D. E. Murray
 Spr S. D. Jenkin
 Pte C. G. Scott
 Lcpl B. Dudek

Long TOD

Spr R. C. Kitney	Deep Freeze Antarctica
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SOLOMON ISLANDS RECON : CHRONOLOGY DECEMBER 1978Linton 8th

Solomon Islands Reconnaissance Party travelled by train to Auckland. Two soldiers who did not listen to instructions and thought they knew all the answers almost missed the train.

Auckland 9th

Recon party reached Auckland and went straight to Whenuapai for preflight administration. Unit complemented on documentation preparation. When the group arrived at Fort Cautley (for over-night accommodation) the Orderly Officer informed one of the team members that his travel money had been handed in to Auckland Railway office. A good start to an overseas trip.

Auckland 10th

Solomon Islands recon team depart NZ. Team comprised of:

2lt G. J. Goldsmith	WO2 H. E. Chamberlain
Ssgt R. J. Hughes	Ssgt J. B. Greig
Ssgt W. B. Gatenby (5 Engr Wksp)	Sgt S. F. Harris
Lcpl R. B. Scott	Spr T. B. Broughton
Spr R. W. Flintoff (5 Spt Sqn)	Spr H. E. Harris
Spr T. A. King	Spr A.L.N. Marsh
Spr H. Matahe	

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Travel was via Norfolk Island (refuelling stop only) to Port Vila (New Hebrides) for overnight accommodation. Two intrepid engineers, skilled at the arts of watermanship, decided to show the locals their skills. Sgt Shane Harris and his companion managed to paddle in opposite directions and turn their craft over.
NOTE: The only SHARKS seen were those behind the counter at the hotel. The money changing rules appeared quite sharp.

Port Vila (New Hebrides) 11th

Recon team departed Port Vila about 0830 local time. Bills were settled at the hotel where there was quite an amount of confusion because everything appeared to be placed by the staff according to room numbers. Exchange rates were much higher at the Hotel than elsewhere but "elsewhere" was closed as they and the banks were not open before the team left.

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Honiara (Solomon Islands) 11th

Arrived at Henderson Field, Guadalcanal, Solomon Islands at about 1330hrs local time. The team was met by Major Anderson who had arrived some days previous. Agriculture and Customs clearances were received and half the teams passports were viewed by the immigration officer before he decided to go back into the town.

Accommodation was at the Hotel Mendana which was about mid-town Honiara and right on the sea edge. Delightful.

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Honiara 12th

Team members moved out in their two and three man groups. One group was flown out to their start point by SOL AIR at 0645hrs whilst the last group was flown out at mid-day. The teams were located on Gizo, Malaita, San Cristobel and two on Guadalcanal.

Solomon Islands 13th-20th

Teams carry out recon tasks (water supply, small road bridges, wharves). Sgt Harris flown back from Gizo to Honiara because of illness.

Honiara 20th-25th

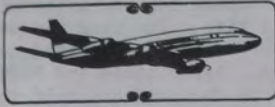
Teams withdrawn from outstations back to Honiara on completion of tasks. Now the fun commenced. The aircraft which was tasked to bring the team home developed a fault when extracting the team from Kirakira back to Honiara. This caused a flurry of signals from the island back to New Zealand. Result, no spare part the next day; not despatched the second day; eventually brought up to Honiara in the hot hand of an RNZAF technician. Meanwhile back in New Zealand Capt J. W. Lock, WO1 Malloch, and WO2 D. Futter were busy reading signals and informing next of kin of air delays.



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Honiara 24th

This was the third attempt to leave the Solomons. After flying south for forty minutes the aircraft developed the same fault and had to return to Honiara. A problem other than that involved with the aircraft was the Solomon Islands Customs who left the key of the bond store back in town. Result no duty free equipment as it was not delivered to the aircraft before it departed. Since then the items have not been discovered. All the party then checked back into the hotel - where the OC discovered his washing on the line all dry and waiting for him. The High Commissioners car keys too, nearly made the trip back to New Zealand.

Moniara 25th

"waitress." The route back to New Zealand was Port Vila - Norfolk Island - Whenuapai where the team arrived about 2215hrs. Disappointment was felt when Norfolk Island was closed. Nearly all the people on the plane were hoping to get toys and Christmas presents on the island. Papakura Camp was reached at about 2340 hours and four hour accommodation was accepted by weary travellers.

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Auckland 27th

Very early start at Papakura this morning. The plot was wake at 0400; breakfast 0430; bus at 0500; check in at airport at 0600; depart for Palmerston North at 0635. The only timings that were right were those concerned with the Air New Zealand internal flight. What was left of Christmas was enjoyed by all. Major Anderson and Spr Flintoft left the main body at Mangere and went by different planes to their leave addresses.

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-oooOooo-

Tourist guide: "And this is where they signed the Magna Carta."

Tourist: "When did they do that?"

Guide: "1215."

Tourist, glancing at his watch:

"Well, how do you like that, Emily. We missed it by twenty minutes."

Two men were discussing the fact that both their sons were away at college.

"What does your boy plan to be when he graduates?" asked one.

"I'm not really sure," replied the other, "but judging from his letters it appears that he aims to become a professional fund-raiser."

CHAPTER FIVE3 FIELD SQUADRON/3 WORKS TEAM RNZEAppointments

OC	Maj J. B. Bell
2IC	Capt S. Dickson
LO	2Lt J. R. Douglas
HQ Tp Comd/AC	WOI M.T.O.T. Nepia
1 Tp Comd	Lt G. B. Manning
2 Tp Comd	Lt W. F. Thomson
3 Tp Comd	2Lt S. G. Ransley
Spt Tp Comd	2Lt J. F. Walker
Plans Offr	WO2 R. L. McAllister
SSM	WO2 A. J. Sinclair
SQMS	Sgt D. R. Greeks
Clk of Wks	Ssgt G. F. Mitten
Purchasing WO	Ssgt J. G. Atkinson
Project WO	WO2 E. I. Watson
Transport NCO	Cpl M. S. Beal
Colk	Sgt P. T. Ngarotata
TF Clk	Cpl C. Hay

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Postings In

WOI M.T.O.T. Nepia	ex	SME
Lcpl S. J. Reid	ex	1 Base Wksp
Pte D. L. Hellyer	ex	2/1 Bn
Spr S. M. Both	ex	RF Cadets
Spr B.M.J. Daly	ex	RF Cadets
Spr S. R. Flaws	ex	RF Cadets
Spr A. P. McKay	ex	RF Cadets
Spr B. K. Thompson	ex	RF Cadets
Spr T. R. Shaw	ex	RF Cadets
Spr S. A. Wells	ex	RF Cadets

Discharges

Spr Doug Hossack	wef	11 Jan 79
Spr (W) Val Dixon	wef	26 Jan 79
Spr Pete Ealam	wef	31 Jan 79

Postings Out

WOI Brian Hook to 'Barrack Master' HQ ATG Waiouru

-oooOooo-

Signs of the Times:

Inside a snack-bar: "Eat here a million flies
can't be wrong."

Outside the butcher: "We don't keep good meat. We
sell it."

MINE DETECTORS

In reply to SME's article in the last Liaison letter, 3 Field Squadron can only submit one recent task involving mine detectors.

11 Jan 79

Assisted the Drug Squad from Christchurch to try and locate some concealed drugs and 4 pistols at the Canterbury Sun Club. Nothing was found but then there are not many places to conceal things in a Nudist colony.

We may not get as many tasks as SME for our mine detectors but they are infinitely more stimulating.

Footnote: The Police are still conducting enquiries and there may be the possibility of checking the area out again, hopefully when the weather is really hot!

Sgt B. E. Meade

-ooo0ooo-

PLANT OPERATOR NIGHT TRAINING

The plant section of Support Troop carried out night training from 16-19 October 1978, working from 1500hrs until 2359hrs each day.

The aims of the night training were:

- a. To familiarise the operators with the machines that they would probably operate at annual camp 79, working under varying night conditions;
- b. To give the plant supervisors and the MPF an appreciation of the problems associated with the operation of plant and management of plant tasks under night conditions.

The training was carried out in the metal pit and the plant training area adjacent to it, at Burnham Camp. The terrain lent itself to operating safely, there being no steep banks, high banks or side slopes, close to where the machines were being operated.





Facts Learnt

Lighting

Brake lights should be completely masked out.

Shades on lights help to prevent detection from the air.

Machines can only work without lights when there is adequate moonlight. This applies particularly to graders where the operator needs to be able to see the material he is working as well as where he is going.

Masked lights are less obvious to a ground observer than unmasked lights.

In full moonlight, an enemy patrol, although they could hear machines working, have to get very close (100 m) to be able to see what sort of work was being done.

Traffic Control

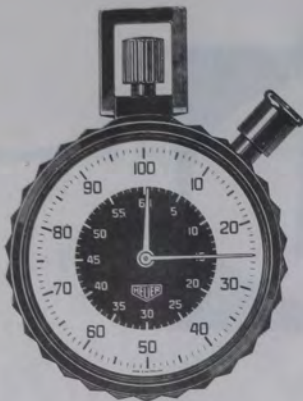
Control over vehicles other than those working on the site, is essential. Operators and drivers quickly become used to machine working areas and one way haul routes. Any unusual traffic creates a serious safety hazard and reduces production drastically by forcing vehicles/machines to travel very slowly.

Machine/vehicle density should be kept as low as possible to obtain the maximum safety margins.

During the training machine production was cut to between one quarter and one third of normal daytime output. Even with full moon, production was low, particularly where the material being worked was in shadow.

The finished standard of the work done is lower than would be achieved under normal working conditions.





Machine faults that develop while machines are working (leaking hydraulic lines/fuel lines/fittings, loose nuts and bolts) are much harder to pick up. Machines must be checked regularly at hourly intervals with the aid of a masked torch.

It is unwise to attempt machine recovery at night. The operation cannot be seen clearly enough to maintain even a minimum level of safety. It is recommended that night recovery only be attempted if life is endangered or if the machine to be recovered is likely to deteriorate drastically. The recovery should then be done with the maximum permissible lighting.

It is an advantage for all supervisors, operators, and drivers, to see over the area in daylight, prior to starting night work.

Machine operation at night was proved possible providing there was some light (moon or masked lights). The terrain was suitable and the material to be worked, reasonable and consistent. A side hill cut on slippery material at night should not be contemplated.

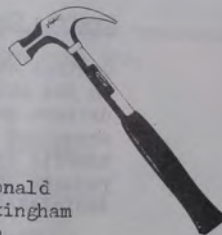


-oooOooo-

SLUICE BOX BRIDGE

M A R U I A S P R I N G S

By: Cpl J. M. Visser



Team assigned to Task:

Cpl Visser
Cpl Packer
Lcpl Payne
Spr Kirton
Spr Halkett

Spr McDonald
Spr Buckingham
Spr Heke
Spr Singleton
Spr Urquhart

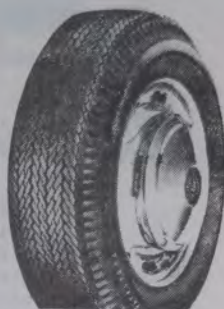
Day One

DIARY

The team departed Burnham at 0900hrs on Mon 18 Dec 78, arriving at Springs Junction at about 1230hrs. After meeting the local Ranger we went to the Bridge site. On the arrival of the RL Bedford with the Stores and Rations, (which was held up with a flat tyre,) we made a recon of the site, and I gave a short briefing.

Three pers established the camp while the rest of the team loaded bridging sections, decking and tools into the RL. Down at the river site, the equipment was manhandled up the bank to the area selected for erection. The flying fox which had been left by the TF Troop, who poured the abutment pads, was tensioned up ready to use in the launching of the new Bridge. This part of the task was completed by 1900hrs.

Note: Main observation of the first day was the squadrons of Sandflys and Bullfrogs.



Day Two

An early Reveillie was called by the insect population so breakfast was over and all pers on the site by 0630hrs. The construction of the Bridge was well underway by 0930hrs when owing to an incorrect assumption made by the Team Leader it was discovered that the bridge would have to be broken at the field connections and the two end sections swapped end for end. After a short discussion and a good laugh the team set about with fresh gusto and had the problem rectified within the hour. By this time all pers were keen to get on with the construction and see the launching, consequently a unanimous decision to forgo smoko was made and the task carried on at a speed just slow enough to produce good workmanship.

1200hrs - break for lunch just long enough to get some food into our bodies. 1220hrs back on the bridge site, time to launch.

The tension on the flying fox (by a tirfor hoist) was released just enough to tie the nose of the Bridge onto the pulley. The second tirfor which had been ferried across the gap on the flying fox was then anchored on the far side and also tied to the nose of the bridge to give us a second chance if the flying fox failed. This tirfor was to keep the tension on the line as we pushed the bridge over the gap, and could also be used to pull the bridge the last few metres when we ran out of room to get enough pers round the bridge to push the load. The flying fox was tensioned up again, and launching began. When the bridge had been launched about 2 metres, the shear legs on the far bank began to creep forward. The tension was taken off the flying fox and the bridge lowered back down onto the bank. Cpl Packer threw a rope to the far side with a pitch that will ensure him a place in the softball team for life. The shear legs were tied back and the job continued. The bridge made the far bank with no more problems and was a sight to behold. As soon as the nose was lowered onto the bolts on the far bank it was realised that the pads were too far apart, but the race was on! The decking was laid loosely on top of the bridge before the tirlfors were even disconnected to provide a walking platform back and forth. Three pers started fixing decking, two pers dismantled the flying fox, one man wired the handrail uprights, two pers laid the ribbon plate, two pers fixed the handrail. By this time it had been decided to return home that night.

The task was completed 1800hrs on the dot, cleaned up and ready to go. Camp was broken and we headed home. One casualty on the way, a blowout on the RL. Time of arrival at Burnham 2230hrs.



Note: Observation for day two. No sandflies, mosquitoes or bullfrogs to sleep with tonight and retreads on RL's we can do without.

Equipment and Lessons

The structure of the bridge was very poor. Some of the components had differences of more than 25 mm. The field connections all had to be forced. The holding down bolts had to be forced. There was plenty of bolts one size which we had no use for, but not enough of the necessary sizes. Everything was measured near uniform, and the ends of the decking were not square cut. The handrail uprights should have been nearer to 100 mm x 75 mm instead of 100 mm x 50 mm, and the timber should have been all on site before task was commenced.

Recommendations

That any task of this nature in the future should have a trial erection and all components marked in kitset fashion.

Conclusion

The Ranger for the area was most impressed with the completed job and time taken. It is a benefit for all people wanting to see Lake Daniells. My thanks goes out to all those concerned for a good job well done.

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CHAPTER SIX5 SUPPORT SQUADRONAppointments

The following are the unit appointments as at 31 Jan 79.

OC	Maj T. W. Dench
QM	Capt W.G.W. Williams
2IC	Capt D. J. Powley
SSM	WO1 H. J. Gallagher
SQMS	WO2 G. B. McDonald
Tpt WO	WO2 W. R. Denby
Colk	Sgt R. W. Bulman
1 Tp Comd	2Lt A. E. Wilson
1 Tp Pl WO	WO2 J. H. Hendrick BEM
2 Tp Comd	Lt S.A.G. Foote
2 Tp Offr	2Lt W. D. Ryan
2 Tp Pl WO	WO2 R. J. Stent

Postings Out

Capt S.T.J. Rouse	to SME
Cpl J. Kitney	to Singapore

Postings In

Capt W.G.W. Williams	from the Islands
Spr Cannon	from Cadet School
Spr Dargie	from Cadet School
Spr Knuth	from Cadet School
Spr Nicol	from Cadet School
Spr Parkinson	from Cadet School
Spr Walker	from Cadet School
Spr Brittin	from Cadet School
Spr Kelly	from RF Basic
Spr Cooper	from RF Basic
Spr Haami	from RF Basic
Spr Pugh	from 3 Fd Sqn

Discharges

Spr Nordstrom	Spr Pendlebury
Spr Webster	Spr Coley
Spr Cooper	

Births

Spr Ken and Kath Marshall had an addition to the family on 18 Jan 79, Brian Rodney.

Marriages

Lcpl Willi Willisroft and Sgt Lois Gibb
 Spr Horse Paewhenua and Carol Pratt
 Spr Nobes Noble and Jannette Foss
 Spr Ash Ashford and Barbara Symonds
 Lcpl John Young and Mary Whitewood

All decided to do the right thing and tie the knot.

Training/Works

a. Final earthworks for the Army Museum were completed.



b. After the Opening of the Museum the unit was required to extend the carpark due to the unexpected numbers of people visiting the Museum.

c. The unit assisted the Makeru Drainage Board in opening up an access route to enable the board to dredge the Tokomaru River.

d. The unit assisted the Manawatu branch of the NZ Vintage Car Club in developing their facilities.

e. During the same period as assistance to the Vintage Car Club, the unit continued to help the Northend Football Club in the preparation of its multi-purpose recreational facility.

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f. Work commenced in the relocation of the bunds around the magazine area at Ohakea AF Base. This work was carried out so that the new access road to the magazines could commence in the new year.



g. A days demolition training was held on 29 Oct 78 for unit TF. The task was to blow a crater in a swampy area for a stock water supply. Successfully completed.

Annual Camp

The unit commenced Annual Camp on the 2 Dec 78. A total of 96 personnel attended made up of 70 RF and 26 TF. A HQ and 2 x Plant Tps were formed. Included in the HQ Tp were elements of 5 Engr Wksp.

Two camp sites were established. The main one being in the Lake Onoke area on Mr Bruce Eglington's property and the other to the southwest of Donnelly Park in Levin.

Annual Camp Tasks included:

- a. The upgrading of a half mile access road for Mr Eglington. This road was the only access to a lone paddock during the winter months and became practically impassable during inclement weather. The road was graded clear of scrub, topsoil and tree roots prior to the laying of river metal and re-grading. Two improvised culverts were constructed along the road.
- b. The clearing and forming of a road, carpark, and two soccer fields on Donnelly Park at Levin. This task was carried out for the Levin Borough Council. Donnelly Park is to become the main sporting facility in the borough, with a number of soccer, rugby, hockey fields, netball courts, complete with the usual pavilion and associated facilities.
- c. Unit training involving:

1. Map Reading.
2. Field Engineering.
3. Weapon Training.
4. Mines and Boobytrap Clearance.
5. Infantry Minor Tactics.
6. Helicopter Drills.
7. Living in the Field.

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- d. Other small earthworks tasks for Mr Eglington eg,

Metalling soft patches on minor tracks.
Excavation of a swamp using explosives.
Levelling off sloping access routes.



The following VIP's visited the unit during camp:

- | | | |
|---------------|---|---------------------|
| a. Wed 6 Dec | - | Comd LSG |
| b. Thu 7 Dec | - | CGS and Comd LSG |
| c. Sat 9 Dec | - | Col Comdt and CE |
| d. Sun 10 Dec | - | Deputy Comd FF Comd |

Parades

The unit took part in the farewell parade for the CGS Maj Gen R.D.P. Hassett CB CBE on the 7 Nov 78. Lppl John Donnelly was also presented with the Long Service and Good Conduct Medal by the CGS.

CHAPTER SEVEN6 FIELD SQUADRONAppointments

OC	Maj B. A. Stewart
2IC	Capt T. K. Jones
R & LO	2Lt (W) R. E. Thompson
SSM	WO2 P. A. McKeany
Tpt Sgt	Sgt G. E. Delaney
Colk	Sgt J.L.L. Cubitt
1 Tp Comd	2Lt G. A. Reid
Tp Sgts	Sgt J. Allison
	Sgt I. D. Hinton
2 Tp Comd	2Lt R. W. Armour
Tp Sgt	Ssgt A. J. Oliver
Tp Sgt	Sgt N. J. Napier
3 Tp Comd	Lt D. M. Tovey
Tp Sgts	Sgt A. W. Shaw
	Sgt D. A. Bagust
Cook Sgt	Ssgt R.J.R. Starke

Attached as Ops Offr: 2Lt P. F. Cosgrove

Promotions

Lt T. E. Jones to Capt T. E. Jones

Annual Camp 79:- Chatham Islands

Preparation and packing of stores commenced in earnest mid November. Since that time 300 plus boxes were packed by the Cadre Staff and a small band of willing workers from the TF. Geoff Coleman, a schoolboy, doing work experience, worked exceptionally well and was a real help in the packaging. Problems were overcome in the usual calm and efficient manner which is synonymous with 6 Fd Sqn. The result of all this work was evidenced at Aotea Quay when the unit started transporting stores to the wharf on the 5 Jan 79. The culmination was the sight of wharfies, stated by one WO2 of the unit to be "rejects from the Geriatric Hospital", stacking the boxes on board. They seemed to have a few problems with about 60 boxes of liquid refreshment. These boxes weighed 421 lbs each. The lessons learned and some pointers are put here for those contemplating a similar move:

- a. Use smaller boxes.
- b. Don't put more than 100 lbs in each box.
- c. Find out where the lift points on each vehicle are and clearly mark them.

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One advantage of small cars is that you can squeeze more of them in a traffic jam.

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As the ship slipped its moorings and departed at 1300hrs on 10 Jan 79, 3 unit members were on board. These were Ssgt Avenell, Ssgt Ross and Sgt Delaney. In the evening over a beer it was overheard "Ave will be hanging over the side, Stu will be drunk and Gav will be in the Engine room stripping down the motor". We did not know at this stage the boat was back alongside the wharf with engine trouble.

Unit Happenings

The unit held a Disco Night on 25 Nov. This was well attended and a good time was had by all.

The unit Xmas Draw was held on the 9 Dec. Again a fairly well attended function. Those who did attend wished the next morning they hadn't when they arrived with their children for the kids Christmas party. The men-folk tried to find a quiet spot away from the noise to try and soothe a very sick head. Lcpl Stu Weddell did a sterling job of Father Christmas. A few parents were a bit worried about their children coming in close contact with the beer fumes emanating from a "hung over" Father Christmas. The day was declared a roaring success by all who attended.



Anyone observant enough to guess your age correctly will annoy you in other ways, too.

-00000000-

-00000000-



Teacher: "Give me an example of a collective noun."

Pupil: "Garbage can."

Recon Course

The Squadron was approached by Wellington Civil Defence and asked if it could recon and classify an alternative road route to the existing Wainuiomata Hill Road.

The task was a good chance for instruction. Under the watchful eye of the Instructors 2Lt Cosgrove and Ssgt Ross, the students set about their two phase attack on the problem:

Phase 1. A Cross-country recon around Bearing Head by landrover.

Phase 2. An aerial recon by RNZAF Sioux helicopter which gave the students a birds-eye view of the situation.

Unfortunately the weather closed in during Phase 2 and the recon was cut short. Apologies must be given to Sgt Eric Harniss who was unable to "go up for a look".

The students who participated and qualified are;

Sgt Alan Oliver

Sgt Tony Shaw

Sgt Eric Harniss

Cpl Warrick Potts

Lcpl Grant Johstone

-oooOooo-

Water Safety Weekend

This unit assisted the Water Safety Council on the weekend of 11/12 Nov. The Squadron involvement was a mock attack on Oriental Bay with a beach landing of a landrover from the Light Tactical Raft. Good training for all those attending and a lot of fun. The pyrotechnics caused a few problems with the crowd and those in the "repelling forces" had a job with safety as the crowd pressed closer. On a cold, wet day it was quite pleasing to see the crowd.

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Unit Annual Shoot

This was held in Waiouru and included a Battle Shoot, Gallery Shoot and M79 and M72 firing. A high standard was attained by all who attended. This included the females; one of whom managed to hit the target with the M72. Unfortunately it was the wrong target.

-oooOooo-

Annual Camp Recon

Two recon parties were sent down to the Chathams. The first from 31 Jul - 4 Aug established the tasks to be done, camp site and cost of Crayfish. The second in Dec was a confirmatory recon and Tp Offrs/NCO's attended and a clearer picture was obtained by them and a more detailed method of handling the tasks was worked out.

-oooOooo-

Ex Long Look

The SSM attended Ex Long Look from 16 Aug to 16 Dec 78. On his return, his experiences with a British Regiment were outlined to us. A further lecture will be held at a later date when the items and task methods used by the British Army will be expanded to the unit as a whole. Despite his "heavy" work load he still found time to relax, watch all the All Blacks.

The SSM notes are extensive but a few pointers on the British Soldier are below:

- a. Arriving at South Serney Camp in Southern England 2 Kiwis were trying to locate the showers. On asking a British Squadie they were answered, "I don't know I've only been here 5 days."
- b. "Hurray for the CRE" is performed around a lighted rubbish bin in the mess. Words for this traditional song are attached.
- c. New terminologies:

Squadie	-	British soldier
NAAFI Break	-	Smoko
POM	-	Plant Operator (Mechanic)
Troopie	-	Tp Comds
Ruperts & Rodneys	-	British Junior Officers
"Q"	-	WO? other than SSM
Strip	-	Rugby gear
Pitch	-	Rugby field
Motor Mouth	-	SSM



HURRAH FOR THE CRE

Good Morning Mr Stevens and windy Notchy Knight,

Hurrah for the C.R.E.

We're working very hard down at Upnor Hard,

Hurrah for the C.R.E.

You make fast, I make fast, make fast the dinghy,

Make fast the dinghy, make fast the dinghy,

You make fast, I make fast, make fast the dinghy,

Make fast the dinghy pontoon.

For we're marching on to Laffan's Plain,

to Laffan's Plain, to Laffan's Plain,

Yes we're marching on to Laffan's Plain,

Where they don't know mud from clay.

Ah, ah, ah, ah, ah, ah, ah,

Oshta, oshta, oshta, oshta,

Ikona malee, picaninny skoff,

Ma-ninga sabenxa, here's another off.

Oolum-da cried Matabele

Oolum-da, away we go.

Ah, ah, ah, ah, ah, ah, ah,

Shush _ _ _ _ _ Whoow!

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CHAPTER EIGHTSCHOOL OF MILITARY ENGINEERINGAppointments

The following appointments are current as at 31 January 1979.

OC	Maj C. R. Parker
AO	Capt J.L.C. Alabaster
Acting SSM	WO2 W. H. Lamb
Trg Offr	Capt S.T.J. Rouse
Trg WO Co-ord	WO2 W. H. Lamb
Trg WO Planning & Prgm	WO2 C. Walsh
SQMS	WO1 R. J. Huggins
Celk	Ssgt K. S. McEwen
Tpt NCO	Sgt G.E.P. Callaghan

Promotions

"Willie" Wilson	to	Cpl wef 17 Jan 79
Willie Waharoa	to	Lcpl wef 18 Jan 79
Rudi Rudolph	to	Cpl wef 25 Jan 79

Postings Out

Sgt Brooker	to	2 Fd Sqn
WO1 Nepia	to	3 Fd Sqn
Capt Williams	to	5 Spt Sqn
Capt Adair	to	Australia
Sgt Parr	to	UK
2Lt Shaw	to	SME Australia

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Postings In

Capt Rouse	from	5 Spt Sqn
Sgt Carlin	from	1 Fd Sqn
Pte (W) Cocks	from	Papakura Camp
Spr (W) Tanner	from	MWT AA
Sgt Philips	from	2 Fd Sqn
Lcpl Waharoa	from	1 Fd Sqn

Engagement

Robyn Rosenbrook our typist to Pete Levett (TF 5 Spt Sqn)

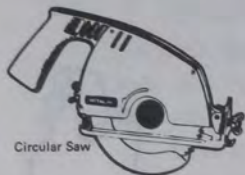
-oooOooo-

Satan: "What are you laughing at?"

Associate: "I've just locked a woman in a
room with a thousand hats and
no mirror."

RFMF/TDS TRG

After a long Christmas break when most of the students spent leave in their homelands, work started off at a rather rapid pace in January. The final three months of training will be most intensive and rewarding.



Circular Saw

The aims of the building construction phase are being met by the keenness of the boys to get the work completed and at the same time, set a high standard in their workmanship.

New construction works to be done were, six garages, a 55 sq m office block and a concrete block armoury in Wanganui. The situation to date is:

The garages are completed, waiting on M.O.W.D. painters to put their masterful touch to them.

The office block had the roof on by 2 Feb 79 and progress is good. A finish date of 16 Feb 79 is proposed.

The armoury as at 2 Feb 79 the tenth of eleven coarses is complete. A finish of 16 Feb 79 is hoped for on this task.



The office block has been run by Lcpl Mark Langford while Lcpl Tony Greeve has been looking after things in Wanganui. You can guess who will be working weekends if the tasks are not completed by 16 Feb.

When the above tasks are completed, we have the long lasting "SME Instructors" room to fix and finish. It is going to have a grand opening in mid March (we hope). One section will be blocklaying on the Corps Library under the watchful eye of Dennis O'Callaghan (2 Fd Sqn's blockie).

Carpenters Yarn

There were two guys nailing weather board on a garage. The senior of the two noticed that his workmate was throwing away nearly every second nail. Puzzled by this, he asked "Why are you throwing those nails away?" The reply came "because the heads are on the wrong end". The senior chap thought for a minute and said "don't be so bl_ _ _ _ stupid, they are for the other side of the garage."

-oooOooo-

After carefully explaining the origin of the National flag to a citizenship class, the speaker asked: "What is it you see flying over the courthouse every day?"

"Pigeons," came a reply from the back of the room.

COURSES

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Field Engineer Class II Course 6 Sep - 28 Nov 78

As a result of the fine construction effort by the course in relocating and refurbishing the five span timber Hennessey Road bridge near Shannon, the Horowhenua County Council forwarded a cheque for \$50 as tangible appreciation. The donation has been forwarded to the Engineer Corps Memorial Assn to assist with the construction of the Corps Memorial Library in Linton Camp.

The students were rather proud of their bridge as they ordered about one hundred photographs of the task.

The final stages of the course covered mainly minewarfare and booby traps. Students had the privilege of firing what is probably the last Holdfast Apparatus Rocket Propelled in the world. Although the course was beset by problems, the student morale remained high throughout. Thus concluded, the last of the informative Field Engineering Class II courses.

NZED Basic Plant 24 Oct - 3 Nov 78

Eight personnel from the NZED attended this the last Basic Plant course to be held for the Electricity Department by the Army. It was a pleasure from the Instructors point of view to have such a receptive student participation in all phases of the course. The background of students ranged from lineforeman and mechanics to senior plant operator, all agreed that the course was highly successful.

Demolition Retest 11-12 Oct 78

Thirteen experienced students requalified for a further 3 years. The course was semi-self paced with new information being taught and discussed. A very high standard was achieved by all students, three of which were upgraded in their respective categories. (If there was a top student it would be Lcpl Knott of 1 Fd Sqn).

Demolition Instructors 7-30 Nov 78

This extra course of 14 students had 13 qualifying in respective categories. Top student in all phases was Lcpl McFlinn of 1 Inf Wksp (well done). The two WO's on the course (Ron and Don) successfully displayed that charges must not be opposed. The course worked extremely hard and had little difficulty in reaching the standards necessary. We are grateful for the hard work of Cpl Martin and Lcpl Knott of 1 Fd Sqn. Two officers attended a retest during the course and requalified.

Basic Field Engineers - TN Specialist Trg Intake No 22 3 Jan - 9 Feb 79

A large intake of 57 students, giving a good selection from the youth of the country.

There was a good representation of students from different schools and universities. Some gave a hand in teaching knots, lashing and other rope work.

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There were 14
Assault Pioneers on the course.

The prize of the "Best
Sapper" was awarded to
Spr A. M. Lee of 6 Fd Sqn.

The prize for the
"Best Assault Pioneer" during
Specialist training was
awarded to Pte J.P.H. Philson
of 3 Auck & North Bn.

-oooOooo-

ANNUAL RANGE SHOOT

The School's Annual Range Shoot was held on 13-14 Dec 78 at Putiki Range one mile south of Wangenui. Fine weather prevailed and in sorting out the best shots from the poorer, Cpl R. J. White was awarded the Sgt Young cup for Marksmanship.

-oooOooo-

SOCIAL EVENTSThe Annual Junior NCO's Vs Senior NCO's and Officers Cricket 7 Dec 78

What can be said about this important annual fixture which clearly demonstrates that R.H.I.P. has not gone the way of all flesh?

Admittedly the seniors won (by a infinitesimal score of 114 runs). The juniors won hands down in the fancy dress parade, the comedy sketches and the throwing of abuse from the sideline.

On behalf of the Board of Management we thank Gordon the gardener for the loving care he put into the pitch.

-oooOooo-

We have a neighbour who bakes what she calls a sponge cake. And we know why. She borrows the butter, the eggs, the pan...

The Play. Before the game, time was spent by the Juniors in psyching out the Seniors. This worked magnificently as no Junior could look sideways at (G.E.P.C. without having the growth which supports his beret, being bitten off.

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The Juniors had won the toss and went off to prepare themselves to bat and the Killer Senior crew quietly and with proper mess etiquette combined with dignity went out to pasture (or is it meant to field).

Suddenly there was a spine chilling roar as the Dreaded SME Juniors started to move! They appeared on a service trailer, dressed in the appropriate cricket clobber - hats hard, hats top, hats jungle and with matching life jackets. They were waving cricket clubs and chainsaws and certainly looked a smart crew.

Meanwhile on the pitch Umpire P.L.J. was applying preparation and planning by quickly studying J. T. Snigglebitch's popular handbook "Even you can play Bowls". M.A.P. was showing N.E.F. stretching exercises by saying "See N ____, all ya gotta do is touch the tip of your nose with your tongue."

The game passed very smoothly (just like a red rag to a bull) but the writer must comment on certain phases.

W.H.L. - When you stand out in the middle of the pitch discussing the Systems Approach to Cricket, make sure you have either your bat or foot behind the crease.

R.J.W. can out-run G.E.P.C. even though R__ was in the mess kit of a wicket keeper. Admittedly G_____ was trying to brain him with his bat.

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R.J.H. - When you whack the ball into the crowd it is the Umpire who calls "fore" and claims a "birdie".

O.P.S. - Next time you play, please draw a pair of hands without holes in them from your ? Store.

As you can see we had a enthrilling afternoon. Although there were no refreshments some had an enforced dive into the fire pond, with the OC out pacing John Walker to disappear into the distance.

Thanks Seniors but we will do you next year.

-oooOooo-

Then there was the man who bought a copy of Ernest Hemingway's, "Across the River and Into the Trees," but returned next day and demanded his money back. He thought it was a book on golf.

CHRISTMAS PARTY - DEC 78

With £400 worth of beautiful raffle prizes on display the evening went well. After hours of drinking, eating and dancing to the music of Loopy Langdon's Disco, all went home to catch a few winks of sleep. Another satisfying social occasion.

-oooOooo-

THE CHILDRENS CHRISTMAS PARTY

This was the function of all functions.

Our singlies were privileged to be able to sponsor a group of 26 under-privileged children.

After a Saturday of Father Christmas, boat rides, trailer rides, climbing over plant machines (finding almost every grease nipple.) Eating ice cream, hot dogs, crisps, sabs, drinks, sweets, the children all went home tired but very satisfied. Sick - we are not sure!
Comment - We'll do it again next year.

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-oooOooo-

ALL NATIONS DAY

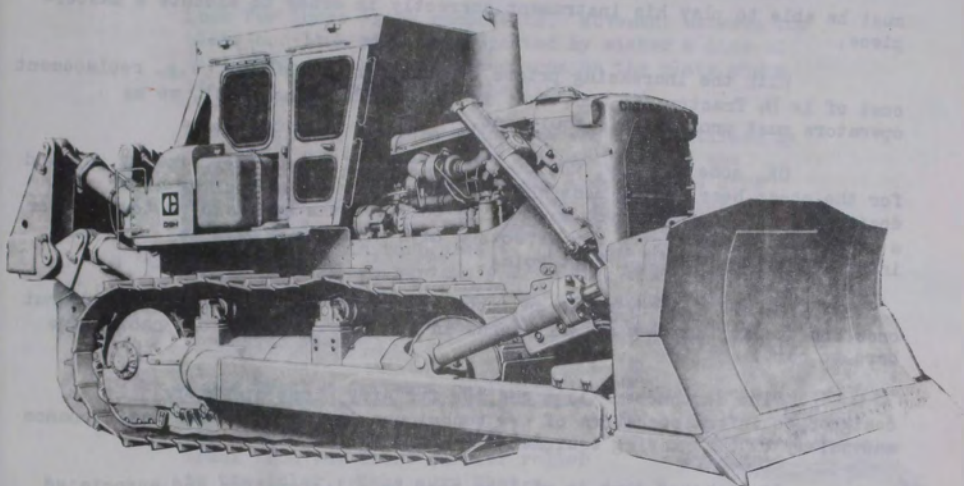
Not long before Christmas SME held a small All Nations Day with guests from other units and from the civilian world. It was our way of saying thanks for the co-operation received throughout the year.

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-oooOooo-

FAREWELL BAR-B-QUE

The first social occasion of the year was more of a sad occasion than most. On Fri 26 Jan we farewelled Capt Adrian Adair and WOI Omar Nepia.

CHAPTER NINE

THE EARTHMOVER

(By Cpl B. N. Marshall)

INTRODUCTION

Earthmoving is not only a science, but it is also an art; choosing plant according to the task requirement and in programming it to achieve the best results.

The earthmoving operator can be likened to that of a musician who must be able to play his instrument correctly in order to execute a masterpiece.

With the increasing prices of equipment rocketing (e.g. replacement cost of 1x D4 Tractor \$51,000, that is less blade, winch etc), we as operators must protect this equipment.

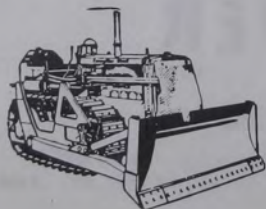
OK, some may say, "B..... that, I'm only here for my pay and for the cheap beer in the mess why should I worry about looking after my dozer." Fair enough but you may decide to leave the army and go to work for a hard working contractor who expects a days work for a days pay plus his investments protected and kept going.

We are not trying to say that all operators have this attitude but once one has it, one may as well throw in the towel because old habits are hard to quit.

"The Earthmover" is a chapter for Army Plant Operators. It is designed to inform operators of new techniques in the operation, maintenance and safety of earthmoving equipment.

It is hoped that it will be read by all operators and associated Army trades.

As this is the first chapter, most of the articles are centered around small tit bits of information. Later it is envisaged that fellow operators around NZ would submit articles on how their tasks are progressing, the problems and how they were solved.



HOW TO GET MORE LIFE FROM YOUR DOZERS UNDERCARRIAGE

Helping you get more production and life from your dozer is part of our business at the School. But, there are several things you can do yourself.

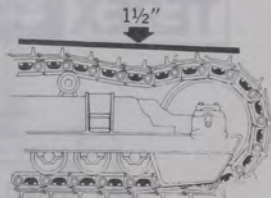
Each day as you refuel your machine, make these simple inspections.

Look for loose track components. Movement between the plate and link will be indicated by either a line of disturbed dirt or a polished area on the plate where it comes in contact with the link.

Look for leaky rollers which are easily identified by tell-tale oil on either the grouser plate or the idler spring cover. At the same time, remove dirt and debris from around the rollers and sprockets. "Packing" as it is called, can cause seizure of rollers which in turn creates flat spots on the shells of rollers seriously affecting their life. In the sprocket area, "packing" will cause tracks to tighten and ride up on sprocket teeth resulting in increased wear.

Check track adjustment periodically.

Lay straight edge on top of the track from the front carrier roller to the idler. Make sure that a link is hinging on top of the roller, this gives the correct flex. Measure from the bottom of the straight edge to the top of the lowest grouser. The "sag" should measure a minimum of $1\frac{1}{2}$ " or 38 cm. If too tight, damaging stresses are placed on wearing surfaces resulting in increased wear and tear and horsepower to move the track.



Don't spin tracks. At times, even the best operators get carried away trying to increase production.

Too deep a cut or lifting the machines front end cause tracks to spin, speeding up track wear.

Avoid high speed reverse operation when push loading.

This "hurry up and wait" operation causes extreme wear on pins and bushings and the reverse side of the sprocket.



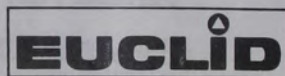
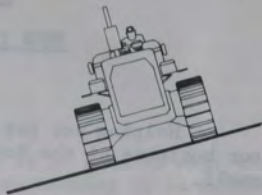
Hillside work is tough on roller
flanges and link sides.

Check guiding guard wear strips regularly. Guards are a good investment considering the cost of an early track rebuild.

Never park on a hillside.

This puts strain on roller seals and causes them to "set". Next morning it'll take a while before they return to their normal shape, particularly in cold weather. Meantime, oil can pass through the distorted seal and can be lost. Rollers only hold about a pint of oil, without it, parts fail early.

Remember. If your machine shows any of these points -
Report It Immediately.



DO YOU KNOW WHAT "TEREX" MEANS?

Well basically Terex is the registered trade name for the General Motors Earthmoving Division.

The name "Terex" is a combination of latin 'Terra' meaning Terrian and 'Rex' meaning King. Thus, Terex = King of the Earth.

This name is of fairly recent origin. Up to about 10 years ago G.M. equipment was known as Euclid. Then the American courts jumped on G.M. with their anti-trust laws compelling them to sell their rear dump manufacturing facilities in America and with it the name.

The origin of Euclid is found in the Euclid Road Machinery Coy, a private company which, until bought out by G.M. in 1954, manufactured Rear Dumps, Scrapers and Bottom Dumps in U.S.A. and Scotland.

DIRT

To some this may be the start of a yarn but this is a serious topic.

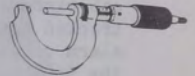
If it weren't for dirt who would need earthmoving equipment? But as it is - dirt provides a livelihood for many thousands of people.

Unfortunately, there is always some bad with the good. Dirt in and between the precision machined working parts of any machine, (whether it is a fine watch or large scraper), is detrimental. Much time, money and care go into the design and manufacture of dirt seals. However, careless lubricating techniques literally push dirt under hydraulic force into and between working parts. This is the dirt that accumulates on grease nipples and should be wiped away before the grease gun is applied. If not once inside, it will start a chain of events that lead to the self destruction of the working parts.

The manufacturers of the lubricants do everything in their power to keep grease clean and technicians design good seals. Let us co-operate with them. Operators should simple wipe the dirt off before applying the grease gun.

DIRT and GREASE
TIME

= Severe Abrasion



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R.O.P.S.

'Progress is being made to meet tight safety demands'

This is an extract from a speech given by Mr J. R. Cheney, Chief Engineer for Caterpillar Aust, at a recent function.

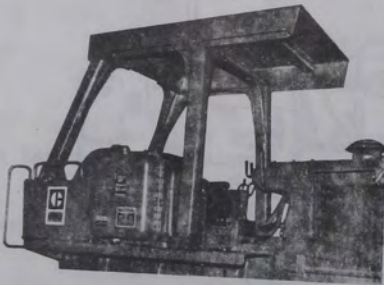
Operator Safety in the U.S.A.

The U.S. Occupational Safety and Health Act requires construction equipment to be fitted with brakes of normal service type, an emergency brake and a parking brake.

Probably the best known requirement from the safety point of view is that of "roll over protection structure" (R.O.P.S.) e.g. the latest 966C Loaders.

Other safety provisions in this U.S.A. Act require machines to be fitted with seat belts for the operator. Safety glass must be fitted in all cab windows and windscreens. A horn is a must on all machines including tracked tractors, and where machines are operating in reverse, a back up alarm or a warning device is required, e.g. the persistent beep-beep from the 966C's.

All these items are to be fitted to any machine before it leaves the factory.



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Remember:

If you have a "mishap"
Report it

PUSH LOADING

After watching a push loader at work, you may think the operator has one of the easiest jobs on the task. Actually, a good operator makes it look easy. The push loader operator must be one of the most experienced men in the team.

On many jobs, he's the boss of the cut with a lot of duties and responsibilities. On the big jobs, it's up to him to see that the orders by the task NCO are carried out to the letter.

When a scraper approaches the cut, it is easier for the pusher to manoeuvre than the scraper. To make things easy the pusher operator spots his scrapers in the cut as he requires them. He parks his machine at a 45° angle to the direction of the cut, this allows the scraper to pull straight in, at the same time lowering his bowl to pick up any material which is lying loose but keeping the scraper moving. (Remember watch the wheel spin).

Many cuts consist of different types of material. Some easy and some hard to load. Pick up the easy material first, then the added weight of a partially loaded scraper helps to penetrate the tough material. Soft spots, on the other hand, should be loaded out first with an empty bowl. A heavily loaded scraper might bog down in these areas.

The pusher often signals to the scraper operator when to leave the cut. When the scraper is reaching its maximum capacity it is easier for the pusher to spot this and shift the dozer into a higher gear and help the scraper gain extra speed. Remember scraper operators leave the cut tidy by raising the bowl slowly creating a smooth exit.

Points to remember.

1. Keep the cut tidy.
2. Watch that cutting edges are well clear of scraper tyres (£1,800 for a D-Pull tyre).
3. When making contact remember the scraper operator wishes that his head stays on his shoulders not splattered all over the dashboard, in other words "gently".
4. When there is a quiet period, get off the machine and check the condition of the cut and the grade levels.
5. The most important thing is:- liaise with all scraper operators and communicate with them, they are the "fetch and carry boys" so keep them happy and the job will hopefully go smoothly.

HOW TO PROTECT YOUR CUTTING EDGES

A simple guide for the preservation of cutting edges, corner tips and router bits.

Avoid Excessive Speed

Speed is the enemy of all earthmoving ground engaging components. When a rock or hard compacted layer of material won't budge, slow, steady prying force is more desirable than high speed impact (R.S.B. Rip Sh t and Bust). Operators often attempt to move a tough obstacle by backing off and hitting it with greater momentum. Since something has to give, this method sometimes gets the job done, but it also increases the possibility of cutting edge and corner tip failure and damage to the edge mounting supports.

Speed also accelerates wear on tracks and tyres, and imposes potentially damaging loads on frames, hydraulics and the powertrain.

Changing Edges and Tips

Always change edges and tips before wear reaches the support. If wear reaches the support, check for burrled surfaces. These should be ground off to ensure that the edge or bit will fit flat against the support.

Remove any soil that is packed between the edge or bit and the support. practice to keep all reserveable nuts and bolts soaking in diesel for a while, then toss them in the machines tool box as a reserve supply.

The causes of exaggerated edge and bit wear is mostly through loose nuts and bolts. Once a bolt loosens off, the edge or bit starts to move around wearing away the bolt, logging out the hole and aids the loosening off of other bolts.

Remember

T - Turn to save - rotate whenever possible to gain extra hours.

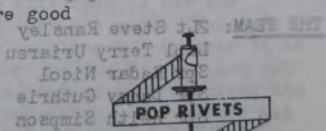
A - Avoid excessive speed no R.S.B.

C - Change edges and bits before wear reaches the support.

K - Keep all bolts tightened.

S - Scrutinize - inspect properly ensure that all parts are in place fitted and wearing properly.

N.B. Old cutting edges and corner tips are good for hanging stones.



Support Team in New Zealand headed by: WOS Mac Neill

CHAPTER TENSAPPERS ABROADSCOTT BASE

BY: Spr K. M. Simpson
 Lcpl T. M. Vriarau



Of all the places to go in this great world, Antarctica would be the last place anyone would think of going. For nine Engineers of 3 Field Squadron, Scott Base which lies approximately 2 000 miles south of Christchurch and is situated on the Ross Ice Shelf, Antarctica was no longer a bad dream.

Scott Base is a New Zealand Station run by the DSIR for scientific research on and around the Antarctic Continent. Because of the increased interest in this white continent which covers an area of approximately 5 500 000 square miles, Scott Base is increasing along with the other Stations every year. Apart from New Zealand, there are 11 other countries which have legal rights to Antarctica.

This increased interest was the main reason for the Engineers to deploy to Scott Base. Their job was the construction of a powerhouse. The powerhouse which is of a pre-fabricated steel framed construction with polyurethane panels used as a cladding, is to house two caterpillar generators and a desalination plant which to everyone down there, is a great relief. The "desal" plant will boost the now 500 gal of fresh water a day, which is produced by melting ice by heat in big furnices, (which have to be filled by hand,) to 1600 gal a day, which is drawn up by pump from the sea.

With temperatures ranging from 0° - 45°C , heavy protective clothing is a must, such as down filled jackets, woollen lined boots, wind-proof overalls and heavy woollen gloves. These extreme conditions and heavy clothing made construction very difficult and slow. Because of this, long hours of construction had to be produced and in these conditions this was very tiring.

Sunday, the day of rest, which everyone looked forward to, this was a good time to catch up on letter writing and walks around the scenic spots for e.g. the magnificent snow caves.

Apart from the construction of the powerhouse we were involved in many group activities e.g. volleyball, social drinking and a 5 mile run which is run by the Americans once a year.

With the summer coming to an end and the job almost complete, it was a sad feeling when we got on the C130 Hercules heading back to Christchurch. The thoughts of the job and people we had met would linger in our minds for many years to come.

THE TEAM: 2Lt Steve Ransley
 Lcpl Terry Uriarau
 Spr Radar Nicol
 Spr Danny Guthrie
 Spr Keith Simpson

Cpl Stocky Stockwell
 Spr Mike Dew
 Spr Willy Wilson
 Spr Puggy Pugh



Support Team in New Zealand headed by: WO2 Mac McAllister

TUVALU PROJECT '78

(By: Spr John Hayes)

To continue the project story from the article in Liaison letter number 16, two replacements joined the team on the 13 August, two weeks after leaving NZ, (one week in Suva, one week in Funafuti) they were Spr J. Hayes and Lt Pl P. O'Connor (RNZEME).

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On arrival they were put through a 'familiarization course' that consisted of learning to survive in the surf conditions, having their skin change colour and getting accustomed to the local food, drink and customs. Another experience was to ride the surf in the 14 foot 'Parkercraft', with a speed maniac at the helm.

Once the new team members had settled in they were put to work on the raft which had been constructed as a floating platform for the Atlas Copco compressor.

The design of the raft incorporated the use of the local 'constabulary's' 12 foot 'Parkercraft' and six 44 gal buoyancy drums placed strategically about the 'Parkercraft' - three down each side.

This masterpiece of engineering was required to enable us to make progress despite the lack of nitropril and secondly to start the

clearing of the proposed seaplane landing strip; an area of one kilometre long by one hundred metres wide.

The clearing involved the destruction and removal of 'nigger-heads' so as to obtain a clear depth of five feet (1.5 metres). 'Nigger-heads' are coral outcrops which grow from the lagoon bottom to the surface in the shape of a mushroom and can vary in diameter from 3-14 metres.

At the start it was easy to work off the tops of the 'nigger-heads' but once the overhangs were knocked off it became difficult to use the concrete-breaker without losing balance and going over the side. This was overcome by taking a bigger 'bite' out of the top enabling the breaker to be used at a greater angle to the vertical. The other problem was running out of standing room. When this happened we had to be content with cracking the coral and finally using crowbars to complete the operation. The method was very time consuming and after a month only eight 'nigger-heads' had been demolished.

It was at this time that our long awaited shipment of nitropril arrived (a momentous occasion).

Without so much as a pause, mixing began in earnest and soon the island of Nui was being shaken by the thump of the exploding charges, much to the pleasure of the island elders, who had begun to wonder if their channel would ever be finished.

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Once a charge has been detonated the water in the immediate area becomes very murky and visibility is reduced to zero and you cannot see what you are doing or where you are going.

The "what you are doing" isn't so bad but the "where you are going" is the tricky part because new coral pieces are normally thrown into the channel and should you be caught by the surge and swept along at a great rate of knots, you inevitably get thrown into the new obstacles - ask God he knows all about them because we told him several times!

Blasting in the channel entrance would be one of the most frustrating experiences anyone could encounter because you are continually being swept one-way and then the other and if by some rare chance you manage to get to grips with the situation your joy is short lived because the bloke in front of you comes sailing back until 'splat', you have a face full of his fins and both of you just get swept away. However there are occasions when the surf does allow you to more easily place, fix and fire your charges.

Once 'hand clearing' had begun in the channel, after the days blasting the divers would move into the calm of the lagoon where 'nigger-head' destruction would continue. This was done with two divers placing the charges whilst the third diver acted as courier bringing charges from the boat. Each charge was laced into a detonating cord circuit and to one end of the detonating cord circuit, an electric detonator was taped on and connected to the firing cable which was run out to a suitably safe distance, the exploder charged, button pressed and one 'nigger-head' demolished.

The funny thing about this was that every time a 'nigger-head' was blown a small amount of canoes would head out from the shore to try and beat the palangis (white people - us) to recover the stunned and dead fish. Unfortunately they never stood a chance against our hotbed up Evinrude 4 Hp outboard. This system of a work programme continued until both the channel and the landing strip tasks were completed.

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Then came the move. Supposedly from Nui to Vautapu, but this was delayed by the Government who, because of their Independence celebration preparations, would not agree to our move. Instead, the team was officially

invited to Funafuti to attend the celebration and immediately after Independence, move from Nui to Vautapu.

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During the celebration period the team was looked after and fed by the people of Nui because we were recognised as "Nui Boys".

The period up until the 1 October was spent, swimming, swamping canoes or watching the big 'steel birds' land at the Funafuti International Airport. Next to nothing to do at nights; the one and only pub was even shut!.

When bored the divers were soon back into the surf on the ocean side of the atoll, where once again the surf picked you up, threw you around and then bashed you on the coral. Once past the surf-line it was chasing sharks, sea turtles or just any fish - unfortunately we could only snorkel because our tanks etc were all still on Nui.

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Then came the big day, Princess Margaret arrived and off we went to the Meeting house for lunch with HRH and several hundred others. From then on it was feast after feast, local dancing and local exhibitions.

On Saturday 30 September at 2359hrs the great moment for this small nation had arrived. A new national flag was struck and Tuvalu's National Anthem was played. After numerous speeches, prayers and a fire-works display Tuvalu was officially Independent.

It was now back to Nui to uplift our equipment and off to Vautapu. Once we had moved into our accommodation it was to work again.

Task number one was to remove two large boulders and a small ridge in the entrance of the existing channel - this took five days to complete.

Task number two was to produce a short channel past the surf-line on the opposite side of the island to give an alternative channel should the conditions be too rough at the existing channel.

Opening this new channel was achieved with comparative ease. On day one a distance of 20 metres was opened up but as we moved closer to the surf-line progress was reduced considerably, and when we finally broke through it was impossible to place charges in the right places. Water is powerful stuff!

Attempts were made to swim up the channel with charges but we were just swept away once we released our grip on the rocks, to place the charge. Unlike Nui the surf here is stronger and much larger.

To overcome this problem, two charges were weighted and a 3 metre length of detonating cord taped between, an electric detonator attached, then the charges were dropped either side of the obstacle. This method worked quite well and the channel was completed without any real bother except for the occasional unintended ride on a wave.

This was the last task for Tuvalu Project '78 and the experience gained from the complete TOD is enormous.

The people of these islands are very friendly and without their freindship and co-operation I am sure the task would not only be boring but we would probably have gone quite insane.

The team members for this TOD were:

Team leader Lt W.G.W. Williams (Diver)
 Lcpl T.M. Thompson (Diver)
 Spr J.C.M. Hayes (Diver)

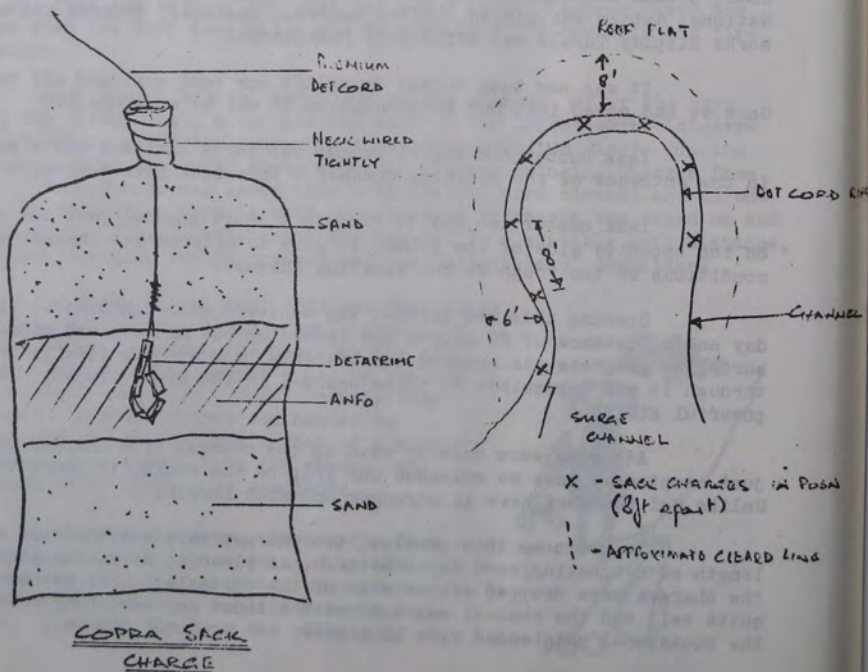
Cpl P. F. O'Connor (Mechanic)
 Cpl R. G. Glover (Cook)

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Last Laughs:

One of the divers trying desperately to drag the 'Parkercraft' out into the lagoon - what he hadn't realised was that the bloody thing was firmly secured to a rather sturdy coconut tree - too much sun!

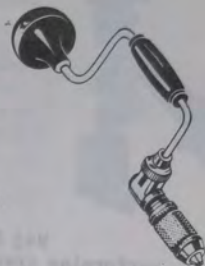
Who di a speed run up the lagoon with the Johnson powered 'Parkercraft', only to find at the end of the run he was short of one propeller - no world water speed records there!



NZWSU SINGAPORE

FE/OC
WAO/2IC
Wks Spvr I
Wks Spvr II/Cons Spvr
Contracts I
Contracts II
Contracts III
SQMS

Maj R. A. Barrett
Capt G. E. Goldsworthy
WOI C. B. Chapman
WO2 M. G. Holt
WOI E. R. Elley
Ssgt T. N. Archer
Vacant
Sgt P. J. Nolan, RNZEME

Introduction

A review of NZWSU activities since our last contribution to the RNZE liaison letter is well overdue. WOI Heta Wawatai has recently departed from the Unit to Auckland, his contribution to unit activities over the last two years has been considerable. With Heta's departure and a establishment increase being approved, a internal reorganisation of the Unit has taken place.

The new organisation of NZWSU is included at page 10-9 of this article.

Activities

The activities of the Unit centre on the need to upgrade and/or maintain the large NZ Force Real Estate areas. The bulk of these tasks are undertaken by the three depots under the guidance of Clare Chapman (who has taken over from Heta Wawatai) and Murry Holt.

The supervision of contracts, the production of plans and specifications for larger projects and the 'landlord' responsibilities of NZ Force Real Estate are undertaken by Eric Elley (recently arrived) and Terry Archer.

The unit daily activities are carefully and pragmatically organized by George Goldsworthy with his administrative staff (all locally employed civilians except the SQMS, Pat Nolan, RNZEME).

Social activities of the unit (when time permits) are organised by Clare Chapman. 'Sappers Day' in 1978 was celebrated in characteristic sapper fashion. A 'fishing trip' (no ladies allowed!) followed by a ladies night at a local restaurant involved all Sappers in Singapore.

RNZE Personnel in Singapore

It is appropriate that a mention is made of the other RNZE personnel in Singapore. They are as follows:

-oooOooo-

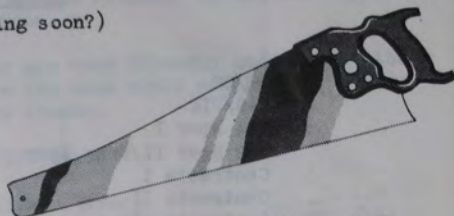
The loudest sound in the world is that first rattle in the new car.

NZBSU

WOI K. F. Malloch (arriving soon?)
 Lcpl (W) S. Y. Hansen

1 RNZIR

Cpl L. P. Hartley
 Lcpl S. J. Gallagher
 Spr B. W. Jackson
 Spr M. A. Lack
 Spr J. B. Hammond



Maj Reg Barrett assures all at home that these Sappers are all performing crediably in the best Corps tradition. What the battalion would do without some level headed sappers, 'God knows'!

No doubt Keith Mallock's subtle hand will have in due course the measure of NZBSU!

Personal NotesMarriages

Nil

Divorcees

Nil

Births(1) Official

Nil

(2) Others

Apparently nil (?)

Incidentals

- (1) Betty Goldsworthy continues to harrass the FE when George tires of the exercise.
- (2) Terry Archer spends some time at work, the rest as a rugby referee!
- (3) Clare Chapman, it is now rumoured, is communicating with a radio ham (sorry, amateur radio operator) in Outer Mongolia.
- (4) Murry Holt has re-designed his cottage (2000 sq ft) in the Coromandel for (conservatively estimated) the sixth time.
- (5) With Heta and Toe Wawatai departed for NZ, perhaps we can reduce our PT to once per month, rather than the daily saga of before, without feeling guilty. Those two would have to be the 'fittest' couple in the corps!
- (6) It is rumoured that the FE is becoming soft, he wants jobs given today completed by yesterday rather than last week! Groan!



(7) George Goldsworthy is not finding the work at NZWSU sufficient to occupy his recreational time, he has been given the job of Treasurer of the Khatib Officers' Mess.

(8) Notes for ex - NZWSU personnel: Teresa continues to run the office. Jenny is in the drawing office. Mr Lingam is Clerk of Works at Woodlands, Mr Yeo is at Dieppe and Mr Chin is at Tengah. Mr Wee and Mr 'Pali' are still with us. Mr Kan (ex Woodlands Depot) has taken over as conservancy supervisor.

Summary

In spite of the foregoing remarks, the Unit is in good heart. Congratulations to Maj Andy Anderson and his team for the splendid job done on the Army Museum. Keep up the RNZE liaison letter, it is certainly appreciated by all of us here in Singapore.

-0000000-

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This is the interior of an Embassy

-0000000-

House guest to little girl: "What are you going to give your brother for his birthday?"

Little girl: "I don't know."

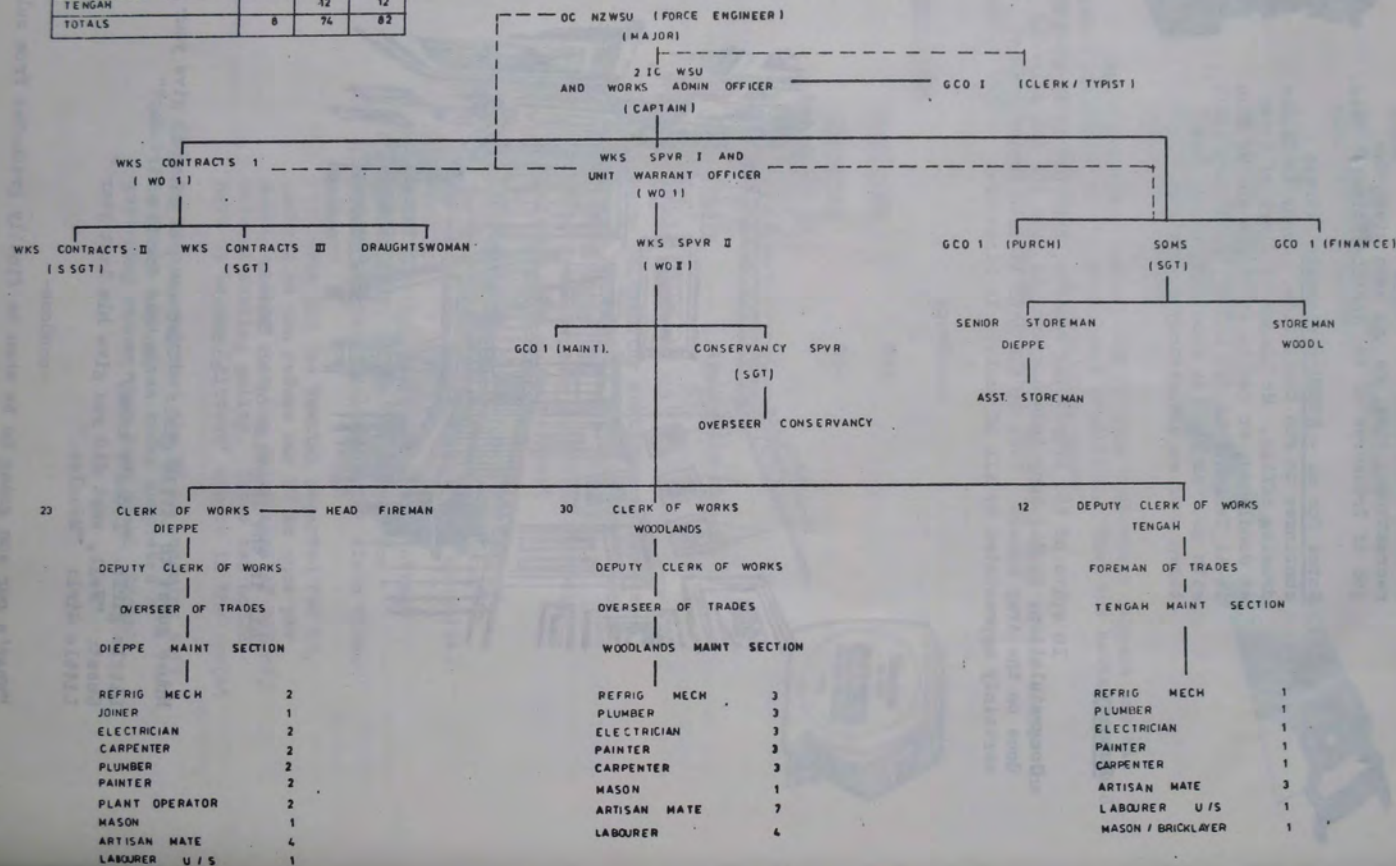
Guest: "Well, what did you give him last year?"

Little Girl: "Measles."

-0000000-

"What's our son going to be when he finally graduates from college?"
"Senile."

WOODLANDS		30	30
TENGANG		42	12
TOTALS	8	74	62



CHAPTER ELEVENARTICLES AND REPORTSCHEERS - IN PERCENTAGES

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due to copyright

Often there are discussions - friendly but heated and inconclusive - over strengths of various beers and spirits.

The main controversy is usually over the alcoholic content of various beers and spirits and how they relate to similar products in other countries. Currently this discussion is tied to our laws regarding drinking and driving.

NZ beers fall into four groups with the percentage of alcohol read in three different ways:

<u>Group</u>	<u>Percentage Alcohol by:</u>		<u>Volume</u>
	<u>Weight</u>	<u>or Proof Spirit</u>	
1. Brown	2.9	6.4	3.6
2. Super	3.6	7.9	?
3. Lager	4.3	9.4	?
4. Stout	5.5	11.9	6.8

Alcohol per cent by weights is usually expressed: % w/w. This is the internationally accepted method of measurement and measures the weight of 100% alcohol. The strength of 100 kilograms of beer which contains six kilograms of 100% alcohol is 6% w/w.

Alcohol per cent by volume is usually written: % v/v. The New Zealand Food and Drug Regulations express alcohol contents by volume. Obviously the quantities are measured by litres instead of kilograms, compared to example above.

Alcoholic percentage Proof Spirit. The term is derived from periods before very accurate analytical equipments were available. Samples of spirits were poured on to gunpowder and if it failed to light it was "below proof". If it did ignite it was above "proof". The term has been retained but a scientific definition of 100 per cent Proof has been established. A 100 per cent proof alcohol mixture contains 49.2 per cent by weight (or 57.1 per cent by volume) of alcohol when considered as an alcohol/water mixture. The standard methods for determining such levels are strictly controlled by requirements of temperature and techniques.

In beer this measure is expressed as a percentage Proof Spirit and in spirits, as degrees or percentage above or below 100 per cent Proof. This may clarify a common misapprehension that Proof Spirit is 100% pure alcohol. It is either 49.2% pure alcohol (by weight) or 57.1% pure alcohol (by volume).

The next time you are involved in such a discussion it must be established who knows what they are talking about, and which method is used by that other country whose strength of beer you are comparing. Seems nothing is simple - is it.

Content removed due to copyright

-oooOooo-

DERIVATIONS

Ever wondered how words originate? After much research we are able to provide some answers. Further contributions solicited.

SAW	Separator, active, wood.
HAT	Headress, attachable top-end.
SUGAR	Sweet, universal granular admixture refined.
JAM	Juicy admixture mothermade.
SPADE	Sharp-pointed artificial dirt extractor.
SHOVEL	Sharp hand operated variable extractor/loader.
BUTTER	Best udder temperature treated extract.
MILK	Mothers intensive liquid kalcimated/karatane.
CHISEL	Chipper hand incisive sharp exacting leveller.
CUP	Container universal practical.
CAR	Chariot advanced racing.
EGG	Energy-giving globes.
SAPPER	Satisfactory, active proud person ever ready.
BREAD	Baked rye edible all-purpose diet.
GIRL	Giggling irrepressible resonant loving.
CHAIR	Comfortable horizontal artificial instrument resting.
LETTER	Lengthy epistle typewritten topical eminently readable.
ADIDAS	All day I dream about sex.

WEDDINGANNIVERSARY SYMBOLSTraditional

1st	paper
2nd	cotton
3rd	leather
4th	books
5th	wood
6th	sugar, candy
7th	wool, copper
8th	bronze, pottery
9th	pottery, willow
10th	tin, aluminium
11th	steel
12th	silk, linen
13th	lace
14th	ivory
15th	crystal
20th	china
25th	silver
30th	pearl
35th	coral
40th	ruby
45th	sapphire
50th	gold
55th	emerald
60th	diamond
75th	diamond

Modern

clocks
china
crystal, glass
electrical appliances
silverware
wood
desk sets
linens, laces
leather
diamond jewellery
fashion jewellery
pearls, coloured gems
textiles, furs
gold jewellery
watches
platinum
silver
diamond
jade
ruby
sapphire
gold
emerald
diamond
diamond

-oooOooo-

BIRTHSTONES

January
February
March
April
May
June
July
August
September
October
November
December

Garnet
Amethyst
Bloodstone, or Aquamarine
Diamond
Emerald
Pearl or Alexandrite
Ruby
Sardonyx or Peridot
Sapphire
Opal or Tourmaline
Topaz
Turquoise or Zircon

WEIGHTS AND MEASURESMiscellaneous

3 inches	1 palm
4 inches	1 hand
6 inches	1 span
18 inches	1 cubit
21.8 inches	1 Bible cubit
2 $\frac{1}{2}$ feet	1 military pace

Temperatures

Fahrenheit

Milk	Freezes 30° above Zero
Water	Freezes 32° above Zero
Olive Oil	Freezes 36° above Zero
Wines	Freeze 20° above Zero
Vinegar	Freezes 28° above Zero
Alcohol	Boils at 173° above Zero
Water	Boils at 212° above Zero
Petrol (av)	Boils at 360° above Zero
Blood Heat	98.4° above Zero
Eggs Hatch	104° above Zero

Content removed due to copyright

-oooOooo-

The computer is a great invention. There are just as many mistakes as ever, but they are nobody's fault.

-oooOooo-

All kinds of social graces are useful, but one of the best is the ability to yawn with your mouth closed.

DISTRIBUTION LIST

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WEC AA (RNZE pers)	1
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Army General Staff
Colonel Commandant
Det HQ Support Branch
HQ Force Engineer

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RNZE

LIAISON

LETTE

No 18

1st MA

1979

THE CORPS OFROYAL 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 H. E. Wedde BE(Civ)

EDITORIALIN A COMFORTABLE RUT?

No doubt you have heard of nuns who have shed their habits to move on to other careers. Well, is it time you shed your habit to move on in your career? Your habit may be called a rut - a career rut - possibly very accurately described as a grave with the ends pushed out.

Being in a career rut is common to many, but less true of servicemen than others. Once in a job we become complacent and assume that all we need do is to coast along. We work very hard in our jobs - often loaded with responsibility - pleasing our bosses and our co-workers, but have we thought of our career objectives? Do we have any?

Where is your present job leading you? Are you doing the kind of work that you really want to do? If you cannot answer those questions with any degree of certainty you have probably become too comfortable in your job. If you believe that by doing a good job your boss will take care of your career opportunities at the appropriate time and that you do not need to set career goals, then you are in a career rut. You may wish to imagine yourself as supremely confident, but in reality you have little belief in yourself and your abilities. You may have developed your rut in order to feel secure. Sound familiar? Are you working in a job that you have outgrown but are too frightened to speak out and request a change or seek another job? Are you afraid of a challenge or the upsetting of your nest because you may have to move? Mark Twain once said, "I am an old man and have known a great many troubles - but most of them never happened." You could set your goal and overcome any troubles on the way to achieving them.

Take a real hard look at yourself and decide where to invest your energies from now on. Don't work on blindly like a child seeking the approval of others. Realize that this life is yours. Don't waste it looking back in regret at things undone, challenges not met, goals and dreams lost, talents wasted. It may feel good to at last believe in your abilities and to be working at something that yesterday you dreamed would be impossible. Tomorrow you may be moving on, doing something totally unrelated, learning a new field in a new place.

Only you can set your goals and choose how effective you are as a person. Effectiveness is a measure of achievement not of activity.

Sort yourself out a challenge apart from the worry of your present job. A certain amount of worry is a natural part of our daily life and it pushes us to get things done. Worry in the normal sense means protection as if we did not worry about faulty car brakes, the consequences would be disastrous. Being undecided on a career goal can cause worry beyond the daily dosage.

Set yourself a challenge from those things you really want to do - climb out of your secure habit and confidently set out to achieve your own goal (with a little worry for good measure) before it is too late and your rut gets a lid.

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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:

27 July 1979

CHAPTER ONEDIRECTORATE OF WORKS(AS AT 14 FEB 79)

DWks	Col R. Mc.L. Dickie	} not related!
DDW	Wg Cdr A. T. Dickie	
ADW Projects	Maj A. W. Ancell RNZASC	
ADWL4	Maj J. D. Broadbent	
SOWL4A	Capt J. S. Hollander	
SOWL4B	Capt R. W. Goldie	
Chief Draughtsman	WOI D. E. Graham	
Draughting Staff	WOI J. E. Shields	
	Sgt K. R. Moore	
	Sgt G. E. Pullen	
	Lcpl N. K. Gattsche	
	Lcpl T. A. Wyatt	

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copyright

You will note the changes:

Maj M. J. Steeds and Maj D. J. Grant both RNZAC have left us for other things. Maj Grant has gone to be BM at 1st TFR Papakura and Maj Steeds has joined the Directorate of Equipment Procurement at Army General Staff. Both brought a sense of sanity to the Works Directorate during their tours here.

Maj Tony Ancell has joined us from (the then) Home Comd. He was DAQMG(QW) there and is well versed in the intricacies of Works.

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copyright

Maj John Tymkin has been promoted and joined CE's office. He served two and a half years in the Directorate, and for quite some time as the only officer in the Army Cell. Congratulations on promotion and posting.

Capt Bob Goldie replaced Maj Tymkin. Capt Goldie is a direct entry officer, recruited for his specialist abilities in the Works field. We may see more specialists recruited in future to lessen the load on general list officers. Both RNZN and RNZAF, recruit specialist officers in many fields and Army has just recently adopted the same course.

Lcpl Nigel Gattsche has joined us from 1 Fd Sqn. He recently passed a ROSE and expects to go to Portsea in July 1979.

Terry Wyatt has just been promoted to Lcpl. He has been here over a year now and recently passed the exam for Advanced Trade Certificate in Carpentry.

Whilst on exams, both Ssgt Moore and Sgt Pullen have now completed NZCD(Arch) and Maj Tymkin achieved very good results in the year NZCE.

For your information, some of our projects now under execution include:

Papakura New 150 bedroom barrack

Waikouru New Ancillary Workshop
Modernise Cambrai and Malaya Barracks

Linton New 60 bedroom OR barrack
20 bedroom SNCO quarters

Trentham SNCO and Officers quarters (20 beds each)

Burnham Lubratorium extensions plus houses in a variety of locations

Recent cuts in capital expenditure won't allow us to do as much as we'd like in future, but we hope to make some progress especially in the accommodation field.

-oooOooo-

The old rooster had seen better days. Somehow life just didn't seem so much fun anymore; the hens hardly seemed worth the effort and a good crow left him breathless for hours. So the day the farmer brought home a lusty young cockerel, and started to put an edge on his hatchet, he was understandably depressed. After giving the matter some thought he was determined to risk everything on one final display of his waning machismo. Sauntering up to the young cockerel, he offhandedly challenged him to a race - 3 circuits of the farmyard - winner to take all. The young cockerel crowed with glee and as the hens lined up to view the spectacle, the contenders took their places.

The old rooster took off at a tremendous pace amid the gasps of his harem, and opened up quite a lead, but as he neared the end of the second lap he could feel his strength ebbing away. So, reasoning that his future was decided one way or the other, he put on some final gut-wrenching burst of speed. To no avail! The young cockerel was closing the gap with ease when, suddenly, there was a loud explosion and the cockerel disappeared in a cloud of blood and feathers. As the old rooster preened the dust off his tail, he heard the farmer muttering as he shouldered his 12 Gauge shotgun:

"\$50.00 for that damn cockerel and he turns out to be one of THOSE".

CHAPTER TWOHQ FORCE ENGINEER (Deceased)APPOINTMENTS (immediately prior to disbandment)

Force Engineer	Lt Col H. E. Wedde
SORE 2 (Ops)	Maj J. M. Kiff
SORE 2 (Wks)	Maj K. J. Woods
SORE 3 (Wks)	WO1 D. H. Roberts
C of W	WO2 R. B. Inwood
Surveyor	Sgt K. G. Smith
Draughtsman	-
Clerk	Sgt C. Bell
Clerk	Lcpl (W) E. L. Duncan
Driver	-

After being in existence for 5 years and 160 days, like all: well functioning, well organised, well disciplined, well occupied, well thought of and very well liked units in the Army, the POWERS THAT BE decided to disband the HQ Force Engineer wef 9 Apr 79.

No longer would they occupy their much loved 4 roomed V.D. Clinic with the original Da Vinci and Van Gogh portraits watching over the activities of the inmates.

Content removed due to copyright

No longer will the locals, typists and Registry employees be entertained each lunch time with the championship games of tennis between the greats of Force Engineer and the Rest of Field Force Command. Even the Ancient Decrepid Old Buzzard will miss his highly entertaining PT trots along Cheltenham and Narrowneck Beaches enjoying the sparkling waters of the Rangitoto Channel, the sun, the fresh air and above all, the disturbing (to him) sight of numerous nude bodies tucked away amongst the rocks.

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However traumatic the end of HQ Force Engineer may be to some of its inmates, the forming of a new Directorate of Engineers and the move to a brand new office block in Takapuna can only improve the overall command and control of all our Engineer Units efforts, resources and manpower.

Content removed due to copyright

The new Directorate now occupies the north eastern corner on the top floor of the Headquarters NZ Land Force building in Byron Street, Takapuna. From the well appointed, carpeted, open plan office area the inmates have a grand view of the outer approaches to Auckland Harbour, Rangitoto Island and North Takapuna up to the East Coast Bays.

RNZE Directorate wef 9 Apr 79

DRNZE	Lt Col H. E. Wedde *
SO2 Ops	Maj J. M. Kiff
SO2 Equip	Maj J. A. Tymkin *
SO3 Wks	Capt -
Clk Pers	WOI B. J. McKernan *
Clk of Wks	WOI H. K. Wawatai
Clk of Wks	WO2 R. B. Inwood
Surveyor	Sgt K. G. Smith **
Draughtsman	Sgt C. Bell
Clerk	Lepl (W) E. L. Duncan

* Based in Wellington

** Based in Waiouru

Postings In

WOI H. K. Wawatai - Posted HQ NZLF but held surplus
FF Comd from 30 Jan 79 until
implementation of LF

Postings Out

Content
removed due
to copyright

Maj K. J. Woods - 23 Apr 79 to Trg/Management
(G Branch)
WOI D. H. Roberts - 9 Apr 79 to Logistics
WO2 Inwood - on secondment to Ministry of
Foreign Affairs to approximately
Jul 79.

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-oooOooo-

Young girl: "The man that I marry must shine in company,
be musical, tell jokes, sing, dance and stay
home nights."

Married friend: "You don't want a husband. You want a TV
set."



3-1

CHAPTER THREE

CORPS MATTERS

THE ENGINEER CORPS MEMORIAL
ASSOCIATION INCORPORATED



(By: Committee member, Maj C. R. Parker)

THE CAR RAFFLE

Planning for the New Zealand - wide car raffle is progressing most satisfactorily.

An area sales organiser has been designated from each Squadron and separately for the Waiouru area. Each such organiser will be seeking your assistance in ticket sales and mounting selling campaigns such as in shopping malls or for street day sales.

The raffle winner will have the choice of a:

TOYOTA COROLLA SR Hardtop
TOYOTA COROLLA Station Wagon

or a

TOYOTA COROLLA De Luxe Sedan

It's a 3 in 1 raffle!

An approach has been made to the Sales Manager TOYOTA (NZ) Ltd, and we are confident of obtaining excellent support and favourable terms. You may be surprised at the amount of support we may eventually be able to announce.

The ticket selling period is 6 Aug to 29 Oct 79. Tickets will be \$1.00 each and you will have plenty of tickets in plenty of time.

The raffle organiser (Maj Parker of SME) is seeking names and addresses of supporters of the Association who may be interested in selling tickets. Do you know of no longer serving Sapper? Do you have a sympathetic brother working at NZ Steel, the Bluff Aluminium Smelter or the Belfast Freezing Works? Is your father a member of the Commercial Travellers Club? The following people are anxious to make these contacts:

SME	Maj C. R. Parker
1 Fd Sqn	WO1 M. A. Oliver
2 Fd Sqn	WO2 D. R. Futter
3 Fd Sqn	WO1 E. W. Bruce
5 Spt Sqn	WO2 J. H. Hendrick
6 Fd Sqn	WO2 P. A. McKeany
SME	WO2 W. H. Lamb
ATG	WO1 B. D. Hook
Wellington	Lt Col K. H. Mitchell

You could help them, couldn't you?

The aim is to sell 40 000 tickets and you are needed.

GENERAL SUPPORT

Many soldiers are making regular deductions from their pay to support the Corps Memorial Association. All Squadrons have specific details (Pay Code 1507/1 on the form MD 221).

Much support is being obtained from Membership fees at \$1.00 per year. There are many Life Members who qualify by a one-time payment of \$20.00. There have been many donations. We are aware of one unit who propose to voluntarily subscribe a donation of \$5.00 each soldier. A Donation Book will record all donations over \$5.00 and will be on public display in the Corps Memorial Library.

Success is only just around the corner provided this support continues. Have you helped yet?

Content removed due to copyright

CAPTAIN JOHN CLARK MACLEAN M.C. (BAR)OF THENEW ZEALAND ENGINEERS AND SECONDED TO ROYAL ENGINEERS

John Clark Maclean was born in Dunedin, on March 4 1876. Educated in Dunedin, it was evident when he was still a lad that he had a spirit which no mere ordinary life of stay-at-home industry would satisfy.

He went with the fourth contingent of New Zealanders to The Boer War, and at the end, after a short visit to his home, he returned to South Africa where for four years he found numerous activities to satisfy his energies - travelling all over the country, running transport on the Rand Reef, and overseeing railway construction work. After a brief stay in London in 1906 he went to South America and worked with a Construction Company. A year later, with another Construction Company - he worked on the tunnelling through the Southern Andes from Buenos Aires to Valparaiso. This camp was ten thousand feet above sea level, so that for six months of the year the workers were snowed in. The workmen in this camp were of the roughest description, but the plucky New Zealander felt no fear, and being often able to help in times of sickness, he won the respect and gratitude of the tunnellers who were of all nationalities.

On the completion of the tunnel task Mr Maclean went with a Dr C. J. Wilson, rafting down the Amazon. The Consul at La Paz used every endeavour to dissuade the explorers, warning them of many grave dangers ahead - rapids, diseases, treacherous Indians - but nevertheless, they set out and ultimately accomplished some two thousand miles of water travel. They reached Para in 1909.

For a short time the untiring traveller returned to his home in Dunedin, and then went to East Africa where he spent some years in cotton planting, returning in 1914 when war broke out, to join the New Zealand forces.

Gazetted Sec Lieutenant on October 4 1914 in the Otago Mounted Rifles, he went with the Anzacs to the Dardanelles and was wounded in Gallipoli; after this campaign Lieutenant Maclean was attached to the New Zealand Engineers and with them saw service on the Somme where he was again wounded. He continually distinguished himself by feats of extraordinary daring: he gained the Military Cross for gallant action on the Passchendaele Ridge under the following circumstances:

"Seeing an ammunition truck being set on fire by an enemy shell, he instantly rushed to the burning truck, and, with the assistance of another man, detached and pushed it from the remainder of the train at grave personal risk. But for his prompt and gallant action, the loss of ammunition and rolling stock would undoubtedly have been heavy."

The Bar to the Military Cross was given for good work on Kimmel Hill in May 1918, when Lieutenant Maclean helped the French in getting their wounded away and was himself badly gassed. The Official Award reads:

"Under continuous shell fire, he assisted the Royal Army Medical Corps at their advanced posts in bringing wounded to the light railway trains. By his courage and determination he maintained the train service to the most forward points, thus rendering invaluable aid to ambulance units."

In September 1918, he was promoted Captain and was seconded to the Royal Engineers, remaining with them until, most unfortunately, his life was brought to an untimely end by an accident on January 23 1919.

A man of great strength of body and mind, and of inflexible determination, came to an untimely end.

FAMOUS BRITISH REGIMENTS

THE ROYAL ENGINEERS

The services provided by engineers within an army are essential to its smooth running, and embrace activities as diverse as the building of bridges and the safe delivery of letters to troops in the field. In the British Army formed after the Restoration of Charles II, engineers were part of the Board of Ordnance, and worked closely with the artillery, also a department of the Board, with locally hired workmen and soldiers from whatever unit was handy, providing the labour for any given project. Mining, bridging and fortification were some of the particular subjects with which engineers were concerned. Although the artillery was put on a proper basis by the formation of the Royal Regiment of Artillery in 1712, it was not until 1772 that the engineers became a regular unit when a Corps of Soldiers Artificers was raised at Gibraltar in time to render exceptional service during the Great Siege of 1779-83. Many of the tunnels, galleries, and gun positions constructed in these years still survive, incorporated into the defensive structure of modern Gibraltar.

In 1787 a staff corps of technical officers was established with the title of The Royal Engineers, and a Corps of Military Artificers was formed concurrently to provide the labouring force which eventually, in 1797, took over the old Gibraltar Soldiers Artificers companies. The separation of officers and men into different corps did not prevent the engineer services from building up a distinguished record during the Napoleonic Wars, towards the end of which the Artificers were re-named The Corps of Royal Sappers and Miners. After the Crimean War there was much re-organisation of the Army including the abolition of the Board of Ordnance, and in 1856 both engineer formations were amalgamated under the title of The Royal Engineers, at last uniting officers and men into the same Corps.

The Royal Engineers made every effort to keep up with developments in scientific and machine technology of all kinds. A training establishment, now the Royal School of Military Engineering, was set up at Chatham in Kent, and there and at other training units formed over the years instruction is given in every branch of military and civil engineering appropriate to the Corps' duties. For more than a century and a half the Royal Engineers were responsible for building Army barracks, and produced in both military and civilian fields a number of gifted architects, one of whom, Captain Francis Fowke, under the sponsorship of the Prince Consort, designed, among other famous edifices, the Royal Albert Hall and the Victoria and Albert Museum, both in London.

After the Great Mutiny in India, 1857-8, the engineering officers of the East India Company were transferred into the Royal Engineers, and thenceforth, until the establishment of the separate countries of India and Pakistan in 1947, officers and NCO's of the Corps assisted in the army training and administration of all three Sapper and Miner Corps of the old Indian Army.

Survey and the making of maps has also been an important activity in the Corps, and although the Ordnance Survey of the United Kingdom is no longer a military organisation, it still employs a number of Royal Engineers, and its Director-General is still a serving officer of the Corps. Many great engineering feats, both military and civil throughout the British Empire and Commonwealth, are directly attributable to the activities and skills which Royal Engineers brought to their service, but it must be emphasised that they have always been classified as combatant soldiers. Indeed, they have produced outstanding military leaders: General Napier of Magdala, Gordon, and Kitchener were all officers of the Corps, and there were many others of worth and ability whose qualities have contributed to the success of British arms down to the present day.

As a corps with technological duties in an era increasingly concerned with technology the Royal Engineers have, over the past hundred years or so, seen a significant number of their own branches, military aviation, mechanical transportation and communications among them, expand out of all recognition then hive off, as it were, to become established in their own right. Thus the Royal Flying Corps, later amalgamated with the Royal Naval Air Service to form the Royal Air Force, owes its beginnings to the balloon and aircraft companies of the Royal Engineers. Similarly the Royal Tank Corps (now Royal Tank Regiment, and the Royal Corps of Signals, started life as sapper departments, or were largely developed by RE personnel. Military railways, inland and coastal waterway craft, camouflage units, searchlight detachments, bomb disposal, gas warfare - the list goes on and on: all have been or still are the province of the Royal Engineers, soundly organised and operated with distinction. One cannot do better than quote the reply of an officer of the Royal Engineers when asked nearly a century ago to define a sapper. He said: 'He is a man of all work for the Army and public, astronomer, geologist, surveyor, draughtsman, artist, architect, traveller, explorer, antiquary, mechanic, driver, soldier and sailor, ready to do anything or go anywhere: in short he is a sapper.' Those words are still applicable, and lend added emphasis to the Corps' mottoes, 'Ubique' (Everywhere) and 'Quo Fas Gloria ducunt' (Where Duty/Faith and Glory lead).

-oooOooo-

ANZAC DAY - LEVIN

To honour the Freedom of the Borough of Levin, granted the Corps of Royal New Zealand Engineers on 7 Feb 59, the Linton Camp Engineers parade in Levin each ANZAC Day.

On Wed 25 Apr 79 the combined Linton Camp RNZE units (including course pers from SME) paraded under the command of Maj T. W. Dench. The parade RSM was WO1 B. E. Malloch. This was the last ANZAC parade for Maj Dench and WO1 Malloch on their retirement from the Service.

The parade was the largest for some years and comprised of seven Officers, ten WO's and 165 Other Ranks.

The parade formed up with the Pipe Band leading and the Brass Band in the rear. A catafalque party was positioned. Retreat and Reveille were sounded and the large gathering of citizens and soldiers listened to the public addresses.

After the parade at the Borough Cenotaph the Brass Band led the way back to Bath Street where the Mayor of Levin spoke to the parade, expressing his gratitude for the large turnout and congratulated everyone on their fine showing. The RSA and the Borough Council both provided refreshments following the parade.

-oooOooo-

The Hawera Star
April 1979

FIDELIS TRUST FUND

AND WALLY HAWE RNZE

The Trustees of the Fidelis Trust, which was set up following the loss of the fishing runabout Fidelis, off the South Taranaki coast on August 10 1974, have issued the following statement regarding the trust.

The runabout Fidelis sank off the South Taranaki coast on August 10 1974.

There were four men on board namely Wally Hawe, Haki Tangira Skipper, Earl Te Maunu Parata and Tangata Tutai Eraio. All were lost in the tragedy.

At the time the people of South Taranaki and some groups from further away offered contributions towards the establishment of a trust fund for the widows and families of the four deceased.

A trust deed was prepared and the three trustees appointed to attend to the administration of the fund were Mr Frank Dudley (since deceased) the then Lieutenant David Major (Salvation Army) and the Rev Naapi Te Waaka.

The surviving trustees, namely (now) Captain David Major and the Rev Naapi Te Waaka consider that the public of South Taranaki should be informed as to how the trust fund has been administered and consequently a summary of the administration of the fund to date is set out below.

The trust fund has been administered with three main objects in mind, namely, -

1. Assistance to the widows for the payment of outstanding debts left owing by the respective deceased husbands as at the date of the tragedy.
2. Assistance with housing so that the widows and children could be adequately housed.
3. Assistance with the continuing education and care of the children of the respective deceased.

Summary

Donations \$16,759.27, Income \$4,444.53, total \$21,203.80.

Less: Distributed to families \$9648.59; general trust
expenditure re memorial, service and ceremony
\$1855.78, total \$11,504.37. Balance \$9699.43.

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CHAPTER FOUR1 FIELD SQUADRON

OC	Maj A. Beaver
Trg Offr	Lt J. Kamp
SSM	WO1 M. Oliver
AO	WO2 R. Wright
Wks Offr	WO1 D. Rolle
SQMS	Sgt W. Wharewera
Cclk	Sgt D. Trask
Trg NCO	Sgt W. Stirrat

Posting Out

Spr Zaloum to 2 Fd Sqn

Posting In

Spr (W) Rimene	Ex	Basic
Spr Long	Ex	2/4 RNZIR
Spr Tossell	Ex	2 Fd Sqn

Discharges

Capt P. Foster

Marriages

Spr S. T. Reilly

-oooOooo-

DIVING TASKS FOR THE YEAR

In Feb 79 a recon was carried out on diving tasks at lakes Nanaka and Wakatipu. The tasks are to remove an underwater obstacle using explosives, and to repair boat anchorages and jetties. The tasks are to be carried out in Oct 79 by up to 10 RNZE Divers over a period of approximately 10 days.

There are also two teams of divers going overseas to Tuvalu this year. The first team works from May through till Aug, the second team leaves in Aug and returns in Nov.

The task consists of blowing a channel in the reef so that the islanders fishing vessels have a safe access to and from their shores.

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1 FIELD SQUADRON 25 APRIL 1979ANZAC Day

Had it not been for the fact that there was a task in Tonga, which had most of the squadron either working there or waiting for a plane to go there, 1 Fd Sqn would have paraded at the Papakura cenotaph on ANZAC Day.

They did, however, manage to scrape up a small representation consisting of a wreath laying party and a cenotaph party.

The members of the unit that participated were:

Wreath laying party:	WOI M. A. Oliver
	Spr P. G. Curran
Cenotaph party:	Sgt J.W.R. Osborne (guard Comdr)
	Cpl R. L. Maber
	Cpl W. D. Toia
	Lcpl T. M. Thompson
	Spr M. R. Henderson
Q Rep:	Cpl H. Taepa

The day dawned bright and sunny, the birds all atwitter. (So was Oz) Garbadine coats were obviously unnecessary and it was only the rain that made us wish we'd taken them.

The cenotaph party marched on (brass shone, shoes spat, white web whiter than white) and took up their positions, which were one at each corner and about 20 degrees off vertical to allow for wind.

An hour and ten minutes later they marched off (to the R.S.A.) after some praying, some hymning, a snappy "present" (followed closely by Mike Henderson's "present") and our annual reminder as to why we observe ANZAC Day.

The wreath laying party carried out its task with all due pomp and ceremony, achieving the aim. Spr Curran paused for a

moment to gloat over this accomplishment but finally left the cenotaph (on tow from the SSM?)

The "old guys" seemed to appreciate our participation which makes it all worthwhile.

Cpl W. D. Toia

-oooOooo-

Isn't progress amazing?
Who'd ever dream we
could have a petrol
shortage and traffic
congestion simultaneously?

Does it ever seem to you that
your pay advice slip has
turned into a receipt for
your tax deductions?

THE JOYS OF RUNNING A MARATHON

(By Don Trask)

It was good to see that the Engineer Corps was well represented among the Army runners who turned out to race in the 1979 Fletcher Marathon around Lake Rotorua.

As we all lined up at the start line it was a welcome sight to see again some of the young men of the Corps such as Ron Ruggins and Colin Walsh along with some of the older faces such as Brian Hutton and Willy Wilson all rearing to face the challenge the race provides. At least a guy knew that if things went wrong he had mates to help pull him through.

The race started in fairly warm conditions at 11 oclock and all of the 1800 contestants puffed and panted their way to the finish some 26 miles 385 yds away. Being a little uncertain as to whether I could last the distance I kept a fairly low profile for the first 7 miles and jogged rather than ran.

10 miles covered and I was feeling a lot more confident. A mile back I had looked at my watch and had a little laugh to myself as it had just gone twelve oclock and Ron Prentice and Langa Evans had both promised to open a bottle of good old DB and have a drink for me. I now started to increase my pace a fraction, thinking that this wasn't as hard as I thought it would be. I might just break that 3hr time limit that seems so elusive for first time would be marathoners.

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I made it through the 15 mile mark in 1hr 25 feeling like an olympic marathoner and thinking that perhaps I was another Jack Foster in the making. The old adrenalin was really pounding and only another 11 miles to go. With the amount of energy I had left the 385 yds just didn't seem to matter.

I don't know whether at the 20 mile mark the miles were getting longer or the pace was beginning to tell, but when a young lady passed me (there were already two in front of me now) I was having no more of that and with head held high, I proceeded to pass her hoping I had enough energy to beat her to the finish.

From then on in things went from bad to worse. I kept thinking to myself where were Prentice and Evans with that beer now. The drink stops seemed to be getting further and further apart, I felt like I was running up-hill all the way and my legs seemed to be functioning on memories alone. My whole body seemed to be screaming at me to give up and lay down and rest. Any ideas of being another Jack Foster had long since left and I was wondering how I had ever been mug enough to enter a race like this.

At about the 25 mile mark a 45 year old gentleman ran past me (he didn't have much to beat) and stayed with me for long enough to encourage me to keep going as it wasn't far to go. As he was nearly twice my age, my mind which was hardly functioning at this stage, said if he can do it so can I, so I plodded on for what seemed to be an eternity.

I crossed the finish line 3hrs 11 minutes from the time I had started and the way the crowds cheered and clapped for the runners that had managed to finish made you feel like a conquering hero and all the pain seem worthwhile. That was the hardest 385 yds I have ever run.

The first person I met after staggering my way through the crowd to find a place to sit on some grass was an ex Engineer "Alan Barclay" who then proceeded to make one of many trips to get me a gallon or two of drink. He was the only one who thought it was funny when he remarked how washed out I looked.

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I don't know if all the Engineers who raced suffered during the run as I did, but I know that at the time, that was the finish. If I ever ran another race it would be too soon!!!

Now that I have had a little time to get over my many aches and pains, I look forward to seeing other Engineer Corps pers such as Major Kiff, John Osborne and perhaps the Ex CE with Bruce Malloch barking hard at his heels and a lot of other Engineers as we all line up for the 1980 Fletcher Marathon.

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-oooOooo-

A service station's owner watched the town's well-to-do doctor drive in with a flat tire. "Diagnose it as a collapsed aerostatic perimeter," he told his assistant, "and charge him accordingly."

CHAPTER FIVE2 FIELD SQUADRONKey Appointments

OC	Maj A. Anderson MBE
2IC	Capt R.W. Radford
AO	Capt J.W. Lock
L & RO	Lt P.F. Cosgrove
SSM	WOI R.O. Wills
Clk of Works	WOII H.E. Chamberlain
Purchasing	WO2 D.A. Futter
Estimates	SSgt B.J. Affleck
SQMS	Sgt A.S. Brooker
Cclt	Sgt W.J. Beck

Postings In

Lt P.F. Cosgrove	Ex Australia/6 Fd Sqn
2Lt P.M. Howard	Ex OCTC (Attached only)
Sgt L. Stowell	Ex HQ MWT AA
Cpl M.S. Beal	Ex 3 Fd Sqn
Lcpl A.J. Matenga	Ex 6 Fd Sqn
Spr J.B. Hammond	Ex 1 RNZIR
Spr D.L. Hellyer	Ex 2/1 RNZIR
Spr R. Armstrong	Ex 3 Fd Sqn
Spr R.I. Weir	Ex RTD
Spr B.R. Zaloum	Ex 3 Fd Sqn

Postings Out

Spr J.M. Harris	to 1 RNZIR
Spr H. Kaa	to 1 RNZIR
Spr S.T. Marsh	to 1 RNZIR
Spr K.S. Hooper	to 1 RNZIR
Spr C.A. Tossell	to 1 Fd Sqn

Discharges

WOI B.E. Malloch	(Ex SSM)
Spr T.A. King	

Promotions

From 2Lt to Lt Cosgrove	(wef 12 Jun 78)
From Spr to Lcpl Stevens	(wef 1 Mar 79)
From Spr to Lcpl Watts	(wef 11 Jan 79)
WOI R.O. Wills to SSM	(wef 30 Apr 79)

TOD

Lcpl Madden	to Tonga
Lcpl Hounsell	to MFA
Spr Hornby	to Tuvalu

WHY DID ENGINEERS BUILD BRIDGES?

... so that the Infantry would cross rivers 30 m from and parallel to ... bubble, glub, slurp...

The Squadron was approached by 5 Bn RNZIR late in 1978 for assistance in providing a bridge across the Waitara River (near New Plymouth) as part of the Bn advance for Annual Camp in March 1979.

Well, the Recon's were done and the details were drawn up for the gear and equipment required. Approvals were signed and the SQMS was happy (a rare feat for any sapper). The lads were ready to go - TACTICAL.



Rehearsals began in earnest on the SME lagoon on the 5 March. It was proposed to construct a vehicle pontoon bridge using the AFB and Bailey chessex. Under the watchful eye of Lt Cosgrove and Sgt Harris the pontoon bridge was assembled and disassembled and re-assembled and re-disassembled by night and day: The timings - by day assembly 6 min (incl vehicle on board)

dis-assembly 7 min 25 sec

Tactical by night assembly 10 min 13 sec (vehicle loaded)
dis-assembly 11 min 43 sec.

By the time the balloon went up on Thu 8 Mar the team was 'Hot to Trot' and we left camp at 0400hrs for New Plymouth. The trip up, wellenough said, if anything could go wrong it did, but we got there in true Engineer style at 1700hrs to uplift our guide, eventually reaching the Area of Operation 4 hours later.

The site was a Papa cliff gorge, with swampy banks and overgrown access tracks and plenty of goats, sheep and bullocks (which look like elephants in the dark).

The Exercise had begun.....in earnest.

By 1100hrs 9 Mar the Bridge was completed, and the site and harbour position well camouflaged.

The banks were prepared by Case 310G (with safety wire to IHC Dump). The site was developed in Defence, as was the harbour position. Mud, sweat and determination was the order of the day.

Our first crossing came 3 days later by a rebel 'Cocky' on a farm bike (and two dogs).

Later on in the day (Mon 12 Mar) the first load of troops arrived looking for the crossing point (actually they were 7 RNZIR - The Enemy - Lost!) Closely followed by the recon Pl - The war was on.

The Sappers swung into action like seasoned veterans doing the Corps proud with their attitude, appearance, discipline and crossing drills, moving men and vehicles across a potentially dangerous gap with skill.

The week drew on and the crossings were few and far between, arriving at all hours day and night. The off periods were used for training in a tactical environment. We were lucky enough to have an Iraquois land in our position - (I'm not too sure whether it meant to land or not) then go again - Thanks chaps.

The final crossing took place late on Wed 14 Mar and by 0800 on 15 Mar the kit was packed and the vehicles and men moved to New Plymouth for a well earned shower and a 'Non Issue' meal.

The moral was good during the Exercise with everybody adding to it in their own way. The weather was wet and the ground - MUD (enough said).

Members taking part were:

<u>Position</u>	<u>Comments</u>
Ex Controller	Lt Cosgrove "Whats wrong with Ration Packs"
Ex 2IC	Sgt Harris "Tremendous, amazing, great, what is it"
Sect Comd	Lcpl J. J. Thompson (TF) "Right team lets go... no this way"
Dvr	Spr Marsh "Of course it won't fit, get a bigger hammer?"
Stmn	Spr Baird "Have you seen my left handed hammer?"
	Spr McCarthy "It wasn't a rock, it was a pretend Grenade"
FE	Spr Sturgess "and there I was....."
FE	Spr Hapi "....ZZZZ...."
FE	Spr Nairdrolevu (RFMF) "You kiwis actually like doing this?"

Training

-oooOooo-

There was a young curate from Kew
Who kept a cat in a pew
He taught it to speak
Alphabetical Greek
But all it could say was *μ*

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CHAPTER SIX3 FIELD SQUADRONORIGINS AND HISTORY OF OTAGO SOUTHLAND ARMY AREA

In July 1860 on a cold and snowy night in Dunedin 100 men signified their willingness to defend their province by signing on as volunteer riflemen. An entrance fee of 2/6d was levied and each volunteer was required to send in a sealed list of the persons he wanted appointed as Officers.

The cost of the uniform was estimated at about £4.10/- and consisted of a grey tunic, cap with a square peak, trousers with green braid and facings, sheepskin leggings and water proof boots.

By September the Provincial District Council had voted the sum of £272.10/- for the erection of a magazine and the Dunedin Militia had its first building.

In early 1862 a detachment of the 70th Regiment (Imperial Army) was based in the town and an Officer and a Sergeant from these professional soldiers trained the volunteers.

Early 1863 saw the government provide free uniforms, and by March plans had been drawn up for the drill shed that was to be built in the centre of the town.

On Monday 25 June 1863 which was Queens Birthday Weekend, the volunteers paraded for the first time before the public of Dunedin.

The way was now opened for the formation of a second company which was to become the first Scottish Company in Otago. The two companies continued to thrive until finally the new drill shed, which was considered more than adequate at the time of its planning became so inadequate that the No 2 Company was obliged to make separate drill arrangements. To complete the separation the No 2 Company adopted the uniform of the 42nd Highland Regiment. The Black Watch Volunteers in Dunedin and the surrounding districts. The volunteers continued to progress, maintained enthusiasm by regular drill parades, ceremonial parades on public occasions etc. However by 1873 it was noted in the NZ Herald that the "Otago Volunteers are in poor spirit." The provincial government came in for some of the blame because of their haggling over payments and land and in 1874 the No 2 Company (Dunedin Scottish Company) Otago Rifle Volunteers was disbanded. For the following four years the volunteers continued to go down hill with only the most enthusiastic hanging on, and then with only a shadow of their former interest. In 1885 the volunteers again became important in the public eyes.

By 1890 the Otago Volunteers had regained all their old spirits and enthusiasm. Three years later the Dunedin Highland Rifles were reorganised as one of the finest Rifle Companies in the whole Volunteer Force of New Zealand.

The fortunes of the volunteers fluctuated throughout the next few years but on the whole due to the enthusiasm of the officers and NCO's in arranging exercises, military tournaments against other Provinces, marksman competitions and other activities the attendance of parades had generally remained good until 1899, when an Army of 12 000 men marching from their camps at Sandspit and Volksrust heralded the outbreak of the Boer War. It was decided that only mounted troops be taken from New Zealand so only these men of the Dunedin Highland Rifles left with the contingents.

The volunteers were not put off by this trained all the harder and by 1905 the Otago Military District boasted the following units:

- Two companies of Artillery Volunteers
- One battery of Field Artillery Volunteers
- One company of Engineers
- Two companies of Mounted Rifles
- Nine Rifle companies
- The Dunedin Garrison Band
- Four companies of Cadet Corps

In 1909 the defence Act became law and the volunteers ceased to exist. Those still serving became Territorials and all males between the ages of 17 and 55 years became liable to be trained and serve in the Militia. This system of universal training was still in full working order when war broke out in 1914. With the introduction of compulsory training the Army was reorganised and Otago and Southland became known as the Otago Military District with Headquarters in Dunedin.

The outbreak of war in 1914 saw the Foundation Stone of the long awaited new drill hall laid, and building commenced, and was occupied in 1915.

In the years 1937/38 the Army Board was formed Otago became Area 11 and Southland Area 12. This organisation continued until well after World War II and this was the only time in the history of the two provinces that Southland was independent of Otago.

Following World War II, Area 11 was at it's peak. School Cadets were flourishing with fifteen schools active. In 1958 compulsory training was discontinued and a volunteer system again introduced but this was to be short lived and in 1961 National Military Service re-introduced the compulsory system.

With the passing years the properties and holdings administered by the Area have been whittled away. Out of the 16 buildings, camps, halls, and ranges administered by HQ Area 11 in 1943. The Area now administers 2 Halls, the Central Battery Area and 1 range. However the enthusiasm of the volunteers has not suffered the same fate.

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A businessman of rather shabby reputation was interviewing three applicants for the job of chief accountant. He asked each the same question: "How much is two plus two?" The first two applicants replied, "Four." Neither got the job. The third applicant, when asked the same question, got up, closed the door, drew the blinds, leaned across the desk and asked, "How much would you like it to be?" He got the job!

THE DUNEDIN ENGINEERS

Field engineering in Dunedin commenced with the formation of the Dunedin Engineer Volunteer Corps on the 30 April 1885. This followed the illustrious footsteps of the Canterbury Engineer Volunteers, Auckland Sappers, and Miners, Thames Engineer Volunteers, Hauraki Engineer Volunteers, Napier Engineer Volunteers and the shortlived Volunteers.

With 1885 reorganisation of the Volunteers it became the second senior Engineering Corps. Volunteers being headed by the Canterbury Engineer Volunteers Corps as all the other Engineer Units were disbanded by then.

With the reorganisation on the introduction of compulsory military training in 1910 it was renamed No 2 Field Company NZ Engineers.

During the First World War, Expeditionary Force No 2 Field Company was mobilised at Trentham and served with the NZ Division in France. The Dunedin Company was disbanded on 1 June 1921 when a major reorganisation of the Territorial Force took place.

After the Second World War with the reactivation of the Territorial Force, a squadron of the First Field Engineer Regiment was formed as the 3 Field Squadron in Dunedin on 8 October 1948. The first Commanding Officer of the Dunedin Engineers was Captain Latham Osborne Beal Junior appointed 5 August 1885. At one time there was the Dunedin Engineer Cadet Volunteers. They functioned early this century and were a junior section of the engineers. While not related to the present 3 Field Squadron or its ancestors, mention must be made of the Regular Engineers.

They operated from Deborah Bay first as the Torpedo Corps, later as a section of No 2 Service Company and as a detachment of the Corps, later as Royal New Zealand Engineers. They operated torpedo boat No 169. The engine of this boat is now at the School of Engineering Canterbury University. They also operated the Defence launches which served the forts at Tairoa Heads.

The Regular Engineers then as now also provided instructors and staff to assist the Volunteer Engineers.

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NICE WORK - AND DO THEY GET IT

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The engineers have hairy ears
And hairy harried faces
Robust enough, they do their stuff
In all the toughest places.

For they're the babies who take the raps
The boobs who probe for the booby traps
The scouts ahead of the scouting lines
Cutting the wires and hunting mines
And they're the playboys, gay and bright
Who crack pillboxes with dynamite
And they're the fellers who fell the trees
While the bullets hum like a hive of bees.

The engineers they grease the gears
The Army transport runs on
And foot by foot build roads they put
The trucks and tanks and guns on.

For they're the lugs who lug the most
Of loads, they land on a hostile coast
And they're the guys when equipment fails
Who scratch out a ditch with their fingernails
You'll find them up on the mountain crags
And down in the jungle clearing snags
Where the black snakes coil and the snipers lurk
Engineers doing the dirty work.

The engineers are cavaliers
Who joust with logs and boulders
A task thats done with half a ton
Of junk upon their shoulders

For they're the buckoos who buck away
Through stubborn granite and sticky clay
With pick and shovel they break their backs
After - or under - the bomb attacks
They drill for water through desert dunes
And over the rivers they toss pontoons,
They slap down runways in field of mud
And some of the ooze us the ooze of blood.

(From a poem by Bertan Braley in
Australian Services Magazine)

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LAST POST

On Wednesday the 28 March it was the unfortunate duty for 3 Field Squadron to say farewell to Sapper Dave Urquhart, who had died the previous day from injuries received in a road accident on the 13 January.

The trip to Dunedin, for the funeral service necessitated an early start so an early meal was arranged for all those involved. The bus departed for Dunedin at 6 a.m. stopping at Timaru to pick up a small party from Tekapo.

On arrival at the Army Hall in a wet and dismal Dunedin, the bearer party went to cover the ground they would take later that afternoon. At 1315hrs everyone assembled once more in the hall to depart for the chapel where a memorial service was held.

Led by his Section Leader Sapper Dave Urquhart's mortal remains were carried the last few steps by fellow Sappers of his Troop. The other members of 3 Field Squadron, who attended the funeral, flanked both sides of the road leading up to the crematorium as a final sign of respect.

In accordance with the wishes of Dave's relatives the role of the Army was kept simple and low key. This was much appreciated.

The bus departed Dunedin for Burnham at 1630hrs, arriving back at about 2330hrs.

Although Dave was with the unit for a short time, he will be remembered for his firm beliefs and his ability to keep everybody laughing in the most trying circumstances.

CHAPTER SEVENSCHOOL OF MILITARY ENGINEERING

The following appointments are current as at 1 May 1979.

OC	Maj C. R. Parker
AO	Capt J.L.C. Alabaster
SSM	WO1 H. J. Gallagher
Trg Offr	Capt S.T.J. Rouse
Trg WO	
Co-ord	WO2 W. H. Lamb
Trg WO	
Planning & Prgm	WO2 C. Walsh
SQMS	WO1 R. J. Huggins
Colk	Ssgt K. S. McEwen
Tpt NCO	Sgt G.E.P. Callaghan

Postings Out

Cpl C. P. Smith to Sick Leave

Postings In

WO1 H. J. Gallagher from 5 Spt Sqn

Other Movements

Ssgt "Hub" Hubner travelled to United Kingdom and Europe on the Good Ship "Taras Shevcheako." He left Auckland on 9 Feb 79 and we expect him back on 9 May 79. He tells us he has had a good time, however we will have to wait and see, just how much he has enjoyed his spot of leave and travel.

Capt Steve Rouse left New Zealand to attend a NBCDF staff officers course in Bordon Canada on 1 Mar 79. He is expected to return to his Training Officers duties at SME on 7 Jun 79.

Cpl Owen Smith. On the night of Mon 26 Mar 79, Cpl Owen Smith, storeman at SME collided with a tree near Massey University whilst driving his car on that dark and stormy night.

He was admitted to the Palmerston North Hospital Intensive Care Unit and six weeks later is still there. His chest and other injuries have ensured he has kept a low profile.

We wish him a speedy recovery although it does seem likely his convalescence period will be lengthy.

-oooOooo-

"How come you're wearing only one spur?" one cowboy asked the other.

"The way I figure," came the reply, "if I can get one side of a horse running, the other side will, too."

RFMF/TDS TRAINING

Training is starting to move again as we commence our second month of formal instruction with a new contingent.

The 1978/79 contingent left NZ on the 28 March 1979 leaving behind a string of commendable achievements. Included in the training on 18 different field engineering and building subjects there were some notable completed practical tasks:

A 10 m improvised footbridge.
 500 m of eight-strand wire cattle fencing.
 The blowing of some tree stumps.
 The construction of a 70 m suspension bridge.
 The construction of six garages.
 Building a 65 m² office block.
 Building a 45 m² armoury.
 Finishing work to instructors room SME.

As a record of the years training a 20 minute movie was made and a collective effort saw a 27 page magazine printed.

The following poem sums up a most rewarding and memorable year for both instructors and students of the 1978-79 contingent.

A YEARS TRAINING

We are the boys from Lecture Room Five,
 We learnt all day to stay alive,
 We have built many things,
 And suffered sandfly stings,
 We have travelled by air and sea,
 And built the finest armoury you could ever see,
 From boating down the Manawatu,
 To the trip we paid to Wellington Zoo,
 When playing rugby we would always try and win,
 For to us, losing is a sin,
 We have stayed in tents during a storm,
 And been to Tokomaru to blow tree stumps with "Norm"
 We have roamed as far north as Tokoroa
 And as far south as Te Anau in Aotearoa
 Lots of carpentry we have done,
 And although sometimes with problems, we always won,
 We have finally finished the Instructors Room,
 And hope it will be occupied very soon
 We have worked hard to all hours
 And been rewarded by finishing every task of ours,
 After all the many things we have learnt and done,
 It is time to leave for our homelands united as one.

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By Sgt Larry Langdon

COURSESDemolition Instructors Course 19 Feb - 14 Mar 79

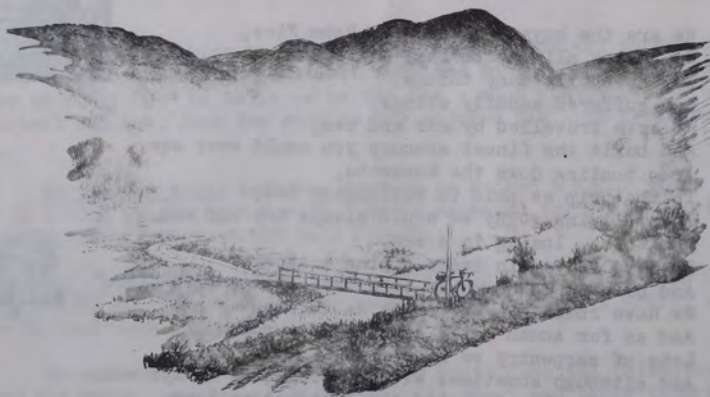
Commencing on 19 Feb with 19 students, the maths phase unfortunately took care of two students. With discharges and medical reasons the numbers dropped even lower to 14 students who eventually completed the course. Engr Report Writing produced some interesting comments and results as did the field exercise of tree cutting and stumping at Shannon.

Content removed due to copyright

The course marched out on 14 March with 13 of the 14 students qualifying.

RF Basic Field Engineering No 11 6 Mar - 18 Apr 79

Thirty four students, including three Fijians, one Assault Pioneer and one female, marched out of SME on the 18 Apr after successfully qualifying at the Basic level in the distinguished trade of the Field Engineer.



Although marred by two vehicle accidents, it was on the whole a cheerful, if somewhat mischievous course. The skills learnt were aptly demonstrated in the cutting of a fire break and construction of a 10 m vehicle bridge for the New Zealand Forest Service at Santoft Forest.

The award for the "Best Sapper" was made to Spr P. Winter of 1 Field Squadron.

Content removed due to
copyright

RF/TF Basic Plant 15 Jan - 7 Feb 79

Fourteen students attended this course, three of whom were TF with in addition, one Infantry WOI. The students gained a good insight into what is required of a plant operator in all aspects of documentation and servicing, and safety. The course proved to be a cheerful one with all students participating fully in all phases. The need for teamwork was particularly

brought out in the tyre changing and recovery phases.

Camouflage Instructors Course 21 Feb - 7 Mar 79

The course was attended by 15 students and all qualified. The students came from a variety of units, which made the course interesting: RNZAOC School, 3 Fd Regt, 1 Scots, 2 Cant NMWC, RNZAF, 4 O South, 1 Fd Sqn, 2 Fd Sqn, 3 Fd Sqn and Cent Coy.

Air and ground support provided by RNZAF Base Ohakea was of immense value:

1x Photographer

1x Communication Unit and
Operator

1x Iroquois and crew, who passed on good information to students on the ground, and did some extra sorties for them.

During this period, a trial was carried out on some Korean made camouflage nets.

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RNZE NCO Advanced Recon 4 Apr - 18 May 79

12 students busy beaver away at all manner of things academic based on practical tasks.

Student Comments. Approaching the halfway point of the course, we consider that the new Systems Approach to Training is proving beneficial to both student and instructor. Going by past courses we have attended here, we find that the System is as modern as it could possibly be. The new idea of self paced work is proving to be a benefit to those who find themselves working extra time on the more difficult subjects.

The Terminal Objectives seem to be a fair system for assessing the ability of any student. The beauty of this system is that right from the word go the instructor knows to which part of the phase he should devote his undiscovered talents and the student can see in which parts of the phase his weaknesses are. This can only be established by doing the Terminal Objectives at the start of a phase. More complete information could be available at the end of this course but right now we can take more pressure.

Cpls S. D. Boyle & J. M. Visser

A couple of South Islanders

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Demolition Supervisors Course 6.3 23 Apr - 17 May 79

Nine students marched into SME on 23 April with only 7 remaining for the course proper. Yet again that Pre Entry Maths Phase took its toll. (TAKE NOTE UNIT TRG PERS) The remaining 7 students displayed enthusiasm and often bewilderment with the uses and effects of explosives with Ssgt Oliver roaming around between jobs with his camera avidly taking snaps.

-oooOooo-

NORMAL AND UNAVOIDABLE LOSS

In the beginning there was God, and on the first day he said - Let there be a Training Camp - and there was, and God saw that it was good so he said:

Let each man receive the stores due unto him, according to the Block Scale... and so it was. And the stores were duly distributed.

But the people erred and strayed from their ways like lost sheep and God was mightily vexed:

Ye of little discipline have so hacked me off that I will visiteth manifold misfortunes upon your heads - and there was much wailing and gnashing of teeth...

And on the second day there was heard a strange rushing sound and the people were sorely afraid and they whimpered - It is ugly pills Frank Gill, the Minister of Defence but it wasn't.

It was a plague of giant locusts and they beset the land and carried off Eleven Slips Pillow, Two Straps Shoulder and Three Padlocks with keys. And the people repented and they smeared themselves with ashes and made sacrifices to God and they sacrificed Four Straps Supporting Web, Two Forks Table SS and an Axe Felling, but God was not pleased.

And on the third day he rose again and the sky darkened and a mighty White Tornado ravaged the land, and the people were much awed, and they called the mighty White Tornado Ajax, and it carried away Two Axes Felling, Eighteen Hats Utility and Three Mugs St, and dropped them in the River. And then the leader of the people, who was called the SQMS, spoke up and he said: - I will talk with the River - And the people nodded wisely, for it was well known that the SQMS also spoke with broken bottles, brick walls and worms. So he said: - Let the waters part, that I might retrieve the equipment - and thus he stepped into the river.

And he drowned.

Stupid - - - - -

And God was much pleased, and he said:

Thus it is with clever dicks who try to have me on all the time.

And total monies for the lost equipments was £44.91 and we hereby beseech you for authority to write it off.

CHAPTER EIGHTARTICLES AND REPORTSDERIVATIONS

SHOVEL	Sharp Hand Operated Vertical Earth Lifter
BARROW	Battered and Rattly Recipient of Weeds
HEAD	Hard Ended Adding Device
ARM	Automatic Random Manipulator
EAR	Elementary Auditory Receptor
NOSE	Natural Olfactory Sensor Extension
BRAIN	Box Retaining Assorted Interesting Notions
MOUTH	Muscular Orifice Usually Toothed and Hungry
SMILE	Stretched Mouth Indicating Likeable Experience
HIP	Hinge In Person
BRA	Bust Raising Apparatus
GUMBOOTS	General Utility Mudwear Being Obligatory on Over Two-acre Sections
GLASSES	Globular Lightweight Anterior Supplementary Sight Enrichment System
BELT	Body Encircling Leather Trouser Holder
GANG	Gregarious Association of Non-conformist Gentlemen
MARIJUANA	Mind Adjuster, Rolled in Joints, Usually at Night - Aaah!
BEER	Bottled Effluent Encouraging Regurgitation
BREAD	Baked Rye Eaten at Dinner
CIGARETTE	Cylindrical Inhaler Gravely Affecting Respiration, Epithelium, Trachea, Tongue and Environment.
BROOM	Bristled Refuse Opposer, Operated Manually
BOAT	Basic Ordinary Aquatic Transport
STEREO	Standard Teenage Equipment Rupturing Ears Overpoweringly
ALARM CLOCK	A Loud and Remorseless Metallic Clang Leaving One Completely Kayoed
PRAM	Peripatetic Residence Accommodating Midgets
PASSPORT	Photograph and Stamped Signature Permitting Overseas Romp Temporarily
DOOR	Direct Opening Offering Retreat
FLOOR	Flat Low Object Opposite Roof
LIGHTS	Luminous Incandescent Gadgets Helpful to Sight
KIDS	Keen Individuals of Diminutive Size
DIET	Disciplined Intake Encouraging Thinness
ZEBRA	Zoological Exhibit (Black Rows Alternating)
TELEVISION	Tasteless Entertainment Legitimising Excessive Violence in Solving Incidents of Nastiness
APPLE	Agricultural Product People Love Eating
CHAIR	Convenient Holder for Awake Individual Resting
CARPET	Costly Arrangement of Regularly Patterned Entwined Tufts
RECORD	Random Electrical Compilation on Reusable Disc
SNAIL	Slimy Nocturnal Animal Invading Lettuces
BEATER	Basic Electrical Agitator Thrashing Eggs Ruthlessly

-oooOooo-

BOAT NAMES I ENJOY

HERBI HIND
 R Supwoods
 R Send
 P Freely



CALORIE CUTTING CAPERS

Many people in sedentary occupations don't realize that excess calories can be burnt by engaging in a variety of exercises that don't require physical exertion. Following is a list of such activities and the number of calories per hour they consume:

Beating around the bush	75
Jumping to conclusions	100
Climbing the walls	150
Swallowing your pride	50
Passing the buck	25
Throwing your weight around (depending upon your weight)	50-300
Dragging your heels	100
Pushing your luck	250
Making mountains out of molehills	500
Hitting the nail on the head	50
Wading through paperwork	300
Bending over backwards	75
Jumping on the bandwagon	200
Balancing the books	23
Running around in circles	350
Climbing the ladder of success	750
Pulling out the stoppers	75
Adding fuel to the fire	150
Up to 5000 ft and down again	500
Burning your fingers	80
Blowing your stack	300
Keeping your cool	150
Cooling your heels	60
Pouring on cold water	75
Blowing your own trumpet	25
Having a ball	+200

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WHAT ABOUT A CHARTER FOR PARENTS - AND TEACHERS?

Parents have the right to act like human beings, that is to say, they have the right to fall into sudden and irrational rages, to change their mind without reason, to contradict themselves, and to be stubborn, prejudiced, capricious, and bloody-minded; in short, to act like their children.

Parents have the right freely to hold and express opinions without being scoffed at, sneered at, or discriminated against. If they consider in all sincerity that the popular ballad "Do your thing, yeah, yeah, wave your knickers in the air" ranks slightly behind "Greensleeves," that is their own business entirely.

Parents have the right to be free from political indoctrination. It may well be that the world would be a finer place if all possessions were held in common, the police force abolished, pot legalised, schools handed over into the control of pupils, and Parliament turned into a commune, but parents are not necessarily shambling morons if they hope that the revolution does not come in their own lifetime.

Parents have the right to decide on their own personal appearance. A father does not wish to be told that his hair is too short, his tie too narrow and his braces grotty. Nor does he want a psychedelic tank top for Father's Day.

Parents have the right to freedom from unnecessary worry. If it takes you four hours to nip out for a milkshake at the corner dairy, it will not occur to them that halfway down the road you decided to join a protest march in town. Instead they will assume that you have been kidnapped, raped, murdered, or some grisly combination of all three.

Parents have the right to their sleep. If you promise to be in by 10.30, they will not wish to be still counting the flowers on the wallpaper at one in the morning.

Parents have the right to enjoy their own homes. This becomes difficult if one of the bedrooms appears to have been converted without a building permit into an indoor piggery. You may argue that your room has nothing to do with them. A glance at the signature on the cheques that pay the bills will prove otherwise.

Parents have a right to criticise and rebuke their children without fear of reprisals. In this context "reprisals" shall mean muttering, sulking, screaming, slamming doors, making motions with the right hand as if winding up a gramophone, and threats to run away from home.

Parents have the right to expect a reasonable return for their labours. Having acted for years as unpaid nursemaid, cleaner, night-watchman, valet, banker, laundress, sports coach, guidance counsellor, oddjob man, and general dogbody, they are entitled to ask you occasionally to put out the milkbottles.

Parents are not to be humiliated for their own inadequacies. They may not be addressed in U.S. French, interrogated about the rainfall in Peru, or be expected to make head or tail of modern mathematics. At public dances, they have the right to foxtrot without being mocked.

Parents have complete freedom to nag, cajole, warn, scold, forbid, and offer unsolicited advice, not because they enjoy it, but because they have a duty to exercise their most precious and inalienable right.

PARENTS HAVE A RIGHT TO BE PARENTS

Easy As Falling Off A Bike

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PASS THE SALT

(or Past Assault or Pastor Salt)

by a nine-year old girl

A Grandmother is a lady who has no children of her own
 She likes other people's little girls and boys
 A Grandfather is a man Grandmother
 He goes for walks with the boys, and they talk about
 fishing and stuff like that
 Grandmothers don't have to do anything except to be there
 They're old so they shouldn't play hard or run
 It's enough if they take us to the supermarket where the
 pretend horse is and have a lot of ten cents ready
 They take us for walks and slow down past things like
 pretty leaves and caterpillars
 They never say "hurry up"
 Usually Grandmothers are fat, but not too fat to tie your shoes
 They wear glasses and funny underwear
 They can take their teeth and gums off
 Grandmothers don't have to be smart, only answer questions like,
 "Why isn't God married?" and "How come dogs chase cats?"
 Grandmothers don't talk baby talk like visitors do, because it
 is hard to understand
 When they read to us they don't skip, or mind if it's the same
 story over again
 Everybody should try to have a Grandmother, especially if you
 don't have television, because they are the only grown-ups
 who have time.

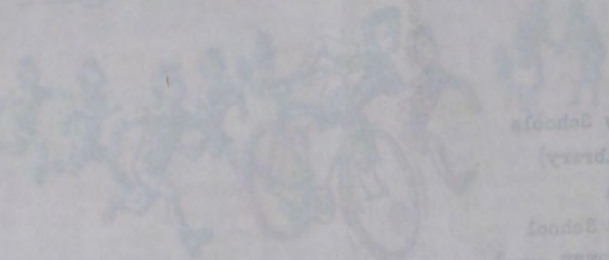
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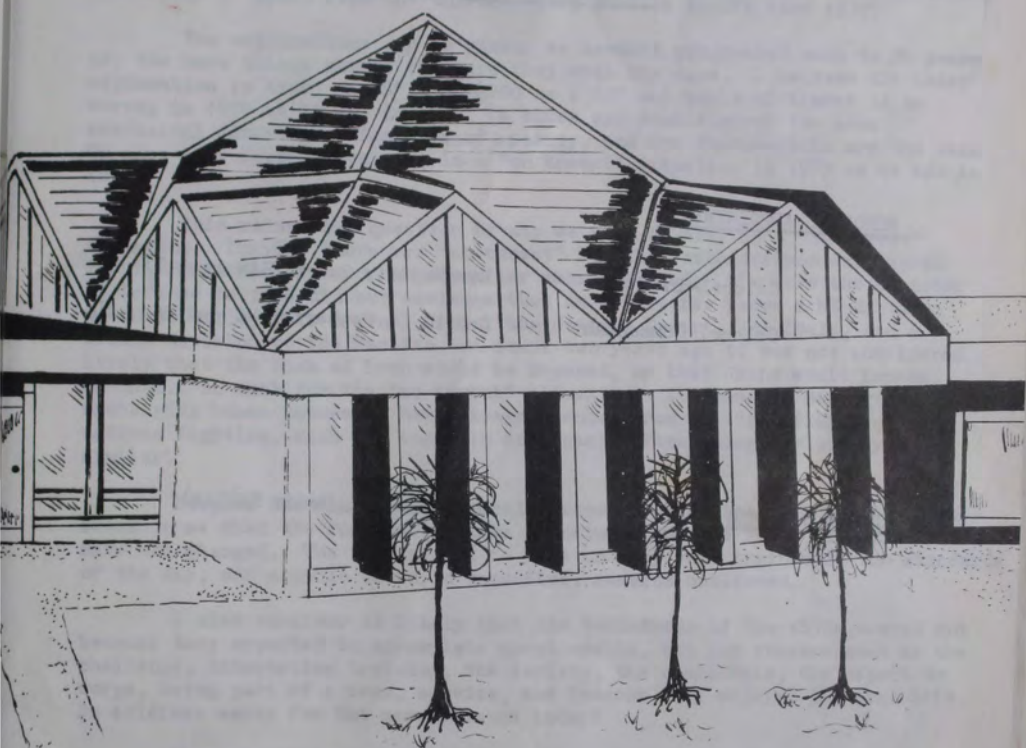
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3 P4 Sqn
5 P4 Sqn
6 P4 Sqn

Easy As Falling Off A Bike



Commandant Army School
SME (two for library)
Corps Historian
B Coy, NZ Cadet School
Papamoa Camp (RNZEF para)
Ngaurunui Camp (RNZEF para)
ATC (RNZEF para)
ATC Fire Station
Linton Camp (RNZEF para)
Trentham Camp (RNZEF para)
3 TPR (RNZEF para)
Borham Camp (RNZEF para)
Borham Fire Station
HQ NEWZEAL
NZ Works Services Unit
Auckland Sappers Association
Canterbury Sappers Association
Defence Librarian
RNZEF (RNZEF para)
NZ Institute of Technology
Spare
will continue to work for the New Zealand Army
"I am sure that the New Zealand Army will be able to do this"
"I am sure that the New Zealand Army will be able to do this"
"I am sure that the New Zealand Army will be able to do this"

R.N.Z.E. liaison letter



NO 19 1 AUG 79

THE CORPS OFROYAL 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 H. E. Wedde BE(Civ)

EDITORIALTHE MORE THINGS CHANGE THE MORE THEY STAY THE SAME?

During the early 1970s a slick system was perfected at SME whereby logs were cut in the forest, improvised bridges were built, vehicles were driven across the bridges to prove their worth, and finally the bridges were demolished. The system provided good training in chainsaw work, bridging, and demolitions.

Recently some photographs were unearthed in Christchurch which show Engineer Volunteers of the 1890s training. The photographs are captioned "Building the Bridge", "Driving a Vehicle Across the Bridge", and "Demolishing the Bridge". Apart from the uniforms very similar to SME circa 1970!

Two explanations can be given: we haven't progressed much in 80 years; or: the more things change the more they stay the same. I believe the later explanation is true. An 8" x 8" (200 mm x 200 mm) baulk of timber is as strong in 1979 as it was in 1890. A block and tackle gives the same mechanical advantage. The laws of gravity, and the fundamentals are the same. We also have Sappers training in a "no threat" situation in 1979 as we had in 1890.

This raises the question of why we need an Army in a "no threat" situation. In 1890 there was "no threat" but the South African War, World War I, World War II, and other smaller wars followed. I'm sure the Minister of Defence in 1936 did not envisage that in a very few years a NZ division would be deployed to Greece, Crete, the Western Desert, and Italy, and a second division to the Pacific. A scant two years ago it was not considered likely that the Shah of Iran would be deposed, or that China would invade Vietnam. So much for the "no threat" situation. It seems to be part of unchanging human nature to have disagreements, from children fighting to nations fighting, with the logic in both cases often being strikingly similar!

Despite the many technological advances during the past 80 years, it seems to me that the fundamental laws of nature, and the flaws of human nature have not changed. The requirement to have an Army well trained to the standards of the day, and capable of rapid expansion, remains unaltered.

I also consider it likely that the Volunteers of the 1890s served not because they expected to accumulate great wealth, but for reasons such as the challenge, interesting training, the variety, the comradeship, the esprit de corps, being part of a team, service, and because they enjoyed the Army life. Do soldiers serve for the same reasons today?

The more things change the more they stay the same?

III

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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:

26 October 1979

CHAPTER ONEDIRECTORATE OF WORKSTHE GRAHAM SCHOOL OF ARCHITECTURE (HIC/DEF HQ)7TH FLOOR FREYBERG BUILDING

Content removed due to copyright

We are now entrenched in our new surroundings complete with harbour and city views, so drop in and see us sometime as after all, we are eight people you know!

Congratulations to Ssgt Kerry Moore on passing his final exam, now the holder of a NZ Certificate. Namely NZCD (Architecture) (when he gets it). Congratulations also to Sgt Gary Pullen on his passing the final year and now a holder also of the NZCD (A) (when he gets it) also the proud father of a baby girl and a new house (not bad for a young fella!)

Congratulations also to our new NCO Lcpl Terry Wyatt who passed his Advanced Trade Certificate. Welcome to Lcpl Nigel Gattsche from 1 Fd Sqn (off to Portsea) for a short while (the birds and pizzas will get a break).

The office is working at a high rate of knots since the return of WO1 Graham (when we have the work) from overseas.

-oooOooo-

Heres a hint

Car windscreens can be kept clean and grease-free if wiped with a solution of one part vinegar and two parts of water. You don't have to try it as that has been done, and it works. Just keep a plastic bottle of it in the car and use it.

-oooOooo-

Why didn't Noah swat those two flies when he had the chance?

Stock market: Bulls, bears and bum steers.

CHAPTER TWORNZE DIRECTORATE (HQ NZLF)

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Appointments

Positions filled at present moment:

SORE 2	Maj J. M. Kiff
Clk of Works (COW)	WO1 H. K. Wawatai
Clk of Works II	WO2 R. B. Inwood
Draughtsman	Sgt C. Bell
Clerk	Lcpl (W) E. L. McMillan

Matches

Lcpl (W) E. McMillan (nee Duncan) on 26 May 1979

Dispatches

Maj K. J. Woods wef 24 Jul to Fletchers
WO2 R. B. Inwood wef 2 Aug to Kitchen Requirements

General

The other members of this Headquarters are being tight lipped about any comments on our training and work output, probably because it doesn't amount to much anyway.

Next month Sgt Chris Bell is off on a Draughting course at Heretaunga for 3 months, so the establishment will be down to 3. Maj Kiff has been away for 3 weeks on a Court of Inquiry in Trentham, so consequently decisions were made by the confident NCO's running the Corps.

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copyright

WO2 Beven Inwood returned from 8 months in India (working for Ministry of Foreign Affairs, External Aid Division, as Senior Engineer/Advisor for the renovation of the Delhi Milk Scheme), and a month's holidaying through S.E. Asia. He leaves us for greener fields, to a position of Production Manager at Kitchen Requirements who also have a subsidiary company which makes Visor Fireplaces. We are sad to lose him but we are sure he will do well.

We are equally sad to wave goodbye to Maj Ken Woods, although we hope to see him occasionally here in the sunniest spot of Land Forces. He also moves to greener fields as Production Manager of Fletcher Wall Panels (as much a handy contact as Beven Inwood).

Here is the text of a letter from 'Centrefold Division', CLEO INTERNATIONAL INC. received by WOI OLIVER of 1 Pd Sqn.

Your name has been submitted to us with your photograph and I regret to inform you that we will not be able to use your body in our centrefold.

On a scale of 0-10, your body was rated "-2" by our panel of women ranging in ages from 60-70 years. We tried to assemble a panel in the age bracket 25-35 years, but we could not get them to stop laughing long enough to reach a decision.

Should the taste of women ever change so drastically that bodies such as yours would be appropriate in our centrefold you will be notified by this office. In the meantime don't call us we'll call you.

It was signed by JENNY LUSTWICKET
Editor
Cleo International

With a P.S. We do commend you for your unusual pose. Were you wounded playing sport or do you ride your bike a lot?

-ooo0ooo-

There is no reason why men should be allowed to become the equal of women. The male sex are handy to have around, when required. They are not particularly intelligent, but they could be taught to retrieve newspapers, run errands, open doors and give satisfaction in bed. When bathed and well dressed they make excellent pets and are house trained. An amusing species.

-ooo0ooo-

There were 2 Chipmunks. One was named IN and the other was named OUT. When IN was in and OUT was out, OUT couldn't get in until IN was out. One day OUT was out for a walk. When he came home, how did he know IN was dead?

Instinct (IN stinked!)

Signal message reads:

VISITS SORE 2 AND
COW HQ NZLF



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to copyright

CHAPTER THREE1 FIELD SQUADRONAppointments

OC	Maj A. Beaver
Trg Offr	Lt J. Kamp
SSM	WO1 M. Oliver
SQMS	WO2 R. Wright
Cclk	Sgt D. Trask
Trg NCO	Sgt W. Stirrat

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copyright

Postings Out

Spr Charlie Te Paa	-	Civy Street
Cpl Phil Taiapa	-	Civy Street

Postings In

Cpl Paul Hartley	-	Ex Singapore
Lcpl Steve Gallagher	-	Ex Singapore
Spr Payne	-	Ex 3 Fd Sqn
Spr Mike Davies	-	Ex 1 Bn Singapore

Promotions

Spr Ian Stobie to Lcpl

Marriages

Spr Pete Winter 26 May 79

Apprentice House

Twelve personnel of 2 troop under command of Ssgt Bill Leach commenced work on the new army caretakers house at Whangaparaoa.



Six of the ten carpenters on the job are apprentices and for some, this will be their first experience of house construction from start of foundations to house complete. Personnel are staying in the Whangaparaoa Camp accommodation from Mon to Fri, and carrying out a normal working week including P & RT.

Oil Store

Four personnel from 1 troop under command of Sgt Mac Renata departed for Whakatane on 25 Jul 79 for 10 days. The task involved the construction of a simple concrete block oil store at the Whakatane Army Area residence.

3 Troop Training Weekend 12-13 May 1979

This training took place at the old Ardmore Teachers College area north-east of Papakura Military Camp. A total of 25 TF members of Three Troop turned up for the weekend which included a number of newly enlisted personnel. The aim of the training was to clear 80 booby traps situated in an area of 10 buildings,

in approximately 8 hours.

It was planned to be a tactical exercise emphasising the need to clear all traps without injury or death because of carelessness. The aim was partly achieved by the troop during the 8 hour period. They would have had 100% success if they had retrieved all traps in the area. A search later, found booby traps the troop had overlooked.

4 Troop Training Weekend 19-20 May 1979

This weekend saw Four Troop move into the same area as Three Troop the previous weekend, only with less numbers, (in fact 15.) Their approach to the training was more tactically minded than the previous troop. The troop failed to achieve 100% success because of the smaller number, but their injury rate was far less than the previous troop. This was mainly achieved because of greater control of the sections within the troop. Their main idea was, one man - one trap - one building. Both weekends were successful. All students learnt a considerable amount about Booby Trap Clearance and that it is not as easy as it seems.

HQ NZLF

Two Troop decided to head for Takapuna under the command of Bill Leach once again. Their task was to clean, paint and carry out minor alterations and additions to what was Rec Motors in Byron Street. The building now houses units of HQ NZLF. Specifically; HQ Coy NZLF, HQ3 Auckland Regt, an RNZEME detachment, and other Service departments.

TONGA CAUSEWAY PROJECT(By: Ssgt N. T. Smith)

On the 17 Jan 79 28 keen men of the elite 1 Fd Sqn plus others flew out of Auckland to a small task in Tonga. The day before, Lt Kamp who had just returned to NZ from Australia on a wife purchasing task and who had had about 10 days of honeymoon, flew ahead to get things sorted out ready for our arrival.

Arriving at Tonga about 1300hrs we unloaded our two rovers and stores out of the C130 and went to what was to be the Transit Camp for the duration of the task. Here the two TF troops would come after they had done their two weeks on the task. While some of the advance party were setting up our camp site, OC of the project, Lt Kamp and NCO's had a briefing.

It was at this briefing that we found out the true nature of the task and who would be doing what. At this stage nobody really knew that we were going to build a causeway between the islands of Lifuka and Foa in the Haapai group of islands some 80 miles by sea north of where we were in Tongatapu, the main Island of Tonga. You could say it would be a dam as such, as the sea came in from both sides with two different currents.

Having sorted out our priorities, four of us went to town which is 13 km over very rough roads full of huge potholes. All of our rations had come previously by ship in containers and these were on the wharf waiting to be unloaded. Our first task was to get our rations from the containers so we could have an evening meal. This proved a bit difficult because when attempting to unlock the containers we were told by the wharf guard that they had not yet been cleared by Customs etc. While the boss was debating the issue I smuggled enough supplies for our need for the next two days and put them in the rover. The problem was solved the next day by the NZ High Commission.

Next we went to the Shell Oil Coy and organised the supply of all the fuels and oils we would need for the task. This done we went back to our beach resort to find that our camp was set up and the cook was looking for some food to cook. Good old Ration Packs! As it was very hot, we all went for a swim and all commented that this was a nice spot for a camp. My job was to be Camp Commandant (Wow), organise all movements for troops and with the help of a Supplies Clerk from ASC purchase all supplies and those spare parts etc they would need from time to time. "This is going to be a good TCB."

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Next day we all went into town and started the shifting of all our gear from the wharf to the school that was just across the road, where we had arranged to store all our gear in the classrooms. The school was on holiday. Also with the stores were all our machines: D8 Bulldozer, D4, H70, two IHC Trucks, Tilt trailer and two big generators and fridges. While this was going on the OC, my offsider and myself went around the town organising all the things we needed for the next three months. These included the buying of meat which came frozen from NZ and was sold to us by an Australian.

Bread and butter from another Australian, eggs, bacon, cheese and other groceries from another firm. We also ordered a very necessary item, beer and soft drinks for afters on the task.

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Next we arranged what would be a very important link with the task and the movement of daily supplies. This we arranged with South Pacific Island Airways (SPIA) who were to fly daily to Ha'apai on normal flights with our supplies and also when required, Charter flights for the troops that would be doing two-week TCD's on the task, then being replaced by another team. The charters were arranged to fit with the C130's arrival on Mondays each fortnight, and would fly the troops in two lifts as soon as they landed. There would be a change of Cooks, Medic and Sigs ops.



Next we went to sort out the "KAC" which was to be our main means of getting all machinery and supplies to the task. This vessel is a barge-type craft which was owned by NZ and given to Tonga by our Government. It is now run by the South Pacific Shipping Corporation. Our first introduction to the way things went in Tonga was when we saw that the "KAC" (pronounced cow) which we had been told in NZ was ready for our use was on the slip being repainted and patched up, with the prop and main shaft damaged and awaiting replacement parts from NZ. It would not be ready to sail until the 23 Jan. As we had the first of our TF troops arriving on the 29 Jan, things did not look too good.

Having done all these things, another day had gone and with troops looking after stores at the school, we headed back for a swim and an evening meal. The next big hassle was going to be having the camp at Ha'apai ready in time for the first lot of troops and that we would have work for them to do. But all things come out in the wash and the "KAO" left on the 23 Jan with 2x IHC Trucks with fridges, tents etc, and the camp was set up, the OC and his band flying up ready for the arrival of the "KAO."

The next problem was finding that the causeway was going to be bigger than first thought. Instead of 400 m long it was now 800 m as there was a need for approaches to the causeway of 200 m each end. This

enabled the causeway to be 300 mm above the high water mark. This addition meant, more rocks would have to be won, extra explosives, and it was going to take twice as long to build. The object of the causeway was to allow people from the island of Foa to travel and bring their produce to the main island of Lifuka. The task consisted of quarrying large rocks from the

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high foreshore of Lifuka, (after blasting with explosives) and pushing with the D8 to the site of the causeway which was a mammoth task in itself as the rocks had to be manoeuvred by the D8 and with the fixed blade, pushed some 300 metres just to start the causeway. As the causeway grew, the D8 had to travel even further. The design called for the rocks of 5 tons and bigger to be placed in two parallel rows 3 metres wide for the full 800 m of the causeway at low tide as this was the only workable time for the D8. There was some 3 million gallons of water passed through the gap of the two islands per second!

On the 29 Jan the first Troop arrived and they had to unload all the fresh supplies and there unload (after migration and customs) 100 bags of cement, take it down the road to the School then rush to board the Charter planes for Ha'apai. There are two planes one is an Islander and can carry 7 pers, the other is called a Twin Otter and carried 20 pers. The troops looked a sight boarding the plane covered in cement, and in the heat of Tonga, it was starting to set! After an hour in the air, they would be really stiff on arrival.

We were down to a small team now at Nuku'alofa sorting out the stores into priority packets for loading on the "KAO". These were things like machines and fuel. The "KAO" could take 30 tons so we had to sort out cargo - like Cargo Masters on a C430. The D8 had to have the blade and rippers taken off not only for the weight but the blade was proved to be 2" too wide for the front of the barge. Boy what a sight that was when the D8 was driven onto the "KAO"! It has a ramp which lowers down like a landing barge used in the war. This ramp could take 21 tons. As the D8 came over the ramp and hit the main deck of the barge, it lifted the stern right out of the water, causing the motors (which were going to keep the barge into the loading jetty) to rev like hell. The operator on the D8 was told to "feed it to her" and get the bitch on board, which he did bringing the boat back down into the water with a terrific splash. That was nearly the end of the task there and then if it had of gone into the water.

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Seven trips were made to get all our initial stores and equipment to the task. Each had about a 30hr turnaround. This meant we were loading in the small hours of the day and of course they had the same problem the other end, and with only the use of Rover lights to load, this was sometimes hazardous.

When the first troops finished their stint, they were flown back in the same planes to Nukalofa to disturb the peace and tranquility of the beach camp. For the next two days they were to have R and R. Going into town to do their shopping, serious drinking, have a look at a few of the local sites, and go to the big attraction of the town - the Date-Line Hotel (where you could buy a warm beer, have a room with a cold shower, and possibly indulge in a bit of old fashioned dancing like the fox trot, which I heard was surprisingly popular). After they had bought all their baskets and trinkets they boarded the plane to fly back to NZ.

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With the TF tasks completed and the RF on the site, the job began to flow. The biggest problem now that my offsider and I had, was keeping the task and the troop supplied with all the rations and spare parts. This was big business keeping them happy with mail and tubes. A problem was that there were no fresh vegetables on Tongatapu and the troops were after big steaks and spuds and little else. Spares were a big worry with all the machines sometimes breaking down at once. When the D8 pushed the rocks in front with the blade, sometimes the rock would go down a hole and cause the blade to lift up and come crashing down again breaking the cable. These were 72ft long and of course if the D8 was out in the sea when it broke down it was difficult to recover. There were unbelievable break-downs; shock absorbers, springs, starter motors, and what have you, causing long delays for spares. Each day after work, each piece of equipment was washed clean with fresh water. This was a big job taking a lot of water and time. The troops were suffering too. Exposed to long hours of work, they all got cuts that would not heal, fever, dysentery, and the like, through working in water all the time. After five months of hard sweat, the 800 metres was bridged. There was some concern from sceptics that when the gap got smaller there would be scouring. But with stockpiling of the rocks and fill, the gap was filled quickly with no difficulty. There were experts who came to see and asses the feasibility of the task and went away impressed. As the

huge rocks were pushed into position, smaller rocks were placed by hand and machines into the gaps, then hardfill and shingle was compacted into a hard base. Another row of rocks were placed on the outside again to build up above the high tide mark of about 400 mm. While this was going on, aggregate was being crushed in an ancient crusher for the pouring of the concrete pad that will cap the causeway, tying it all together. At the time of writing this article we are not at that stage yet but it is hoped that it will be completed by the end of September or earlier. The bulk of the troops coming home then and leaving a team to organise and return all equipment to NZ which will take another month.



So it has come to pass that this is one of those small jobs that has turned into a big task with extra machinery, manpower, and countless parts needed to do the job, that many said could not be done. It will be done and it will be a credit to all the sappers from all the Sqns including the TF, and the great support from all those other Corps who have been there from the beginning making this a worthy task and an asset for the Tongan people. I enjoyed it.

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The good news: a university survey indicates that college girls find middle-aged men most attractive.
The bad news: they regard middle age as 32.

-ooo0ooo-

To avoid electrical shock: Turn off the current at the main switch before attempting repairs. Don't stick your finger in the socket. Open the electricity bill v-e-r-y s-l-o-w-l-y.

CHAPTER FOUR2 FIELD SQUADRONKey Appointments

OC	Maj A. Anderson MBE
2IC	Lt D. Begley
AO	Capt J. W. Lock
SSM	WOI R. O. Wills
SQMS	Sgt A. S. Brooker
Foreman of Wks	WO2 H. E. Chamberlain
Cclk	Sgt W. J. Beck

1 Troop

Tp Comd	WOI I. E. Lamb
Tp Sgt	Sgt K. W. Featherstone
Tp Sgt	Sgt L. D. Stowell

2 Troop

Tp Comd	Lt P. F. Cosgrove
Tp Sgt	Sgt R. J. Hughes BEM
Tp Sgt	Sgt G. Turner RE

3 Troop (Territorial Force)

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

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Postings In

Lt D. Begley	Ex RMC
Cpl J. M. Visser	Ex 3 Fd Sqn
Spr W. P. Halkett	Ex 3 Fd Sqn
Spr J. M. Shearer	Ex 3 Fd Sqn
Spr G. R. Nicol	Ex 3 Fd Sqn
Spr B. J. MacPherson	Ex 3 Fd Sqn
Spr G. A. Sue	Ex WTD

Postings Out

2Lt P. M. Howard	To WTD
Sgt S. F. Harris	To N7BSU

Promotions

From Sgt to Ssgt A. S. Brooker (WEF 17 Apr 79)
From Lepl to Cpl B. A. Cosford (WEF 2 Jul 79)

Discharges

Spr R. I. Weir
Spr C. I. Capper

-0000000-

AND SO THE COCK CROWS

2 Field Squadron's training programme has turned a new and exciting leaf for all the members of the unit.

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Working off the 2 Fd Sqn ARTEP (Army Training and Evaluation Programme) complicated and confusing tasks are now simple, understandable and rewarding to the utmost.

The Squadron's training to date goes like this:

26-27 May. 3 Troop undertook their first step of ARTEP work

tackling Command and Control Manoeuvres. After primary instruction, the troop tackled the problems with zeal and enthusiasm showing great potential for the 'NEW' 3 Troop.

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5-19 June. Due to the postponement of an earlier exercise it was decided to hold the TF Annual Camp during this period. The troops training was directed at the ARMoured ENGINEER for this period. All facets of co-operation were explored and practised by the TF members and on the 11-13 June 3 Troop aided by 1 Troop (RF) deployed to Waiouru at the invitation of QA Sqn, RNZAC to conduct the practical aspects of armour training. Working as FE from APC's the work came thick and fast, day and night. The sappers once again showed their superiority in adapting to the changing situation. Over the 3 days a strong bond developed between the two Corps and on completion of the exercise, 'thanks!' and handshakes flowed freely from both sides.

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27-28 June. 2 Troop undertook ARTEP training in the Manawatu area showing their ability and resourcefulness in crossing obstacles and conducting tricky recons. The troop worked hard and achieved good results.



14-15 July. 3 Troop undertook the ARTEP Communications and Movement Segment. The turnout by these TF lads has been steadily increasing with almost 75% present and the numbers are still continuing to climb. The exercise was conducted using all the organic signal equipment and utilising previous ARTEP training for evaluation.

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And the Future Training!

This unit is proving that the Engineers are as always a superior group of soldiers. We intend to continue the hard level-raising training management by the officers, SNCC's and sappers.

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THE SAPPER

Between the security of Childhood and the Senility of Old age is found a fascinating group of Humanity called the "SAPPERS".

The SAPPERS can be found almost anywhere. In love, in bars, in trouble and always in debt. Girls love them, towns tolerate them, hotels hide them and the Government supports them.

A SAPPER is Laziness with a deck of cards, Bravery with a tattoo, Ruggedness in uniform and a Defender of the world with a copy of Playboy. He has the Brains of a bear, the Energy of a sea turtle, the Slyness of a fox, the Stories of a sea captain, the Sincerity of a liar and the Aspiration of a casinova and when he wants something its usually concerned with leave or an "Excused all Duties" chit.

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Some of his interests include girls, females, women and members of the opposite sex. He also likes beer, booze, plonk, alcohol and ale. He likes to spend his money on girls, beer, cards and any that is left over he likes to spend foolishly.

Nobody other than a SAPPER could ever cram into one pocket a black book, a pocket of crushed cigarettes, a box of matches, a picture of his girl, an old leave pass, receipts of AGI drycleaning, receipts for his 'PENTHOUSE' subscription, car payment notices, loss and damage report and a deck of cards.

A SAPPER is a magical creature. You can lock him out of your office but not your home. You can take him off your mailing list but not off your mind. He is a "One and Only" bleary eyed bundle of worries - , yet all your shattered dreams become insignificant when he looks at you and says "GIDDAY BOSS!"

"RED ROOSTER"

-oooOooo-

DID YOU KNOW

That ... In 85% of Men, the left testicle hangs lower than the right (NOTE: Engineers are exempt. They use these for gambling with!)

That ... A Nigerian witch doctor was sentenced in 1972 for shooting dead a client while testing a bullet proof charm.

Comment (It couldn't happen to a Sapper, his main difficulty would have been hitting the client..)

That ... In 1867 a patent was filed for a lavatory seat which had rollers on the top to prevent people standing on it.

Comment (Combat crabs have been known to leap buildings!)

That ... Police banned shotguns at Cuckoos Nook Wood, near WALSAU, ENGLAND because they were afraid for the safety of the large colony of courting couples aroamp in the undergrowth.

Comment (6 Fd Sqn have apparently adopted a new camouflage training procedure of ... Digging in!)

That ... The Southern Transvaal Synod of the Dutch Reform Church has condemned organised sport and masturbation on Sundays.

Comment (It has been noted recently that some Squadrons don't work weekends)

That ... The dead outnumber the living on the Earth 30:1.

Comment (Engineer units on parade even the ODDS)

Reference: A. File 13

B. The Black Book of useless info

C. Assault Pioneer Training Manual

"RED ROOSTER"

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CHAPTER FIVE3 FIELD SQUADRON

Congratulations to the following on additions to their families:

Cpl and Mrs Shelford a daughter 31/3/79

Lcpl and Mrs O'Keefe a daughter 6/4/79

Cpl and Mrs Packer a son 26/4/79

Cpl and Mrs Clarke a son 27/4/79

Spr and Mrs Fischer a son 11/6/79

-ooo0ooo-

UNIT RUGBY

The annual Youngies V Oldies Rugby Match was held on 10 Apr 79 in fine conditions, with the oldies finally emerging as the winners and the youngies coming a close second. The match was played in good spirit with no mention of the Refs age being made.



As with all contact sports, some injuries are to be expected. There was an attempt made on the life of the SSM, but the assassin slipped and only partially removed his ear. There has been a report that the culprit is being sent to the "Salt Mines", however details are still a little sketchy at this stage. Lcpl Uriarau was injured three times during the match, but twice he recovered miraculously when play came his way. Spr McIntock was the only serious casualty, receiving a fractured ankle for his efforts. Lcpl Payne was in some doubt as to which side to play for, for he took the easy way out and dropped the ball whenever he was challenged.

The final score was Oldies 20 / Youngies 10, with tries scored by Spr Cook and Lcpl Uriarau for the Oldies and Spr Kirton and Lcpl Reid for the Youngies. (Lcpl Reid also converted.) All considered it was a good game.

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DEMOLITION OF BUILDING AT RANGIORA

13-17 MAR 79

A task undertaken by 3 Fd Sqn to assist the Rangiora Presbyterian Social Services was the demolition of a two-storey concrete building. The work was done by a party of two field engineers and six plant operators.

The demolition involved drilling boreholes around the base of the building and loading with AN60 explosive. A total of 26 lb of explosives, placed in 47 boreholes dropped two-thirds of the building, and the rest was weakened to allow the Case 850 dozer to topple it. The rubble was loaded onto dump-trucks with the Hough 30 loader and carted away to the local tip.

When the persons left the site, all that was remaining was the stump of a tree which was too big to load onto the trucks.

WAIMARI SURF CLUB

A number of personnel were involved in the construction of a Gabion on the sand hills in front of the Waimari Surf Club. The wall had to be built because the high tides were carrying away the sand from the front of the Surf Club and threatened to undermine it.

The Surf Club had tried crib walling the area with logs, tyres etc, but this method was not permanent. Thus 3 Fd Sqn were called in to assist the Surf Club by building the Gabion using what is known as Reno Mattress.

The sand hills were prepared by a civilian contracting firm who scraped the area in front of, and on both sides of the Surf Club to a angle of 45° . While this was being done the team started the operation of constructing the Reno Mattress.

The Mattress came in two parts. The basket and the lid. The erection of the basket was done by spreading it out flat and raising the sides and ends (already fixed to the bottom) and lacing them at the corners to make the outside perimeter of the basket. The centre diaphragms were then lifted and laced to the side of the basket to complete the arrangement. The size of the baskets were 6 m long x 2 m wide and had either 5 or 9 diaphragms.

The slope was then covered with Filter Fabric - a fibreglass breather paper which allowed water to pass through without the sand being sucked away with it to prevent under-mining. The baskets were then laid on top of the Filter Fabric length ways down the slope and wired together along the edges.

Once this was done a 3" galvanised pipe was passed through the baskets along the length of the slope. Terrier bolts were then placed in the foundation wall of the Surf Club building and eye bolts screwed in. Turnbuckles were placed on the eye bolts and steel wire ropes were fixed around the galvanised pipe at one end and through the Turnbuckle, tensioned, and clamped at the other end. This was done in two places on the sides, and at 6 places along the front, thereby anchoring the Mattress to the Surf Club building.

Once the whole Mattress was fastened, the baskets were packed with rocks where possible with the Hough 30, otherwise by hand, until the baskets were slightly over-filled. The baskets were washed out to remove any large amounts of sand then hand packed to ensure a neat compact filling.

While some of the party wired the lids on around the edges and across the diaphragms, the rest laid 2 m long sections around the top of the 6 m sections and filled these with rocks.

The size of the party varied from 12-15 and throughout the exercise we all stayed in the Surf Club building.

Valuable experience was gained on this task in the form of lacing, and the use of the Reno Mattress. During the 12 days it took us to do the job 34 Mattresses were erected, laid, wired together, to contain 150 m³ of rocks.

The Team:

WO2 MacAllister IC
 Cpl Clarke
 Spr Searley
 Spr Daly
 Spr O'Dea
 Spr Singleton

Sgt Oliver
 Lcpl Reid
 Spr Both
 Spr Guthrie
 Pte Hellyer
 Spr Wells

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Plant Assistance:

Lcpl Tito

Spr Waionio

Cook:

Lcpl Keswick

-oooOooo-

RANGE WORKSHOP - WEST MELTON

This task was on the capital works programme for 3 Tp 3 Field Squadron. After going over the plans with (no specifications) the demands for all materials were made.

The task actually commenced in late April 1979 with 6 pers on the task. After clearing off topsoil, the excavation began. There were ground beams everywhere. The steel was then tied in its position.

"Rapid Metal Formwork" was used to speed up the formwork phase. This was something new for this unit and is only to be applied to certain jobs. We then used many cubic metres of concrete.

Contracts for the supply and a contract for the laying of the concrete masonry veneer had been let. The blocklaying took four and one half days, which included filling the cores and bond beams. When the top bond beam had been laid, the trusses and roof cover went on. The trusses had been made on the site while the blockwork was being done.

The internal walls for office and WC were erected in conjunction with the roof.

"But do you actually believe your own forecasts?"

The task was constructed on the ten days on and four day off system with great success. The reason for such fast progress was due to there being no interruptions ie parades, sport etc, plus a run of excellent weather which for this time of the year was hard to believe.

At the time of writing the task is 95% complete. New products were used. The apprentices proved to be of great value.

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'WEST COAST DRUG SEARCH'

On Sunday the 18 March 1979 Engineer Assistance was requested by Police and the Customs Officials to aid them in the search of drugs, that were thought to have been dumped somewhere off the West Coast.

The lucky personnel to get the job were Lcpl Estall and Spr Paterson who were given short notice to pack their gear and be ready to be picked up by Police and taken to Wigram Air Base from where they were flown by helicopter to Westport.

Having being booked into the DB Westport, they were taken to the local police station where they were briefed on the task.

Early next morning they were taken by car and helicopter to the Heaphy Track area and given the task of searching the area around huts, but the only thing found were ration packs, tin cans and nails. Overall very disappointing but a good couple of days away from Burnham.

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The Sunday school teacher was describing how Lot's wife looked back and turned into a pillar of salt, when little Jimmy interrupted. "My mother looked back once while she was driving," he announced triumphantly, "and she turned into a telephone pole."

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Skeptical about the way mail is handled, the man left this note on a parcel: "Fragile. Please throw underhand."

Said the circus manager to the human cannonball: "You can't quit! Where will I find another man of your caliber?"

CHAPTER SIX5 SUPPORT SQUADRONAppointments

The following are the appointments as at 1 July 1979.

OC	Maj T. W. Dench
QM	Capt W.G.W. Williams
SSM (Acting)	WO2 J. H. Hendrick BEM
SQMS	WO2 G. B. McDonald
Tpt WO	Ssgt G.E.P. Callaghan
Cclk	Sgt R. W. Bulman
1 Tp Comd	2Lt A. E. Wilson
1 Tp Pl WO	WO2 J. H. Hendrick BEM
2 Tp Comd	Lt S.A.G. Foote
2 Tp Offr	2Lt W. D. Ryan
2 Tp Pl WO	WO2 R. J. Stent

Postings In

Ssgt G.E.P. Callaghan	from SME
Spr C. J. Glen	from Basic 155
Spr C. R. Satherly	from Basic 155
Spr A. P. Thomson	from Basic 155
Spr J. R. Taylor	from Basic 156
Spr A. R. Osborne	from 2/1 Bn
Spr M. C. Beddis	from 2/1 Bn
Spr G. M. Ash	from 1 RNZIR
Spr T. W. Clarke	from 1 RNZIR
Spr H. Hutaue	from 1 RNZIR
Spr D. R. Marshall	from 1 RNZIR
Spr F. M. Sexton	from 1 RNZIR
Spr R. T. Skudder	from 1 RNZIR
Spr P. E. Stack	from 1 RNZIR
Spr D. C. Stephen	from 1 RNZIR
Spr E. Tamou	from 1 RNZIR
Spr R. H. Toia	from 1 RNZIR
Spr K. Waitoa	from 1 RNZIR
Spr R. T. Wall	from 1 RNZIR
Spr M. C. Mason	from Civvy Street

Postings Out

Maj D. J. Powley	to 6 Fd Sqn
WO1 H. J. Gallagher	to SME
Spr Gerrard	to 2/1 Bn
Spr Bassatt	to 2/1 Bn
Spr Martin	to 2/1 Bn

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Employers always seem to want alert young men between 25 and 35, with 40 years' experience.

Discharges

Spr Pugh
 Spr Brittin
 Spr Cooper
 Spr Ashford
 Spr Te Amo
 Lcpl Young
 Lcpl Hynds
 WO2 Denby

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Births

Spr and Carol Paewhenua - add one daughter.
 Spr and Pauline Toheriri - add one daughter.
 Spr and Sandra Clarke - add one son.

Marriages

Spr Stowers and Kristine Rozendaal
 Spr Tuhi and Betty-Anne Brown
 Lcpl Mabey and Patricia Gudsell

Attachments

Three Cadets were attached for a period of trade training:

Cdt Cavanagh
 Cdt Illston
 Cdt MacInnes

Pers who were attached to 1 Fd Sqn employed on the Tonga task:

Spr Wharepapa
 Spr Beck
 Spr Ridland

Pers at present attached to 1 Fd Sqn, Tonga:

Lcpl Akuhata
 Spr Lewis
 Spr Ormsby
 Spr Kelly
 Spr Henderson
 Spr Hubbard

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Promotion

Cpl Manley 5 Engr Wksps to TSgt

-oooOooo-

A group of American tourists were being guided through an ancient castle in Europe. "This place," they were told, "is 600 years old. Not a stone in it has been touched, nothing altered, nothing replaced in all these years."

"Well," said one woman dryly, "they must have the same landlord I have."

Training/Works

Since Feb 79 the Unit has been involved in the following training/works.

a. Works continued on the new bomb store access road at OHAKEA.

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b. Sprs Beck, Bassett and Kohiti were attached to 6 "Close to Home" Sqn during their Annual Holiday Camp on the Chathams.

c. Cpls Alexander, Henderson, Manley, Orr, Te Whata, Pickford and Lowe successfully completed the Cpl-Sgt Course.

- d. The Unit assisted the MWD in the construction of a dam at the Mokamoka Magazine Area. The dam was constructed to overcome the problem of insufficient water supply during the summer months.
- e. Lcpls Brown and Akuhata, Sprs Ridland, Cossey, Beck, Lewis, Hubbard, and Lcpl Ormsby were or are still attached to 1 Fd Sqn deployed in Tonga.
- f. The Unit conducted its Annual Classification Shoot at Putiki Range. Of the 80 odd who shot only 2 failed to qualify. Top shot was the Colk.
- g. Ron Everson took a TOD to Waiouru to spread top soil on the berms of Hassett Road. After being rushed to P.N. Hospital with a burst appendix a certain WO2 was heard to say "What some ---- will do to get off a TOD."
- h. The Unit assisted with the setting up and participating in the Wanganui Military Pageant. Tanks and M113s were transported from and to Waiouru. Sgt Moors ably assisted by a few other Sprs put on a good show with all the bangs and skyrockets.
- j. WO2 Hendrick and Spr Wharepapa accompanied a Unit D6 to Tonga for use by 1 Fd.

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- k. The Squadron Ready Reaction Group under the watchful eye of Sgt Everson completed a week of signals and navigation training culminating in a 48hr field Exercise at Santoft State Forest.
- l. Lcpls Brown, Maney, and Williscroft successfully completed the Lcpl-Cpl Course.
- m. Lcpl Brown, Sprs Kohiti, Tuhi, Cossey, Dimond, and Noble were successful on the Grader Operator Course.

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- n. The Scraper Course under the supervision of Sgt Everson, Cpl Te Whata, Lcpl Mabey commenced the first stage of a prototype Sewerage Treatment Scheme for N.Z. The task is at Foxton Beach for the Foxton County Council and requires the levelling of sand dunes of up to 26 metres high. Students on the course were:

Sprs Ridland, Stowers, Wharepapa, Beck and Paewhenua.

- o. Resources Tp supplied assistance to NZED at Harts Road Substation in the form of 1x OR and 62.5 KVA Gen whilst Hydro workers where on a "Go Slow."
- p. Spr Noble successfully completed the Instructors Course.

-oooOooo-

Exhilaration is that feeling you get after a great idea hits you, and just before you realize what's wrong with it.

Letters

Here is the text of a letter from a Lcpl to the Tpt WO.

"Dear Sar-Major Denby,

As you were so worried about the amount of time I took in trying to get a union for Stan's truck, I will write down all the places I went, if I can remember them all. ETD approx 9.15

Andrews and Bevan's
Pierard's
Plumbing Supplies
Industrial Hydraulic's
Cliff's
Niven's
McDwens Machinery
Air Spares
Porter Motors
Jolly and Mills Commercial
Motor Specialties
Motor Traders

This is the list of those I can remember. As you can understand I spent quite a while in each place which does add up.

I did happen to stop off at Goodyear Tyre Service for 5 mins to buy two tyres. I am sorry but I thought it could be an allowance for smoko which I did not have. I also went to Manawatu Auto Screens for Cpl Jensen (to take a w/screen in). I also spent 30c on parking meters as a matter of interest.

I hope you will forgive me because I am only human and not a machine and after all that I still could not get a ----- union.

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-----Lcpl"

-oooOooo-

The teacher was giving the kindergarten class a lesson in identifying various animals. Turning to one tot, she inquired, "What do elephants have that no other animals have?" The little fellow promptly answered, "Little elephants."

"I'm supposed to tell you there will be a small parent-teacher meeting tomorrow night," said the boy to his dad.

"Well, if it's going to be small, do I have to go?" asked the father.

"Oh, yes," replied the son. "It's just you, me, the teacher and the principal."

CHAPTER SEVEN6 FIELD SQUADRON

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Appointments

OC	Maj D. J. Powley
2IC	Capt T. E. Jones
SSM	WO2 P. A. McKeany
SQMS	Ssgt K. J. Avenell
Trg NCO	Ssgt S. M. Ross
Celk	Sgt J.L.L. Cubitt

Promotions

2Lt G. A. Reid	to Lt wef 6 Jun 79
Ssgt A. J. Oliver	to WO2 wef 2 Jul 79
Sgt B. A. Clement	to Ssgt wef 2 Jul 79
Cpl A. J. Hardy	to Sgt wef 2 Jul 79
Lcpl P. M. Gibbs	to Cpl wef 2 Jul 79
Lcpl E. J. Kelly	to Cpl wef 2 Jul 79
Lcpl S. Lim	to Cpl wef 2 Jul 79
Lcpl S. Weddell	to Cpl wef 2 Jul 79
Lcpl E.P.F. Zwetsloot	to Cpl wef 2 Jul 79
Spr Truby King VI	to Lcpl wef 2 Jul 79

Well done lads.

Postings Out

	Lcpl G. J. Johnstone	to SME wef 13 Aug 79
	Ssgt K. J. Avenell	to 5 Spt Sqn wef 1 Oct 79
TOD	Capt T. E. Jones	to Works Directorate for 2 months vice Capt Hollander

Postings In

	Lcpl Raponi	ex 5 Spt Sqn as Tpt NCO wef 10 Aug 79
	Cpl Shoebridge	ex SME as Trg NCO wef 13 Aug 79
	Sgt D. Greeks	ex 3 Fd Sqn as SQMS wef 17 Sep 79

Sporting Activities

The 6 Fd Sqn rugby team still hasn't settled down after 4 games.
Much to our disgust the record reads:

V	Post Office	lost 38-6
V	Hutt Valley Police	lost 26-8
V	Railways	lost 42-10
V	MOWD	lost 18-6

However we will be in top form for the Inter Unit over the 17-19
Aug 79.

The Volleyball team has been faring much better to date, without a
loss thanks to the spiking ability of Grant Johnstone and the 2IC.

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Night Parades

Wednesday Night Parades have succeeded in attracting a minimum of thirty personnel to hear general interest lectures on the 'Advance', 'Engineers in the Advance', 'The Enemy', 'Scatterable Mines Systems' and 'Minefield Breaching'. The lectures have provoked considerable discussion, which has led to increased use of the Garrison Club and hence the coffers are somewhat healthier.

Exercise Bold Guard



6 Fd Sqns annual compulsory exercise was held over the weekend 27-28 Jul with 105 members of the Squadron taking part in a minor tactical exercise. It consisted of a Squadron move on foot over the Rimutakas. The exercise site, together with its token enemy, provided an ideal training ground for Infantry Minor Tactics.

Static Motors

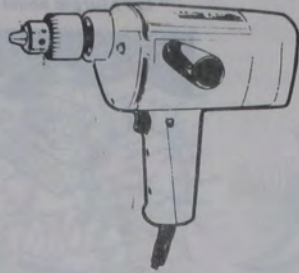
Support Troop are to be congratulated for the course they ran for all interested personnel on the use of static motors.

At the conclusion of three nights parades on the subject, a weekend exercise was run to put the theoretical aspects to practical use.

The venue chosen was the Kuku Valley at Trentham. The campsite looked like a five star tourist resort with bar and restaurant facilities together with piped music for an added touch of atmosphere.

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One of the tasks to be undertaken was the demolition of a magazine shelter that had been declared unsafe. This enabled the troops to practise the use of the 400 cycle set, the compressor, pumps and chainsaws. Those attending the course appreciated the opportunity of using the static motors and believed the course to be both interesting and informative.



Recruiting

Unit recruiting is on the increase with 22 being enlisted since Jan 79 and a further 20 in various stages of processing.

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How is it that a husband who bowls half the night without getting one strike can manage to knock over all the milk bottles on the porch when he finally comes home?

CHAPTER EIGHTSCHOOL OF MILITARY ENGINEERINGAppointments

Chief Instructor	Maj C. R. Parker
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	WO2 W. N. Lamb
Instr WO	WO2 C. Walsh
Tpt NCO	Cpl C. J. Wilson

Postings Out

Lcpl A. E. Nasario to Discharge
Sgt G.E.P. Callaghan to 5 Spt Sqn

Postings In

Cpl O. P. Smith	from	Sick Leave
Lcpl A. M. Greeve	from	3 Fd Sqn

-oooOooo-

REMF/TDS TRAINING

The training has been going at a rapid pace over the last four months with only six weeks of field engineering left before the carpentry phase is started.

Some subjects covered to date are; map reading, radio procedure, plant safety, watermanship, basic engine hands, first aid, basic survey, compressors, water supply, bridge recon and design, fencing and demolitions.

One subject not mentioned above is the notorious 4 weeks of driver training. All students obtained both L.T. and H.T. licences but it has become rather obvious from dents and damages that more continuation training is required.

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Watermanship. This was conducted in the Manawatu River and the subject of improvised rafting and the testing by ordeal engendered the correct spirit in the workmanship, as each section once finished their raft had to take them across the river and back. Although no one ended up in the drink there were a few close shaves. The final day was spent

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travelling up to the Fitzherbert Bridge in Assault boats using motors and paddling back.

Fencing. A week was spent at Santoft Forest building an eight wire 5 batten fence. The fence was 600 m long and stands as a monument to the boys as a grand effort and first class work.

Suspension Bridge. Not to be outdone by last years bridge in Te Anau, the contingent is off to Taumaranui on Mon 6 Aug to construct a 56 m suspension

footbridge over the Ohura River.

This has the added adventure of being about 40 m above the river and the demolition of the old condemned bridge. Read about how this task went in the next Liaison Letter and discover how we managed to spend the Historic Places Trust finance through MOW purchasing channels.

Southern Alps. Six students have been selected as having given the best performance to date, to go to the Southern Alps to reconstruct an alpine hut for the Canterbury Mountaineering Club. Once again there will be a report on this in the next Liaison Letter.

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The staff this year have been a good selection of Sappers with colourful backgrounds. They are:

Sgt L. K. Langdon
Lcpl (Boof) Greeve
Lcpl (Butch) Te Nana
Lcpl (Willie) Waharoa

Carpentry. It is hoped to start the Linton Camp Duty Complex in October 1979 and complete it by September 1980. The task will be done by two RFME/TDS contingents and will be worked on continuously for 11 months. We still await the finance to start buying materials!

-ooo0ooo-

Joe: "Have any of your childhood dreams been realised?"

Moe: "Only one. When my mother combed my hair, I used to wish I didn't have any."

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TASK FORCE GIMLETENGINEER DETACHMENT

On 15 July eleven rather travel-weary American Army Engineers arrived at the home of the Royal New Zealand Engineers, Linton Camp and more specifically SME! They are from A Coy 65th Engr Bn of the 25th Infantry Division based in Hawaii and are here as part of TF Gimlet.

The party consists of one officer, 2Lt Jim Banentine one SNCO (E6) Sgt Juan Castanida and 9 JR's.

The squad was selected on merit from the entire Engr Bn to come to NZ to enjoy the crisp clear days at Linton and freezing cold of Waiouru.

The squad spent two weeks in Linton Camp training at SME on tree felling - they never get the chance to drop real trees in Hawaii or America because of "ecologists" and "conservationists".

Improvised foot bridging presented another aspect of Engineering the Americans have little chance to practice.

They were "old hands" at aerial ropeway construction and in a couple of hours managed to get everyone on to the island in the lagoon without getting anyone wet.



More time on the water with the old "Landrover in the taupaulin trick" another first time. Only one slight problem as the landrover was brought into shore - it sank. Most upsetting and rather wet for American Engineers.

Away from the lagoon this time and down the Manawatu Gorge in Zodiacs. Another high point in the two weeks training. Shooting the White Horse Rapids.

A couple of days were dmls trg, when different ideas on tree cutting, ditching, use of primers and det cord connections were discussed and demonstrated.

On the "R & R" side a trip to Wanganui to see a typical game of rugby football was the highlight of the first weekend together with a tour around the sights of Wanganui under the tender guidance of the SSM.

On the final weekend a trip to Napier was arranged where the American "tourists" were able to stay overnight thanks to the hospitality of 7 Bn. While in Napier they took the opportunity to sample some of the local wine as well as visit the Aquarium, Marineland and other points of interest.

The squad is to travel to Waiouru on 2 Aug for their FTX exercise.

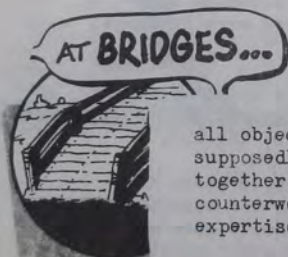
It is hoped that after their FTX they will complete a further 3 days dmls and camouflage training at SME.

COURSESDemolition Certificate Retest 23-24 May

Twelve previously qualified demolition certificate holders were refreshed and retested at Burnham Camp with ten of them qualifying for a renewal certificate. At SME at the same time, a further 20 went the same journey with a 100% pass rate.

Many students were found to be low on knowledge and not competent on practical work. It seems to be a matter of continuation training being neglected. It has been advocated before that whereas a motor vehicle driving license assumes the holder to be doing some driving between renewals, an aeroplane pilots license does not, and so a log book is kept. We imagine such a

license can lapse and retraining is necessary before re-issue. It is noted that a soldier who does no demolition thinking or practical work for three years can be a menace (and to others too) and that it is possible to continue to scrape through on two days of thinking and retesting every three years thereafter. RNZIR appear best at this non-continuity. We wonder why some demolition certificate holders line up for renewals. It must be that it is intended to use their skills during war.

Advanced Field Engineering 30 May - 25 Jul

A very high standard was achieved by the students who worked hard - and that was most of them. Several students were only required to attend the odd phase and the new faces were an aid to course morale. We are pleased to report that the required levels of

all objectives were met even if a model bailey bridge supposedly designed for a restricted launch, once put together in model bridge form, required a size 10 foot, as a counterweight. The students who passed on their particular expertise to the class were another asset used well.

TF Specialist Training 23rd Intake 5 Jun - 11 Jul

The smallest Intake for a long time consisted of 22 males and 2 females. It didn't help the RNZE course that 16 of them were RNZIR Assault Pioneers. This cheerful bunch enjoyed the journey down the Manawatu Gorge, had no military law thrust upon them, lost not one item of military stores, and most passed the tests for each Objective, two omissions being those two

who failed to become demolition handlers.

The "Best Sapper" cup was awarded to Spr Hyde of 2 Fd Sqn and the "Best Assault Pioneer" cup was awarded to Pte Sime of 40 South.

Basic Motorised Scraper 18 Jun - 29 Jun



Seven students attended this course, held in the Foxton Beach area. A delightful spot, when the wind isn't blowing. This was the third plant course held, under the Systems Approach to Training. All students agreed that the System works. The Foxton Training Area was an ideal place for the scraper course to be held. Plenty of material to shift and the Task of benefit both to the local County and students. Accommodation

facilities were good for a tented camp. Hot showers and good meals. Thanks to cookie, Cpl Noel Hincks.

Basic Plant 25 Jun - 6 Jul

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Twelve students attended and it was the first Basic Plant to be run on the Systems Approach to Training. It was pleasing to see the keenness of the students throughout the course. All 12 students gained a qualification. As planned, more emphasis was put to the theoretical side of plant operating rather than to practical operating aspects, much to the disappointment of the potential operators.

RNZIR Assault Pioneer Instructor Engineering Phase Jun - Jul

Eleven Assault Pioneers attended this course and were joined by two students from the RMF flown from Fiji for the mines and booby trap phase.

Overall it was an intelligent and happy course with the usual infantry mixture of experiences which livened up the course and assisted in practical taskings.

After slogging it out in the lecture room and around Linton, the course came to a peak in the Santoft Forest where much good practical work was done.

Basic Tracked Tractor 9 Jul - 20 Jul

Another successful course completed under the Systems Approach to Training, with all students qualifying on the course. The Foxton Training area was once again utilised, not entirely to the liking of some students who I am sure would have liked some nice solid clay beneath their tracks.

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What did you think of that young lass who couldn't tell the difference between Spr X and Spr Y? She was quite a character, wasn't she? Two Sappers came out of the course quite creditably, considering neither had the benefit of previous practical operation of these machines.

Corporal to Sergeant 5-22 Jun

A Regional course became the responsibility of SME upon the re-organisation of the Army. This course of 25 Corporals representing most Corps, did their thing with Military Law and Drill and Weapon Training. Only two failed to reach the Objectives while all the students passed the Formal Dinner test without bombing out. The more factual types believe there is a need to be more specific with the depth and scope for each subject, and that the best results will be obtained with a balanced mix of the subjects throughout the two-week course.

-oooOooo-

SPORTING ACTIVITIES

In mid-March, SME entered two teams in the annual 6x 1-mile relay from Linton to Palmerston North. We were pleased our entry fees went to a very worthy charity but we collected no prizes from the event.

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In the Linton Camp Cross Country, SME won the Veterans class individual event with the fine run by Ssgt Faulkner of the Regional Training Wing. Second was Ssgt Byrman of SME followed by Capt Alabaster of SME.

The Veterans team event was won by SME as in addition to the above three runners, WO2 Lamb was seventh and WO1 Huggins was ninth.

SME also won the Open Team event with these six runners:

Spr Grant	12th	Cpl Hutton	22nd
Sgt Langdon	17th	Spr Langman	25th
Cpl White	21st	Pte Gunn	26th

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Although not the leaders in the Linton Camp Winter Sports competition, SME has not yet lost a rugby game against other camp units.

-oooOooo-

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SOCIAL EVENTS

In early March some of the SME staff with their respective spouse enjoyed a cabaret evening at a Palmerston North licensed restaurant.

Later in March the SME Social Committee organised a South Pacific social evening to farewell the 18 Fijian and 4 Tongan students at the end of their training year in NZ. SME were the recipients of a lovely wooden tray depicting the Islands of Fiji.

In late June, SME held a Unit Formal Dinner in the Linton Camp 600 Man Mess for staff and partners. The dinner was followed by drinks and a disco dance and the 57 people who attended enjoyed a very good night. The waiters and stewards were volunteers of the TF 23rd Intake

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At the end of July SME staff/spouse and students enjoyed a games and social/dance evening with the eleven American Army Engineers who have been training at SME for a couple of weeks. The US Engineers are part of 25th Infantry Division and exercise Tropic Lightning. We were presented with a very fine plaque.

-oooOooo-

OTHER HAPPENINGS

Sgt John Carlin was presented with his Long Service and Good Conduct Medal on a Camp Parade. The date was 15 March so a certain guess is that our reporter forgot to report.

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SME has drained the boating lagoon and cleared (hopefully) the aquatic weed growing therein with a 966C loader and dump trucks. The irony of the situation was that during the summer months, an artesian bore which can feed water to the lagoon could not be turned on to provide just a little fresh water for the oxygen-evacuated water because of low water table etc etc. Later when wishing to turn the bore off so the lagoon

would drain a bit faster, it could not be done as the bore intake might block up with sand!!

On 14 May, the Regional Training Wing was placed under command of SME and SME became responsible for conducting Regional courses. It later transpired that SME were responsible for the conduct of only some of the Regional courses. At this time SME took control of the Regional Map Depot and Study Pool.

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On 26 Jun a change was made and the Regional Training Wing came under the Administrative Control of SME.

-oooOooo-

NOAH WAY

And the Lord said unto Noah, "Where is the Guard-room ark which I have commanded thee to build?"

And Noah said unto the Lord, "Verily, I have three carpenters on sick leave, two playing rugby up north and one serving penance for misdemeanors. The multitudes of providers of the finance hath let me down even though your plans and estimates have been blessed for nigh on 12 months. What can I do O Lord?"

And God said unto Noah, "I want that Guard-room ark finished even after seven days and seven nights."

And Noah said, "It will be so."

And it was not so. And the Lord said unto Noah, "What seemeth to be the trouble this time?"

And Noah said unto the Lord, "My subcontractor hath gone out of business and my men are about to return to their island abodes. The timber supplier hath let me down even though tenders were seeketh through your Stores Board nigh on six months ago. The paint which thou commandest men to put on the outside and on the inside of the ark hath not yet arrived. The plumber hath gone on strike. Boof, my eldest son, who helpeth me on the ark side of the business, formed a pop group with his brothers he meeteth near Taumaranui, and my second son Butch hath melted into the background near Arthurs Pass. Lord, I am undone."

And the Lord grew angry and said, "And what about the animals, the male and female of every sort that I ordered to come upon thee to keep their seed alive upon the face of the earth?"

And Noah said, "They have been delivered to the wrong address but should arriveth on Friday if that is not a car-less day for that man knoweth to be suffering from the restrictions of fosselised fuel.

And the Lord said, "How about the unicorns, and the fowls of the air by sevens?"

And Noah wrung his hands and wept." "Lord, unicorns are a discontinued line: thou canst not get them for love nor money. And fowls of the air have been metricated and are only available in lots of ten. Lord, Lord, Thou knowest how it is."

And the Lord in his wisdom said, "Noah, my son. I knowest. Why else dost thou think I have caused forty aluminium boats to be made and forty motors with which to propel them, and why else dost thou think I have caused a flood to descend upon the earth?"

-oooOooo-

IRISH REDUCTION DIET

- MONDAY: B. Weak tea - 1 cup
L. 1 Bullion cube in $1\frac{1}{2}$ cups of distilled H₂O
D. 1 Pigeon thigh, 3oz Prune juice (gargled)
- TUESDAY: B. Scraped crumbs from burnt toast
L. 1 Doughnut hole (without sugar)
D. 2 Jellyfish skins (grilled), 1 glass dehydrated water
- WEDNESDAY: B. Boiled out fruit stain from table cloth
L. $\frac{1}{2}$ doz poppyseeds (steamed)
D. Bees knees with knuckles and a mosquito sauteed in butter
- THURSDAY: B. Shredded egg shell skins
L. Button from an orange
D. 3 Eyes from Irish potatoes (diced)
- FRIDAY: B. 2 Crayfish antennae (mashed)
L. 1 Minnow fin
D. Jellyfish vertebra
- SATURDAY: B. 7 Chopped banana seeds (raw)
L. Broiled butterfly liver
D. Prime ribs of tadpoles and 3 inhalations of an empty custard pie dish
- SUNDAY: Choice of any of the above $\frac{1}{2}$ portion only.

-oooOooo-

Engineers are trying to build a car that will stop smoking. While they're at it why don't they come up with one that will stop drinking, too?

CHAPTER NINECORPS MATTERSPRESENTATION OF SILVERWARE TOTHE CORPS OF ROYAL NEW ZEALAND ENGINEERS

In 1958 the Right Honorable the Earl (Third) Kitchener of Khartoum presented to the New Zealand Army several items of silverware from the estate of his great-uncle, the late Field Marshal Lord Kitchener. The silverware consists of the following items:

One silver oval chased and pierced "stag-hunt border" tray $27\frac{1}{2}$ inches long by $22\frac{1}{2}$ inches wide, presented to Viscount Kitchener with the Freedom of the City of Liverpool in October 1902.

One round silver gilt chased flower-and scroll rosewater dish ($19\frac{1}{2}$ inch diameter) with ewer to match. (These items were presented with the tray detailed above).

One silver-gilt cup presented to Viscount Kitchener with the Freedom of the City of London on 6 August 1902.

Field Marshal Earl Kitchener of Khartoum, KG, KP, PC, GCB, OM, GCSI, GCMG, GCIE, was a very eminent officer of the Royal Engineers, who commenced his commissioned service at Chatham in 1871. His closest associations with the New Zealand Army were a visit he made to New Zealand in 1910 to advise the New Zealand Government on defence matters and the period he held the appointment of Colonel-in-Chief of the New Zealand Engineers from 22 November 1911 until his death at sea on HMS Hampshire on 5 June 1916. He was our first Colonel-in-Chief and the only one not a member of the Royal Family.

Because of Lord Kitchener's association with the Corps of Royal New Zealand Engineers, the New Zealand Army Board decided in 1958 that the silverware should be made the private property of the Corps of Royal New Zealand Engineers, into whose care it was entrusted. Heads of other Corps generally signified their agreement to the proposal.

These mementos are displayed with pride on suitable occasions in commemoration of a great leader and soldier whose name is revered throughout the Armies of the British Commonwealth.

-oooOooo-

RNZE BLAZER POCKETS

Major J. A. Tymkin (SORE 2 Army General Staff) has a limited number of RNZE cloth blazer pockets. They are available on a first-come, first-served basis at a cost of \$6.33 each.

Sappers Fit For War

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LIEUT-COLONEL W M R ADDISON RE, BSc



Lieut-Colonel Addison has served as a parachute sapper in the Near and Middle East, the Pacific, North America and Ulster, and as a commando in the Far East; when Confrontation ended, he and his QMSI were replaced by 59 Cdo Sqn. He was UN Liaison Officer to the Vice-President of Cyprus during the intercommunal fighting, a Whitehall Warrior and DS at the Canadian Staff College, before becoming CRE Northern Ireland. He is now Defence Fellow at St Antony's College, Oxford.

ROLE

WHAT is the role of Sappers in war? "To help the Army to live, move and fight"? Time honoured, but wrong: the ACC feeds, the RCT moves and nearly everyone fights. So what do we do that the others don't?

Where there is water and the tactical commander wishes there wasn't, the Sappers will create crossings for him; where the enemy has a clear run, obstacles; where there is open ground, protection from weapons and weather; where there is dirty water or none at all, clean; where there is darkness, light. So: Sappers change the face of the earth to suit the tactical commander's aim.

Given that our role is to change the face of the earth, the faster we do it the better, so we either achieve the desired result quickly or do more in a given time. Now change entails work and rate of change, power; since we are in the business of producing high rates of change it follows we must be capable of handling large amounts of power. It matters not whether the power comes from releasing the energy locked in explosives or fuels, behind dams or in mountains: to change the face of the earth, we are in the power game. The first essential element of military engineering is power.

Power must have something to act on, so materials form the second essential element of military engineering. Earth is by far our most common material: raw earth everywhere, cooked earth in bricks and concrete, hard earth of various sizes in roads, airfields, ports and nearly everything else. Earth isn't too strong in tension, so for that we use timber and steel. Our equipment bridges are of more exotic metals, and we are bound to make increasing use of composites and glass reinforced plastics, but by and large these are used in prefabricated structures and we build with them rather than in them. Water is our last important material, either for consumption or for engineering. So: the second essential element of military engineering is material, principally earth, concrete, steel, timber and water.

Now power and materials are useless unless we know what to do with them, and how to do it. *What* to do is determined by reconnaissance, appreciation, planning and design: intellectual skills. *How* to do it is a matter of artisan and command skills. All these skills are vested in men; nothing else will do. So: the third essential element of military engineering is skill.

To fulfil our role as military engineers and change the face of the earth we need these three things:

POWER
MATERIALS
SKILL

But civil engineers are also in business to change the face of the earth and also depend on these three. How does military engineering then differ from civil? The answer lies in the second part of our role: suiting the tactical commander's aim.

SUITING THE TACTICAL COMMANDER'S AIM

Probably before he decides his aim, and certainly before he decides how he is going to fulfil it, the tactical commander will discuss with his sapper the options the military engineer can offer him. Ideally, he wants an environment in which he can operate freely—go where he wants, when he wants, well supplied, protected from enemy observation and fire—and in which the enemy can do none of these things. Now the earth is neutral, a non-belligerent, so what suits one force will suit another. The only way of fulfilling this ideal is therefore to divide the land into two parts, one for you and one for him: you build your fortress on commanding terrain, complete with wells, grain stores, magazines and guns, flatten and flood the surrounding ground, fell all the woods within gun range, organize an early warning system among your peasants, and scorch the earth as you withdraw into your fortress.

Not so easy nowadays, when the countryside has been replaced by suburban sprawl, and forelock-tugging peasants by owner-occupiers not at all interested in cleared fields of fire, still less in fortresses which would quickly figure on the nuclear target list. In truth, it was never that easy, for sooner or later, if he wanted to win, the Lord had to ride out from his castle and engage the enemy on ground of the enemy's choosing.

The tactical commander is thus interested in what his sapper can do to make this shared battlefield most advantageous to him and least to the enemy—a less clear-cut, more difficult problem.

Modern weapons have ranges and terminal effects many times greater than those in World War II and mobility to match. The active area of a modern battlefield is therefore much greater than hitherto, and the changes that a sapper must be able to make to it, grander in scale.

Some such changes are irreversible within the likely span of the battle: the flooding of the Low Countries for example. Others are only reversible by using large proportions of very scarce resources (the destruction of the Rhine bridges); some are relatively easy to reverse (minefields, routed roads, cratered runways), but still need scarce resources and time.

The sapper is therefore choosing between options which are much broader than those open to the civil engineer, who is usually engaged to build something specific like a port. He may be given some choice over the exact location and facilities to be provided, but he wouldn't normally expect to be told he could build a canal or an airfield if he thought that would be better. Still less would he expect to be shown a vast tract of ground and asked for his advice on how to make it a better place to fight in.

Time presses harder on the military engineer: if the ground is now to belong to us, then to the enemy, then again to us, the changes we must make to it must be extremely rapid, and the decision making equally so.

The civil engineer is usually able to choose the most favourable ground, whereas the best ground will often be denied to the military engineer by the enemy. So the civil engineer builds his port at Le Havre, the military engineer a Mulberry in the raging seas of Arromanches; the civil engineer routes his motorway through the plain, while the sapper drives his counter-attack route through mountain, forest and swamp, to come upon the enemy from an unexpected direction. The civil engineer can order up his suspension cables, pre-stressed beams, and pre-fabricated caissons a year ahead to fit his "cascade": we must engineer with what we can get.

So compared with civil engineers we are coarse engineers, in both senses of the word: unsophisticated, and tough. Our engineering will never win the Queen's Award to Industry, nor appear in the Design Centre, but it takes place at the uttermost boundaries of the art: terrible terrain and weather, extremely short time-

scales, vast amounts of power, available materials, factors of safety of one, and with an enemy intent on destroying our work. In short, we should be experts in the extraordinary.

How well do we, the Royal Engineers, match up to these standards today? In the next section, I'd like to examine some of our current philosophies which I believe are dangerously out of date, driven as they are by a folk memory of sapping in bygone days, overlaid by thirty-three years without a major war.

SAPPER FOLK MYTHS

THE MYTH OF MANPOWER

Although the essential skills are exercised by men, and only by men, the word "manpower" has never so far been used in this article. For a very good reason: man power is a myth, and it is probably the most disabling myth in our Corps today. A man's value lies in his brain: a military engineer's body is worthless except as a vehicle for his skills. It is absolutely useless as a source of power. Even a highly trained heavy worker can only produce two or three hundred watts in continuous operation—about the same as a Black and Decker do-it-yourself drill—and perhaps two or three times that in a burst; less than a moped. Yet we persist in doing jobs by hand instead of pumping, craning, forking or dumping. We even publish articles in *The Sapper* about recruits "learning much about manual labour" by running barrows loaded with concrete for 200m across the bottom of the Basingstoke Canal. No wonder they "ended up with their knuckles dragging on the ground". That sort of thing may be done by small-time jobbing builders, and if they keep on doing it they will never be anything else, but it is absolutely useless as training for war.

Some would say we must get used to working without power and materials, as we will not get them in war. What nonsense. If we run out of power and materials we will lose, just as if we run out of ammunition. What after all is a rifle but a machine for throwing a missile further, faster and more accurately than you could do it by hand; a power tool whose fuel is called ammunition—and so are all weapons. For we sappers proudly to deny our utter dependence on power and materials—our ammunition—and even to train without them is utterly wrong. Revealingly, we love explosive—and it's literally the most powerful machine we use.

Furthermore working thus is horrendously wasteful in peace. A sapper in a working section costs some £50 a day to run, making realistic allowances for overheads—a figure, interestingly enough, not all that different from civilian costs per man. We ought to get at least £50 of value out of him in an average day spent sapping, but how often do we? For £50 we could buy a couple of hundred gallons of fuel, about a MW hour of electricity, half a dozen power drills, or rent a concrete pump.

Some would say the soldiers must be there anyway, so it doesn't matter whether we use them efficiently or not. My goodness what a lame excuse. Are we really so finely trained for war, so poised for the start, that we can afford to use our soldiers as if they were ballpens, sitting in a drawer till we need to use them? Are we really training our units for war if we teach them to waste their most precious resource, men, by using them not for their irreplaceable skills but for their easily replaceable and vastly expensive muscles?

We account for our PRI and pay down to the nearest penny, but how many units could account for what their men actually do, even down to the nearest man-year, which costs at least £10,000? How are the man-years available to a unit commander budgeted between leave, training, displays, projects, trade courses, shooting, exercises, operations and so on? Does anybody know what contribution each of these makes to his fitness for war? I bet nobody does, and I bet they would be horrified if they did.

An intuitive feel for it? Not true; a simple example: some squadrons are now being allocated £1,000 worth of materials for a three-week training period for their 60-80 working numbers, in other words about one-third of their manpower cost for a

day. A squadron in full cry ought to use twice that amount of material in a single day, so by spreading it over three weeks we are in effect teaching them to work twenty or thirty times too slowly. Now even if we can afford that in peace (and should we?) we cannot afford it in war; wasting time is the worst possible training for war.

Our sections are twice as big as they ought to be: there are very few jobs that need six or eight skilled men in one place, so what we do in practice is to use one or two for skill and the rest as machines: they then go home tired but happy and nobody notices how wasteful it has all been.

If we are to do our job in war we must be efficient; we cannot then be inefficient in peace: old habits die too hard. We must tackle big tasks that will exercise the skills we need in war. This of course needs money, but we are in the unique position in the Army that the output of our training is (or ought to be) more valuable than the input: we are not firing thousands of pounds down a range to end up with a hole in a target.

All very well, but perhaps engineering in combat is so different from engineering in peace that training can never be realistic. Let us see how that myth stands up to examination.

COMBAT ENGINEERING MYTHS

Once upon a time we were field engineers, but that didn't have enough machismo, so we became combat engineers; a big mistake, for combat and field engineering ceased to be synonymous, so that when people now talk of combat engineering they mean demolitions, mine warfare and equipment bridging: the sort of thing that is done on exercises in Germany.

Well to start with, combat engineering clearly means engineering in combat. Since the end of World War II, the British Army and the Royal Engineers have been in combat in Palestine, Korea, Malaya, Cyprus, Borneo, Aden, Muscat, the Radfan and a host of others. Demolitions, mine warfare and equipment bridging were not unknown in these campaigns, but they played minor parts. On the other hand several skills which are regarded by the present day "combat engineer" as construction (and therefore anathema to him) became vital: things like building airstrips and helipads on the tops of mountains, and sidehill cutting down one-in-one slopes. In the early days in Borneo a number of company bases were sited on low hills dominated by high ones simply because we lacked the skill and boldness to get up the mountains and build there, and even to pump water up the thousand feet to the top.

All this business of "combat" engineers and "combat" signallers is pretentious flannel: why not combat POMs, (Plant Operator Mechanic), combat surveyors and combat cooks? Field engineers fought throughout the World Wars in real combat. It debases the currency to change the name in peace, like awarding medals for exercises.

The Corps' present understanding of combat engineering and its distinction from construction engineering and projects is totally artificial, totally wrong and highly dangerous to our fitness for war. Military engineering is indivisible: every one of our techniques is used in combat at some time or other. If you think general war will be an exception (and who can tell, for no-one has ever fought one) ask yourself what happens on Day 3 or Day 30 or whichever it may be when the armies have battered each other to a standstill, as they did in the Yom Kippur War. Furthermore is it inconceivable that the next war will not be on the Central Front, which now obsesses us? Will we be prepared if it isn't?

The combat engineer prides himself on being "soldier first, sapper second". What nonsense. Sappers *are* soldiers, so the phrase is meaningless. What the combat engineer means when he uses it is "Infantryman first, sapper second". Now there are lots of infantrymen about, trained and equipped for the job, mortars, missiles and all. There are never enough sappers, so we're told, so why try to turn ourselves into second-rate infantrymen when our job is to be first-rate sappers? Sappers play no less part in the all-arms team than the infantryman or cavalryman, and certainly get just as closely involved in the battle. So why hang on the hem of the infantryman's robe? Let's be proud to be ourselves and do our own job properly.

PQE (Professionally Qualified Engineer) MYTHS

The basic principles of engineering are exceedingly simple: every child practices them building sandcastles, toy forts or tree houses. Wind, water, gravity and knocks will defeat your structures unless they are built to certain rules.

On the other hand basic principles aren't enough when it comes to building an Albert Hall or Rhine Bridge, so that's why we have PQEs and Clerks of Works.

Nevertheless there is a continuum from sandcastle to military port: engineering doesn't fall into two neat groups, one for the professionals and the other for field engineers. However, this is what we've done in the Corps, or rather what has happened, because it's unlikely anyone ever intended to do it. The professional side of the Corps has come to be thought of as the destination for apple-cheeked boys from Chestow and refugees from the rough and tumble of regimental life, while the rough Dover boys and squadron toughs want nothing to do with professional engineering nor engineers, lest they sully their machismo.

It does not help that the professionals have evolved a workstyle which might have been designed (and perhaps was) to keep the squadrons at arms length. We now have an exceedingly cumbersome, bumb-ridden system for planning even the simplest of tasks. After the briefest possible visit to *Earth*, the *Druids* retire to their *Temple* on Salisbury Plain and months later produce a beautiful limited edition of the *Bible*, bound with springy plastic fingers, tied with white ribbon, and full of words like "client" and "customer"—a language alien to the rest of the Corps. A suitable squadron is then chosen to set the book to music and perform it.

Now it may be fine for civil engineers to divide themselves into consultant and contractor in this way, but it is totally unnecessary and very disadvantageous for military engineers to work thus.

No-one can foresee all the problems that will arise during a project, nor can our PQEs solve them all on paper beforehand; certainly the squadrons can't solve them all without help. In any case the arm's length, step by step system is very time consuming and totally incompatible with the speed with which we must work in war. We must break down these artificial, self-erected barriers between the professional and regimental engineers and work hand in hand.

A professional military engineer should have the ability to design concurrently with the field engineers' work, so Stage 2 is being designed as Stage 1 is being constructed and so on. An imperfect system, to be sure, but we are after good fast engineering, not perfect slow engineering.

Of course it is right in peace to extend our professional skills by tackling very ambitious projects and taking them slower than we would in war, so we extend our skills, building up quality first and speed later. A chess player can always play draughts, but the reverse doesn't hold true. Nevertheless military engineers are draughts players, and if we insist on not playing if we can't play chess, we are not doing our job.

THE MYTH OF IMPROVISATION

Power and materials cost money; so does skill, but that's paid for already, so, as we have seen, we take it for granted and waste it.

There are only three inputs to an engineer task: skill (exercised by men), power (machines) and materials. The engineer commander must balance these three to do the job either in the shortest possible time, which is normally the case in war, or, in peacetime, for the least possible money. In practice there is often no difference.

In peacetime we have lots of men, a few machines and practically no materials. This simply reflects the relative ease of getting hold of them in time of war, but we tend to let this entirely artificial balance drive our activities in field engineering.

We think of improvisation as making do with what we've got, instead of what we could get. We train with a pool of bits and pieces to lash up into "improvised" structures. On the bridging hard lie a few railway sleepers with timber dogs and lashings artistically scattered around to look as if they were the sort of thing one could rely on finding at any old picnic site on the Weser. The kit is then assembled much like

an equipment bridge, the bankseats even fitting into the worn places on the bank and the dogs into their holes. Next is a pile of rusty oil drums, an old tarpaulin and more rope and sticks, to be fashioned into something bearing a passing resemblance to a raft. And next a heap of telegraph poles, blocks and more string, to make into a aerial ropeway capable of carrying a sack of cement or so.

All good fun, and not without merit for a squadron sports day or the regiment's boy scouts, but completely useless as serious training for military engineers. Such techniques were fine when you could wrap up your section trek cart in its tarpaulin and float it across a river, or even sling your horse across on an aerial ropeway; indeed you will find drawings in the *Field Service Pocketbook 1914* (and earlier perhaps which differ little from those in the current *FEMW* (Field Engineering and Mine Warfare) pamphlets.

Sticks and string engineering on such a scale is useless for modern war, so it is no surprising that not a single member of the audience in the 1977 E in C's Conference claimed ever to have built a field machine on operations, parbuckled or even found a use for the more exotic dozen of the knots even now enshrined in the combat engineer syllabus. We waste time on such frippery, and get our imaginations stuck in low gear.

RESOURCES MYTHS

Only a very good engineer can really improvise, and he needs backing up by an imaginative and efficient resources organization.

Of the three essential elements of sapping—skill, power and materials—resources is responsible for two, and furthermore for the two that aren't there already waiting to be called.

Now our professional resources organization is very good, indeed many times better than we deserve. Resources in a field unit, however, is a different matter. What is the field engineer's impression of resources? We set the newest joined subaltern to command support troop while he's waiting for a field troop. We wait for the squadron command list with bated breath and trembling hands lest we get a support squadron instead of a field one. We push our ageing soldiers with bellies too big for an APC (Armoured Personnel Carrier) into our stores.

We'll get a fright in war.

From being neglected in a corner of the MT yard, quietly butchering wood into jumps for the horse show and wringing iron into gates for the general's garden, resources will find themselves dealing with vast quantities of material—not just accounting for it (which we are not too bad at but of course becomes the least important thing in war) but assessing its quality, fabricating it, transporting it and choosing substitutes.

Because machines and materials cost money we do without them in training, neglect our resources organization in the field, and fail to give them any experience of the scope and pace of their job in war.

TRAINING MYTHS

Unless we are on operations or on essential tasks such as sapping in Belize or fire-fighting, we are training, and for one thing only—war. It matters little to the sapper whether the war is general, limited or a counter insurgency campaign. In all of them his task is to change the face of the earth to suit his commander's aim, balancing skill, power and materials to produce the greatest possible result in the shortest possible time.

But we don't see it like that: we teach sapping as a series of drills—demolitions, bridging, roads . . . instead of teaching the basic skills common to all of these.

We are terribly prone to fragmenting our training into tiny bits, being drawn into trivia and losing sight of the overall aim—sappers fit for war.

It is not at all unusual to find tradesmen, even Class I, who have never touched their trade except at Chatham. It is the rule rather than the exception to find plant operators who have never shifted any more serious muck in their lives than pushing sand from one end of Upnor to the other. They can operate and maintain the

machines they are familiar with, but can't apply the same principles to new machines, and certainly can't muckshift with the speed that we would need in war. Our Corps is overtrained at Chatham, and under-experienced in the field.

After thirty-three years without a shot being fired in anger in North West Europe—at least by conventional armies—exercises have come to be regarded as surrogates for war, and performance in them as the criterion for success. This is a most dangerous fallacy. Exercises have about as much relation to war as playing scales to piano sonatas—useful but dull, mechanical and over-simplified.

Exercises are particularly dangerous to sappers because the face of the earth cannot actually be changed during them, so white tape, plasticine and clothes line have to be used instead, and the inherent unreality is so obvious that even the other arms notice, and ignore even our modest attempts to play sapper factors realistically. We thus get so used to notional tasks and notional timings that our imaginations grow stunted and ossified, and we cease to appreciate the scale of sapper operations in war.

The assault across the Suez Canal in the Yom Kippur war involved crossing the 200 metre wide canal and breaching the 20 metre high bank forming part of the Bar-Lev fortifications by high pressure water jet. Not technically very complicated, though a 200 metre obstacle with hefty currents reversing direction with the tide might worry an inexperienced sapper troop commander. But look at the scale. Five Egyptian divisions took part in the assault—much the same as our corps in Germany. The Egyptian sappers opened sixty gaps in the sandbarrier, had fifty ferries and ten bridges across the canal by H + 8hrs and got 400 tanks across in the first twenty-four hours. Ten ferries and two bridges per division (though it didn't work out quite as neatly as that because the bank in one sector beat the sappers) plus shifting 20,000 cubic metres of sandbank per divisional front. Ten days later it was the Israelis' turn to cross the canal, and it took five days of bitter fighting, ferrying and bridging to get Sharon's division across.

Are our imaginations calibrated to operations on such a scale? And have we the skill, power and materials to match?

THE MYTH OF OVERSTRETCH

We only have two roles: war and preparing for it. There's only one mini-war on at the moment, and that occupies less than 10% of the Corps, leaving the other 90% training, less a handful deployed on quasi-operational tasks such as Belize. We have had thirty-three years of peace to get our contingency plans right and all the administrative preparations made, so we must have some 14,000 sappers with nothing to do all year long but prepare for war: we can't possibly be over-stretched.

But we are.

That can only mean we are doing something wrong, and of course we are: we fritter our time away on things which have nothing to do with getting ready for war. Displays, for instance. It cannot be right for a squadron to spend six weeks working up a morning's demonstration to the Staff College, nor for a division to spend months and millions on a Jubilee Parade. If we wanted to be showmen we should have joined Equity and not the sappers. We certainly ought not to spend weeks rehearsing so we can present ourselves as instant engineers, implanting in the watchers' minds a totally unrealistic conception of military engineering, which will serve them ill in war.

We spend far too much time on piddling tasks which never allow the troops to get up speed and have horrendous overheads. Furthermore, small tasks conceal inefficiency: we don't mind much if a job that ought to take a section a couple of days takes two sections a week. If it needed two squadrons instead of one, and five months instead of two, heads would roll and the recriminations would be heard for miles; but the scale of the inefficiency is identical.

We have a mania for cutting up our units into tiny bits and throwing lots of them away on activities that have little or nothing to do with preparation for war. Our units are supposed to be fit for war, but they can't be, because we keep taking the men away to schools which teach them what they ought to be doing in their unit—combat engineering, trades, fire prevention, audits, shooting, sport and even Christian

leadership for God's sake. Our officers clearly don't learn much in their units to them for war, because we have to drag them into classrooms for PQSs (Promotion Qualification Scheme) of one sort or another, ostensibly to do just that. Or would the young fellows actually learn something if we simply stopped disrupting the unit and let it do its job?

SO WHAT DO WE DO ABOUT IT?

This article has taken a crack at every element of the Corps, and since you belong to at least one of them you will by now be hopping mad at the unjust criticisms and distorted picture of your bit. But didn't you secretly agree about the *other* parts of the Corps? So what ought we to do?

TWENTY-ONE POINTS FOR DISCUSSION

- (1) We must be clear about our aim: to be fit for our role in war.
- (2) We must maintain our aim: examining all we do, assessing its contribution to the aim, and eliminating the activities which do not earn their keep. Overstretch is our own making.
- (3) We must be clear about our role: to change the face of the earth to suit the tactical commander's aim.
- (4) We must appreciate how the vast improvements in the weapons, mobility and supporting infra-structure of modern armies demand a vast increase in the scope of sapper work in war, in its scale and in its speed.
- (5) We must become experts in extraordinary engineering—very short time scales, poor terrain, terrible weather, extreme flexibility, very high efficiency, great power, all available materials, economical design to minimal factors of safety and against extraordinary threats. That is our job in war, and that's the way we'll earn the respect of our fellow civil engineers—not trailing along on their coat-tails but doing things that they can't.
- (6) Sappers must be under sapper command. We have enough difficulty getting our own officers to use sappers properly, and to make use of our enormous flexibility unbound by formation boundaries, which tactical commanders regard as Hadrian's Walls. Doling them out in penny packets to tactical commanders is wrong in principle, and runs counter to every lesson learnt in war.
- (7) Our Corps must stand up for itself in the Army, advising on the potential of engineer operations in modern war, insisting on realistic military engineering in contingency plans and all-arms exercises, fighting for the share of the Army's resources which will optimize our contribution to operations. We're tacticians too.
- (8) We must be much more imaginative in our approach to modern military engineering. Where are the modern fortifications and obstacles to match modern fire power and mobility? Can't we do better than wriggly tin, pickets and wire for our field defences? Is it conceivable that our handful of M2s will be enough in war; or what's left of our armoured engineers? Are there no better and swifter obstacles than minefields? How can we best use microprocessors to speed good decision-making?
- (9) We must drag field engineering out of the Boer War, boy scout techniques which now fixate it, and force it into the 20th Century. Our officers must have a far greater understanding of the application of power. Our sappers must be able to operate and maintain any sort of engine, select the appropriate machines for a job and use them competently.
- (10) We must train our units realistically for their roles in war. It is reasonably easy to train for our roles in counter insurgency because we've had at least one campaign going ever since the war. We have a realistic appreciation of the required skills and are able to practice them on worthwhile engineer exercises abroad. Our general war role is so wide ranging, speedy and messy that it is impossible to train for it in Germany; not even Suffield will do. We must develop engineer exercises elsewhere which realistically model the skills, power and material flow required in general war. We must stop wasting our time, boring our soldiers and stunting our

imaginings with white tape engineering, and mending farm gates or fences after the cavalry—playing the modern equivalent of the man with the bucket and spade for the horse droppings.

(11) We must not fritter away our time on little tasks; only big ones force us into efficiency.

(12) Our resources organization in the field must be given equally realistic training, and the people too. Theirs is a most difficult task in war and the one on which all others depend: supporting a handful of garages or horse jumps is not enough.

(13) The split between what has come to be called combat engineering and construction must be healed: it is totally artificial and very dangerous to our preparedness for war. It is all field engineering.

(14) Similarly, the rift between PQEs and field engineers must be filled. PQEs must work hand in hand with squadrons, not at arm's length. They must be prepared to design swiftly, and concurrently with the field engineers' work. They are an integral part of the Corps, neither civil engineers nor consultants. They must not act as if they were: that is not what they would have to do in war.

(15) We must stop teaching our sappers drills, and concentrate on the basic skills of all military engineering:

- Reconnaissance
- Planning
- Working to line and level
- From simple drawings
- In concrete, steel, timber, earth and water
- Using machines
- Efficiently
- Economically
- Safely
- Fast.

(16) We must make far better use of our men, for their skills and not for their trivial muscle power or fire power.

(17) We must teach our officers to balance the elements of military engineering—skill, power and materials—to do their tasks in the shortest possible time or at the least possible cost, whichever rules.

(18) We must so bring up our young officers that they are useful members of the unit immediately they join it. If they cannot produce the goods on arrival they are simply, it unconsciously, bypassed. The squadron commander and troop NCOs do the troop commander's job between them, and he never learns.

(19) We must stop our officers and soldiers being over-trained and under-experienced. The more we send them on courses the less time they have to gain experience at regimental duty and the more we disrupt their units and prevent them running realistic training on a large enough scale to teach proper lessons for war.

(20) We must stop fragmenting our units and posting our officers and soldiers at a frenetic pace. Turbulence is a self-inflicted injury. Now we have four field regiments in Germany and four in GB whose geographical distribution roughly parallels the distribution of non-field and ERE posts, can't we home-port the members of our Corps on Ripon, Waterbeach, Salisbury Plain or the Medway, so they can buy houses, settle their children into schools and their wives into jobs, and expect to return there after postings to BAOR and abroad?

(21) We must look after our officers and soldiers much better than we do, or we will have none left. Why don't we help ourselves, pull ourselves up by our own boot-straps? For example why don't we form unit housing cooperatives, buy land on the open market, build houses in our spare time and sell them to the soldiers in the cooperative with a Building Society mortgage?

FOOD FOR THOUGHT?



THE ENGINEER CORPS MEMORIAL

ASSOCIATION INCORPORATED



The Annual General Meeting of the Association was held at 6 Fd Sqn premises at Petone on Wed 25 Jul. Office bearers elected or appointed to the committee, and to serve for twelve months were:

Corps Committee

Floor Member
Corps Committee

Appointed

Lt Col Christie - President
WOI McKernan - Secretary
Ssgt Gladstone - Treasurer
Col Pemberton
Lt Col Hardie
Lt Col Mitchell
Lt Col Wedde
Maj Beaver
Maj Anderson
Maj Parker
Capt Dickson

Unit Representatives

1 Fd Sqn
2 Fd Sqn
3 Fd Sqn
5 Spt Sqn
6 Fd Sqn
SME

TBA
WOI Wills
Sgt Berry
Sgt Everson
Lt Reid
Ssgt Hefferen

Floor Members

Lt Col Butcher
Lt Knowles
WO2 Chamberlain
Cpl Smith
Lcpl Raponi

Various aspects requiring discussion were raised and debated but not unnaturally, the main topic was that of the completion of the Corps Memorial Library now under construction. The following building progress report was presented by WOI Wills:

Content removed due to copyright

Foundations	100% complete
Blockwork	60% complete
Plumbing	40% complete
Electrical	20% complete

As at 25 Jul 79, all floors are poured and underfloor services are in place. The walls are 2 m high with only another 5 courses of blocks to go to full height. Electrical conduits and flush boxes are in place.

The roof steel work and beams are completed and are in storage at Linton. Our thanks to Stevensons and Son Tokomaru. Aluminium windows are now out for the testing of tenders. To date, the expenditure of Corps funds has been kept to a minimum. We have managed to do this by gentle pressure on firms for donations. It still surprises that a Corps like ours can build the Army Museum in 279 days yet in ten years has only managed to get this far on our own Corps library. I would like to be able to say 'Roof on by Sappers Day' and be able to celebrate, but should we dare hope. The answer is in the hands of every Sapper ticket seller. 100% sales will guarantee 100% construction.

The national car raffle organisation and distribution of tickets was covered and the hope expressed that all Sappers would be very active in selling tickets rather than pass them on quickly to others to sell for them. Street and shopping mall sales are not difficult to organise and this was seen as a very good method to involve the public in our project. With around \$40,000 needed to complete our Corps Memorial Library, the car raffle is seen as the major fund-raising method.

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copyright

The Nation-wide Car Raffle

The ticket is reproduced below with the reminder that if all serving Sappers bought or sold one book each (at \$10) we would raise about half the price of the car. The public must be involved and in a large way. It is surprising how many tickets can be sold in a pub on pay nights and if all pubs in areas are canvassed, ticket sales will soar. The point is that tickets will not sell themselves - Sappers must be direct and the public must be asked in a direct yet polite manner.

The Engineer Corps Memorial Library will be the winner from the raffle proceeds and all Sappers will have something to be proud of when it is completed.

Of course you can do it!

THE ENGINEER CORPS
MEMORIAL ASSOCIATION INC.

Name

Address

Phone

Organiser:

Major C. R. Parker,
SME,
LINTON MILITARY CAMP.
Phone — Linton 819.

No 09999

THE ENGINEER CORPS MEMORIAL ASSN. INC.
RNZE CORPS MEMORIAL CAR LOTTERY

(BY LICENCE ISSUED UNDER SECTION 35 OF THE GAMING & LOTTERIES ACT, 1977)
Proceeds for the establishment of the Corps Memorial Library
adjacent to the Engineer Corps Memorial Chapel in Linton Military Camp.

— PRIZE —



**TOYOTA
COROLLA SR** — or —
Value \$8,100



**TOYOTA COROLLA
STATION WAGON** — or —
Value \$8,075



**TOYOTA COROLLA
DE LUXE SEDAN**
Value \$7,400

Lottery closes 29th October, 1979. Drawn 26th November, 1979.
Organiser: Major C. R. Parker, SME, LINTON MILITARY CAMP. Phone Linton 819.
Limited to 60,000 tickets.

Results published: N.Z. Herald, Auckland
Star, Evening Post, Dominion, Christchurch
Star, Otago Daily Times, Southland Times,
1/12/79; Sunday News, Sunday Times
2/12/79.

\$1.00
per ticket

No 09999

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THANK YOU MESSAGE

(By: Cpl O. P. Smith)

I take this opportunity to thank all of those people who visited me, sent messages, or helped me during my recent hospitalisation following my car accident.

Presently I am working a limited number of hours daily and am on the road to recovery. I am weak but willing and lucky not to have been permanently wrecked.

OBITUARY

Brigadier F.M.H. (Bull) Hanson CMG, DSO and bar, OBE, MM, MID, ED died in Wellington on 15 Jun 79 at 84 years of age and on that day New Zealand lost a great citizen a civil engineer of considerable repute, and we lost a distinguished Sapper and renowned soldier.

Fred Hanson (he said he was no more than a civilian in uniform) reputedly quit RMC Duntroon around 1915, afraid he was going to miss the war. His first battle experience was at Passchendaele where the NZ Division drove back the famous Jaeger Division. As usual the Germans counter-attacked and on this occasion they gained ground and Bull Hanson was one of six NZ'ers cut off. They fought their way back and only two made it. Each was awarded the MM. It was around this time as a Lepl that Fred obtained a very valuable pair of German binoculars. Every few weeks one of his cobbers borrowed them and always returned them the next day. On close questioning it was admitted they were borrowed for use as a raffle prize, however he was assured that good care was taken as to who had the winning ticket so that they could be returned. They were not raffled again! He was the Divisional boxing champion for his weight and at the end of the war as a Sergeant-Major he was a member of the Divisional rugby team which toured Great Britain.

Between the wars he was an enterprising and very successful civil engineer. In 1930 he was an Assistant Engineer in the Wellington District Office, Public Works Department making his name as an authority on highway sealing and developing his powers of leadership with large gangs of unemployed men working on (first of many?) the reconstruction of the Porirua - Pahautanui - Manor Park roads. In 1938 his method of pre-coated bituminous sealing chips received world-wide acclaim and of course the method survives today on a large scale.

He commenced World War II as a Major and OC 7 Field Company. After work in England they went to Egypt, to Greece - where he was promoted to Lt Col and became CRE - and to Crete. As a Lt Col and later as a Col, he gained the support and backing of General Freyberg by arguing his point. At a briefing by General Montgomery prior to Tunisia, Bull Hanson told him his timetable for the Divisional move was not feasible, whereupon Montgomery immediately ended the briefing, asking Freyberg to stay behind. The result of Montgomerie's objections were that Freyberg said "Hanson is right" and Hanson became the best-known soldier in the Middle East as "the only man who contradicted Montgomery and didn't get the sack." He was one of General Freyberg's trusted advisers, whose Sappers were sacrosanct and whom he would back against Corps Chief Engineers, Army Chief Engineers and even Army Commanders.

Ruthlessly outspoken in any company he could be genial, kindly and courteous and about whom Field Marshall Sir Harold Alexander, Lieutenant-General Sir Richard McGreary and Lieutenant-General Sir John Harding said "you have performed engineering feats without parallel - the NZ Sappers always got the troops across the most difficult obstacles before anyone else could have done so - you have the best engineers in the world". His was a team of independent, self respecting men who took pride in doing a job and didn't give a damn for anyone. The independence of "Bull" and his outlook permeated everyone.

When 2 NZ Div was to move from the Eighth to the Fifth Army it was so secret he gave his exact briefings to Lt Col Currie in the centre of a four acre paddock. For the move to Caserta, the HQ Fifth Army, all insignia, flashes and fernleaf Div signs were removed but as you can't take grey jerseys off a whole Div or the NZ Southern Cross star buttons off a Div of greatcoats, the bambinos knew who they were.

In the Western Desert and Italy his Mess and conference room was a captured Italian truck with a caravan body which had been the mobile home of an Italian Government supplied prostitute van. So the passion wagon (or what else truck) took on the solemn sight of soldiers passing around a bottle of gin.

On Crete, a summer battle, Fred was shot between the legs without getting his DSO or even touched! His batman saw a chance to make some money by showing these shorts with the bullet holes once they got back to Egypt, but as unwanted items were discarded during the march to the evacuation beaches, the square of khaki with two bullet holes were a complete flop as a money spinner no matter the true story that went with it.

In Italy Fred had to support the desired speedy advance across nine rivers with 20 ft high stopbanks and numerous canals - made to order for the defenders. Hansons bulldozers thundered behind the Infantry crossings in Assault Boats, explosives shattered the stopbanks and the Bailey spans bridged the rivers. Six low-level bridges across the Senio - the first in use by midnight - and on to the Santerno. Between 9 Apr 1945 to 2 May 1945 they built 39 Bailey bridges, totalling 2840 ft and built 3 folding boat bridges, 1280 ft in all, across the three wider rivers. Losses for the NZ Div were small and flanking Divisions used the NZ bridges on D 1 to cross some rivers.

Colonel Hanson who was granted the MID at El Alamein and awarded a DSO for mineclearing in Tunisia, received a bar to his DSO in Italy. He was promoted to Brigadier after the war and served as TF member of the NZ Army Board. He remained interested in his Sappers during the rest of his life.

As CRE Bull was a firm believer in retaining control of his Sappers and reluctantly allowed his Field Coys to go under command for Brigade groupings for a Div move. Only rarely would he permit Sappers to be placed in support of a brigade or a Battalion and then only for a particular Task - never as a matter of course. His policy paid dividends.

He was Commissioner of Works for seven years and the reason that State Highway 1 does not go through the centre of Johnsonville now is because Fred Hanson was able to get Mr Gooseman, Minister of Works, to reverse a decision by saying at a conference that Mr Gooseman would be labelled a murderer on the first death on the proposed route. He was as outspoken with Ministers as he was with Generals. He was the first Chairman of the National Roads Boards. The current petrol road-tax was his concept.

The Companion of the Order of St Michael and St George with which he retired seemed singularly slight recognition of a great New Zealander, though he would have disputed that, for Fred Hanson believed the satisfaction of a job done well was sufficient reward. A famous Sapper? Indeed he was.

CHAPTER TENARTICLES AND REPORTSEXERCISE LONGLOOK 1978(By: WOI D. E. Graham)

(Apologies from the Editor for not publishing this article three months ago.)

Some West German Customs (We could well copy)

No trucks allowed on highways on Sundays (Truckless days).

Heavy fine to drop litter anywhere.

No smoking allowed in shops.

No clothes washing allowed after 1400hrs Saturday until Monday morning.

No gardening or manual work allowed on a Sunday (More time for booze etc).

When living in blocks of flats no running of baths allowed after 2200hrs.

No washing allowed to hang on/over/under balconys.

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Visit to Sennerlager Training Centre - West Germany for Belfast (Northern Ireland) village mock-up.

The whole complex consisted of 2 storey houses with sealed and cobbled streets complete with footpaths, kerbs, lamp-posts, bus stop, bus shelter, bank, post office, pub, coal yard, off-license, builders yard, shop and church hall. Various mechanically operated booby-traps such as a flying dustbin lid, timber, old 'Ford' car, child's pram with mechanically operated rooftop snipers, bare chested birds in windows. All booby-traps, snipers and decoys operated from elevated control tower as a patrol moves through street and also monitored on closed circuit TV and tape recorded. Similar mock-up of small farmlets with booby-trapped clothes lines etc.

REALISTIC TRAININGTHE SAPPER DILEMMA

Major General C. P. Campbell, CBE

E in C is constantly seeking ways to improve realism in training. The following article written by the CRE of a division in BAOR is intended to provoke thought and discussion on this important subject.

Sapper officers often harbour feelings that the function of their Arm and particularly its role in modifying and adapting the environment to suit the needs of war, is imperfectly understood by the rest of the Army in peacetime.

In war this function quickly becomes apparent. Council workmen do not come to work any more and the whole army has to move on roads or railways repaired and maintained by Sappers. If there is any electric power, water supply, or drainage it has to be provided by Sappers, and in the forward area the whole topography is changed by the Sapper obstacles which form an essential part of any defensive plan.

Of course all this is clearly understood

at the intellectual level, but in unit training what the soldier sees and does has infinitely more impact than what he is told.

The gap between what is preached and what is practised is nowhere more evident than in the typical BAOR FTX. The two scenes which follow first appeared in an article in the Royal Engineers Journal of June 1975 written by Brigadier C.J. Rougier. They are reproduced here in part with his kind permission because they are just as relevant now as when they were written, and illustrate the point perfectly.

Scene 1 - Training for War

Training Now. It is November 1978. A cavalry subaltern is describing to his brother officers in the Mess his part in the counter-attack on Bispingen ridge during the autumn FTX.

"At the 'O' Group my squadron leader gave us our orders for the regimental counter-attack on to Bispingen ridge. For the move round we were the lead squadron, and my troop the lead troop. We'd been in reserve for the first two phases and were longing for something to do. This was our chance. The route was a piece of cake: bash down the main road through Bispingen village, over the stream and into the wood (which was held by the infantry), where we'd form up for the attack. From there it's a gentle canter on to the ridge.

"Well, it all went swimmingly until we approached the bridge in Bispingen village and I suddenly saw it — a landrover with a white pennant on the radio aerial and a cold and miserable looking Sapper officer standing by it. 'Blast!' I thought, 'that's done it — he's sure to say the bridge is blown. I'll try the one at the north end of the village'. My luck was in — there was no-one there — only a Sapper corporal. 'Oi', he said, as we roared across, 'this bridge is blown'. 'That's OK', I said, patting my life jacket dangling on the side of the turret, 'I'm snorkelling'. 'But our tanks can't snorkel'. 'That's what you think', and we were away up the road and into the wood.

"Whilst waiting for the rest of the Regiment to come up, I scanned the ground ahead. It was a lovely clear day and one could see right up to the objective. Nothing; or was that a thin strand of wire crossing our front just short of our objective? Yes, it was. I told my squadron leader — he got on to the radio. 'Hello 9, this is 29. There's a minefield ahead of us. I think I can get round to the right of it. Do you want me to try? Over'. '9 no, I say again no. Our Sunray said he wanted a fast moving, hard hitting attack and that's what we're going to give him. Push on. Out'.

"We pushed on. At the edge of the minefield, a Sapper Staff sergeant leapt out of a bush and waved at me. I thought

I'd humour him. 'Ullo, ullo, ullo', I said, doing my impersonation of a policeman. 'what have we got here?' 'This, sir, is a minefield, and you can't go through it!' He was rather pompous. 'Oh come on, Staff, the Commander's watching this attack from the ridge and my Colonel has told us to push on and er-that's what I've got to do'. 'Sorry sir. CRE's orders. No-one can drive through the minefield'. I looked round. Half the squadron were already in the minefield, some of them through. 'Well Staff, if this is a minefield, which it isn't, I'm a helicopter, which I'm not. Driver, advance', and we were off. I looked back. The sergeant was leaping up and down with rage. 'Take care', I yelled back at him, 'or you'll set off a mine!'

"I reached our objective. The Brigade Commander was there, rubbing his hands with glee. 'Splendid', he said, 'splendid. Mobility, that's what I like to see; mobility and dash.'"

Scene II — War

Reality. It was November 1977. A cavalry subaltern is describing his part in the counter-attack on Bisingen ridge during the recent operations to his fellow officers in the prisoner-of-war camp.

"I suppose I'm lucky to be alive really. Half the Regiment was destroyed and most of the others captured. The thing was a disaster from the word 'go' — and yet it should have been all right. We'd practised enough, and on the same bit of ground, only a year or two ago. Somehow it wasn't the same as it was then....."

In Brigadier Rougier's tale the Subaltern then goes on to describe how he

received orders for a counter attack and how his squadron moved forward — this time through the chaos of war: refugees, casualties, the burning villages and problems with real craters and mines. He continues:

"I started to work my way round the edge of the village towards the bridge, — there it was, just visible through the smoke. A tremendous explosion — masonry and mud flying through the air and it was gone, followed shortly by one at the north end of the village. Saboteurs? Sappers? It didn't make any difference; there was no bridge now. How deep was the stream? I didn't know, but it was our only hope and I made for it. That too was a disaster as someone had dammed it or a water main had burst or something and the ground on either side was flooded. The first tanks got bogged immediately and the rest of us juddered to a halt. With all this rubble around and some Sappers, perhaps they could make a route across or build a bridge or something — yes, what about a Chieftain bridgelayer? I asked on the radio for Sappers — there aren't any with us. A noise suddenly drowned the roar of the tank engine, there was a dull thud, a flash and the tank of my right quivered, shook and burst into flames. I looked up to see a MIG 22 climbing away; behind, three more were diving towards us. 'Push on', said the Colonel.

"We got over the stream eventually (thanks to a Chieftain bridgelayer in the end), but by this time we were two hours behind our planned time and had lost five or six tanks. Everyone from the Corps Commander downwards was apparently telling us to push on or we'd be too late. We climbed up the slope out

of mud and dirt and into the safety of the wood."

Our Subaltern then gets pinned down by artillery in the wood but eventually extricates himself and his story ends as follows:—

"I felt a sudden surge of exhilaration as I saw the other tanks on my flanks and behind me; all of us bumping and pitching towards our objective. Suddenly an explosion over on the left and a tank slewed to a halt, with smoke pouring out of it — another next door to me. What was this — a minefield, I suppose. The Infantry were out of their APCs and on their feet now. Another explosion, this time on a turret and the gun bent and distorted — anti tank fire at a guess. Then the sound of a thousand drums beating inside my head. I was thrown against the cupola, round the turret and sucked on to the floor. I lay there, all the breath squeezed out of me. My legs wouldn't work. It was hot — very hot — flames, smoke — must get out. Somehow I dragged myself up and out

through the hatch and fell to the ground. I lost consciousness."

The FTX

Of course not all FTXs are as badly run as the one depicted in the first scene, and the 'bash on' Brigadier is a pretty rare bird, but the two scenes do illustrate many of the weaknesses of FTXs. From a Sapper point of view the main ones are:

a. *Exercise Damage.* Not only does damage have to be paid for, it has to be limited to what the civil population will put up with. This impinges on realism in tactics and much Sapper work has to be notional.

b. *Time.* Because there is only one FTX for each formation each year, too much tends to be crammed into too short a time. Sapper work done "for real" causes delays which are boring to everyone else and which are unacceptable to formation commanders who have only a limited time in which to train and practise their units.

c. *Umpiring.* Even the strongest umpire control team can never replace realism in the matter of obstacles created by demolitions and enemy action.

d. *Battlefield Environment.* Because of the lack of proper obstacles, commanders at all levels perhaps fail to realise how much they would need their sappers in a real war situation. Correct drills are not practised and RE equipment is not positioned far enough forward in the order of march. (The subaltern in Scene II for instance had no sappers with him when he needed them because they had not been required on exercise.)

However, before considering the alternatives to the FTX it might be helpful to set out some principles which, if followed, would extract better value from them:

a. We should all recognise the limitations of the FTX and concentrate on those activities and procedures which can be practised properly.

b. In some cases we should take more pains with planning. Sometimes planning starts too late, and often the excuse of 'leaving flexibility to commanders' is made to avoid the labour of detailed planning. Alternatives must be left for commanders to decide, but there are generally no more than two or three in a given situation, and all of them should be thought through.

c. Commanders at all levels should bring their Sapper into the planning team right from the start. This is not just a special-to-arm plea, but an absolute essential if the exercise is to have any chance of success. In peace, just as in war, it is the Sapper who can say where you can go with what vehicles, who has the resources to strengthen weak routes or find alternatives (if he knows about them far enough in advance to negotiate work with the German authorities) and who will play a major part in controlling and repairing damage on the exercise itself. It is not good enough merely to draw broad arrow thrust lines on the

map, and then discover too late that route and going restrictions preclude their use. A proper terrain analysis should be done even before the exercise boundaries are drawn.

Alternatives to the FTX

Let us now examine briefly two alternative forms of collective training that are currently available.

Training Areas. Training areas provide an essential facility for AFV crews to practise, and do enable some tactical training to take place. They do not suffer from all of the restrictions of the FTX area, but they still do not allow tactically realistic exercises. First, the ground, having been cut up by innumerable previous exercises, is similar only to a desert or possibly the surface of the moon, and secondly the areas allow neither live firing nor the representation of weapon effects. Again, the armoured squadron can manoeuvre to its own satisfaction, but the effects of artillery and engineers can only be represented in the most artificial way.

Suffield. The Suffield training area in Canada provides, perhaps, the best opportunity of all for tactical realism and for all arms collaboration. Here is a vast empty range with, by European standards, enormous safety templates, where we have virtually a free hand to do as we wish, but is the training truly realistic? Unfortunately, probably not.

There are two reasons, which those who have been to Suffield will understand. The first and most important reason is that Suffield is more valuable as a field firing range than as a training area. Currently it is the only place in the world where the RAC can fire the APDS round over land against hard targets, and live firing in a tactical situations is, therefore, the prime requirement for the battle ground. At the same time, live firing rules out a live enemy which further reduces realism. The second reason is that the ground is prairie — good practice for war in Canada or perhaps for the desert, but completely different from Northern Europe, so that engineer tasks tend to be confined exclusively to mine-warfare. Of course Suffield is still

invaluable, particularly for armour and artillery, as the best field firing range we have, but it fails to illustrate the need for engineer support on the battlefield which would be so immediately obvious in a European setting.

A Way Forward

Technical Advances. We should, therefore, search for a solution to the problem of reality taking into account all the modern technical advances which might have a bearing, such as simulators into which terrain information can be fed and with which low level tactics can be practised by tank crews, SIMFIRE and its successors and pyrotechnics including inserts for mines to represent the effect of a contact.

The Battle School. These expensive devices could not be issued to every unit in the Army, but if held in one place the same facilities could be used by all. There is, therefore, a case for a properly established battle school for battle group tactical training. One of the BAOR training areas could be adapted and

should have the following characteristics:

- An area of ground 15km long by 5km wide.
- No live firing, but enough SIMFIRE to equip a battlegroup, plus enemy and umpires.
- Advanced weapon effects representation in both fixed installations and portable form.
- An advanced simulator building where up to a troop at a time could train with combat HQ and supporting arms being represented on the radio.
- The ground and 'countryside' prepared so as to look natural, but be repairable after each exercise, and adjustable so that a variety of scenarios can be staged. This may seem a tall order, but it is by no means impossible. To take but one example, buildings could be constructed of rubber blocks which would collapse harmlessly round a tank if driven through, but could be rebuilt quickly. Other fixtures could be similarly contrived, and the ground surface itself could consist

mostly of gravel over a hard base, which could be raked over, or reshaped after each exercise.

- A permanent enemy/umpire unit equipped with Soviet and Warsaw Pact uniforms, weapons and vehicles.

Scene III - Training in the Future?

It is November 1987. A cavalry subaltern is describing his part in the regimental battle run at the BAOR battle school to a group of officers from another unit.

"Of course we'd been on IS duties as armoured reconnaissance for the last three years, and before that we'd had Chieftains so we were pleased to be told we were going back to Germany to be the first regiment to be equipped with MBT80. It was the new simulator at Fallingbommel that made the difference. Each crew in my squadron did two or three hours a day on it, working up to troop tactics with Artillery, Infantry and Engineers taking part as well — and this while the tanks were still on their way from England. At the end of the month we had played enough games on the simulator

but, fortunately, by this time the tanks were ready for us, so we were able to do some real training at last. It was amazing how quickly we got used to MBT80 — and after a month of gunnery and two weeks on Soltau we were ready for our week at the BAOR Battle School.

"Our mission in our first battle was to re-establish the position on the Bisingen ridge which was thought to be held by a motor rifle company with some tanks. Our Squadron was to lead the way round to the start line and mine was the lead troop. Frankly it didn't look too difficult on the map — straight down the road, through the village over a rather insignificant looking stream and into the wood. A pause for B Squadron to join us, and then an irresistible charge over about 600 metres to the objective.

"Off we went, and I quickly realised that the map was not going to be a very good guide. Instead of leading us through the village, the road just disappeared into heaps of smoking rubble, twisted wires and ends of steel. After a bit I got my bearings and we started to pick our way through the mess. Suddenly my troop Corporal lurched to a halt. 'Crater in front!' he said. 'Press on' said Paddy. 'Try round to the left!' I said. He swung round to the left, but halfway round there was a bang, and he stopped again with his discharger pouring yellow smoke — the signal for a knockout. 'Roger' said Paddy, 'E21L move forward now, take what else you need with you and get that road open soonest'. Well what with the whole Squadron blocking the road, and no-one wanting to move off it for fear of another mine it took the Sappers half an hour to reach us. We had put them too far behind in the order of march.

"No good prodding in that lot' said

the Sapper Sergeant gloomily — 'just have to use the detector and hope there aren't any anti personnel mines. Fortunately Sapper Evans is expendable'. But it was not so easy as the obstacle was covered by fire. 'Just have to fill her in with the CET' said the Sapper Sergeant in the ensuing chaos of bangs, 'and hope if there are any more mines they'll be far enough down not to go off'. Well about an hour later we reached the far side of the village. The bridge had been blown all right, and getting wise this time we laid our AVLB well away to the right while the enemy shelled his demolition. Even so, there were mines on the far bank, so it was as well the Sapper section was now with us.

"By now our FUP had had to be changed because of enemy action. Unfortunately the route there was in full view of the ridge. 'Stay where you are with 2 Tp and cover us and B Squadron in' said Paddy. We took up fire positions to cover the ridge. It was difficult to see a target, but we managed to see and fired at the muzzle flashes from the bank the enemy were using as well as their SIM-FIRE. It was then that I saw a thin strand of wire a couple of hundred metres short of the objective. Our attack was going to run straight into a minefield! 'I've got one GIANT VIPER' said the Sapper Sergeant, 'E4!A the AVRE can fire it, but remember we only have the one'. Well, this put the whole plan out, but after a long delay while a new fire plan was made and fresh orders given out (hindered by the enemy jamming our nets) we launched a two stage attack — the first to get the AVRE to the home edge of the minefield, and then to exploit the gap. As soon as the VIPER went off we all went like hell. Even so we lost another tank on an uncleared mine but then we

were into the objective, the infantry came up and began to dig in. We realised it was nearly dark, and our 90 minute operation had taken nearly 3 hours! And that was just the first day!"

Conclusion

This article has set out to show the limitations of our current training methods in providing realism. There is nothing new in this situation, and it has been known by many generations; but as the time for training and the land available have both decreased, the problem has become more acute.

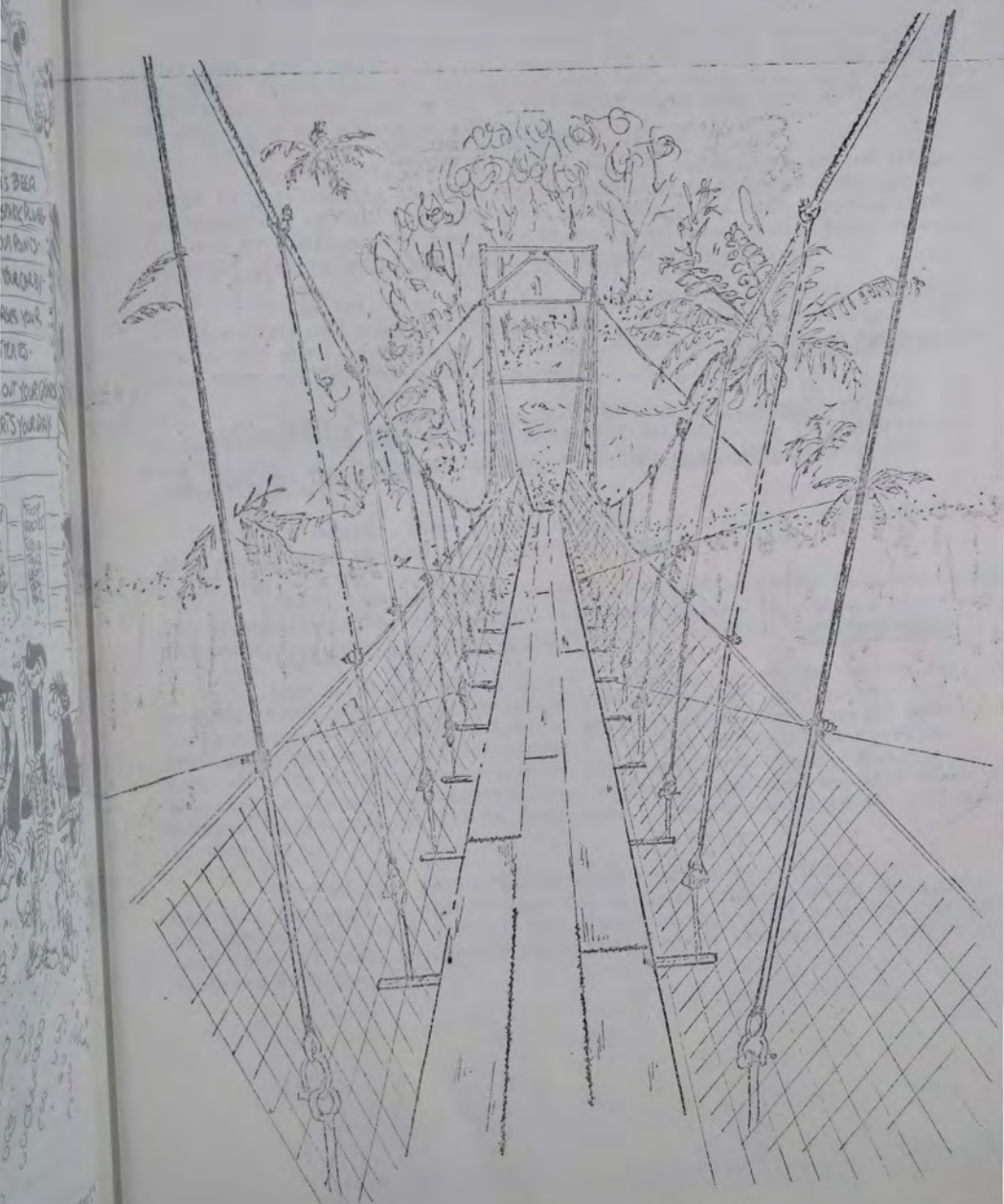
There was a time not too long ago when commanders were more prepared to delay exercise timings so that engineer work could be realistically played; formations had to mark time while bridges were completed and minefields breached. Sadly, commanders nowadays have less time available to them for their field exercises and understandably in some respects are more reluctant to pay the full penalty that engineer realism requires. Equally to ignore a measure of such realism could lead to dangerously false lessons. We must, therefore, search for a balance which allows for realistic training, incorporating the time penalties which can occur in war so that false lessons are not learnt.

The concept of the Battle School set out in this article could well provide a basis for a future framework of realistic practical exercises. It is only one idea but people with vision and resourcefulness may well be able to benefit from it and so enable us to increase the realism of our training.

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R. J. Sanderson

RNZE LIAISON LETTER



No 20 - 1 NOVEMBER 1979

THE CORPS OFROYAL 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 H. E. Wedde BE(Civ)

II

EDITORIAL

For a number of years we have been speculating on trends in the 1980's. If you haven't noticed, the 1980's are but weeks away.

It is not long since we raised for ourselves, new objectives or (New Year) resolutions. If for you like for many of us, the year has sped by, these resolutions are being held over for a rainy day. Most likely the 1980's will be the same as the 1970's which might have been the same as the 1960's. How can change be achieved?

One thing is certain, objectives and resolutions are of little value if just written down and kept locked away in a drawer. Change can be initiated or, as tends to happen too frequently, one just responds to it. I guess we should all be reviewing where we are and maybe looking at where we would like to be in the 1980's and do something about it.

It is very easy to present a case with the assertion that change is inevitable and that society is dynamic. It is intended to imply that anyone who dares to disagree is a fool. Patronius Arbiter saw through this ploy when in 270 BC he so aptly wrote:

"I was to learn late in life that we tend to meet any new situation by reorganising, and a wonderful method it can be for creating the illusion of progress while producing confusion, inefficiency and demoralisation."

Conversely, there is the risk that we become so engrossed in playing the game that we forget what the game is all about.

What is needed in any society is evolution rather than revolution. For organisations to evolve smoothly to meet changes in outlook, style and technology has been a perennial problem since organised society began.

One difficulty which occurs is that people at the head of any organisation, by normal progression, are of the older age groups, with the consequence that their attitudes and life styles have largely been influenced and set by circumstances of a period 30 to 40 years earlier. Combined with relatively short terms in office, these heads, once convinced a change is necessary, are required to condense the time frame to achieve the desired results in their time. The pattern of smooth evolution is thus lost.

Are we just responding to change or are we initiating new concepts that work upwards through the chain so that trends in the 1980's are obvious and evolve smoothly and progressively? Will we be able to look back from the early 1980's and state what have we achieved and where we are, compared with the 1970's.

III

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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 authority or making acknowledgement.

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

25 January 1980

CHAPTER ONECORPS NEWSRNZE RUGBY TOURNAMENT

The 1979 Tournament, held at Linton Camp proved to be three days of good, intensive rugby played with good friendly rivalry. Although 2 Fd Sqn and SME equalled shared the championship and the NEPIA Cup until 1980, the competition was even enough to have the pundits guessing the outcome until the last game concluded. Particular mention must be made of 6 Fd Sqn who joined the Tournament for the first time and played some very good rugby.

To encourage and support future such tournaments, enhancing "regimental" affiliations and unit pride is one point of view. Our traditional and historical affiliations with the British Army affect us more than we want to believe, and we watch with envy, the unit and Corps pride displayed at the Royal Tournament - the sort of engendered spirit which wins battles.

At Linton Camp, five units played a total of fifteen games of rugby in three days and there was no grand final for the winning team to have a moment of glory. Injuries to the restricted number of players, encouraged misguided loyalty as those injured felt obliged to take to the field again.

Our thanks to the referees for their excellent support and for all the good work off the field permitting a successful RNZE Rugby Tournament. The results of the games were:

Fri 17 Aug 79

<u>Morning</u>	1 Fd Sqn 0	2 Fd Sqn 14
	6 Fd Sqn 0	SME 10
<u>Afternoon</u>	3 Fd Sqn 3	5 Spt Sqn 6
	2 Fd Sqn 9	SME 16
	1 Fd Sqn 4	6 Fd Sqn 13

Sat 18 Aug 79

<u>Morning</u>	1 Fd Sqn 15	3 Fd Sqn 3
	5 Spt Sqn 6	SME 9
	2 Fd Sqn 8	6 Fd Sqn 4
<u>Afternoon</u>	1 Fd Sqn 30	5 Spt Sqn 3
	3 Fd Sqn 9	SME 31

Sun 19 Aug 79

<u>Morning</u>	2 Fd Sqn 10	5 Spt Sqn 6
	3 Fd Sqn 0	6 Fd Sqn 13
<u>Afternoon</u>	1 Fd Sqn 12	SME 10
	2 Fd Sqn 22	3 Fd Sqn 0
	5 Spt Sqn 4	6 Fd Sqn 11



INTER CORPS RUGBY

The inter-corps rugby competition was held at Linton from Fri 21 Sep to Mon 24 Sep 79 between RNZE, RNZEME, RNZAOC, RNZCT and RNZ Sigs. The overall winners were RNZCT. Every team lost at least one game and the competition, as usual was intense but played in a good spirit.

Results of RNZE Games

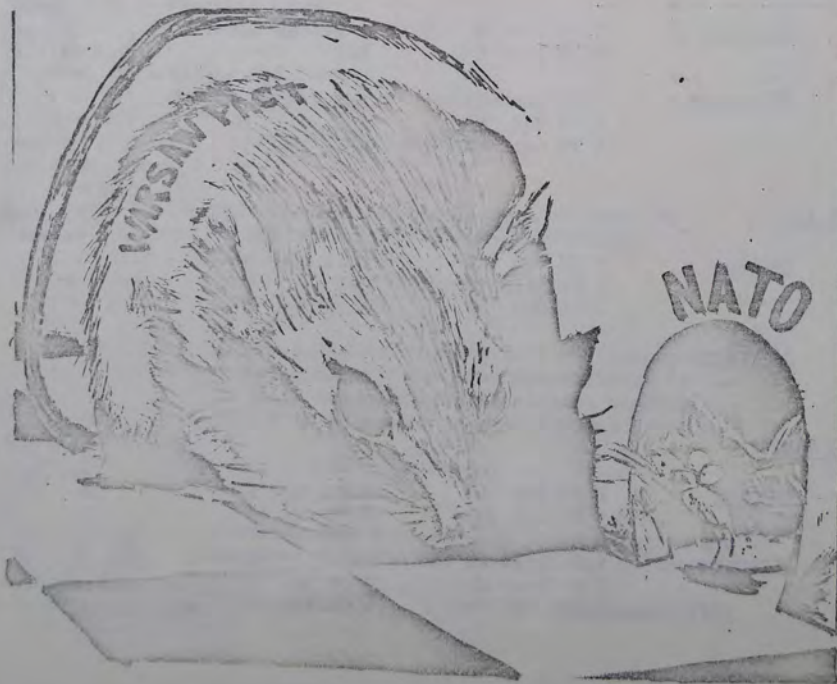
21 Sep	RNZE V's RNZAOC	Won 49-9
22 Sep	RNZE V's RNZCT	Lost 13-15
23 Sep	RNZE V's RNZ Sigs	Drew 17-17



The last game on Mon 24 Sep was a combined team of other Corps players versus RNZ Sigs in which Sigs came out the winners by a considerable margin.

Overall, the RNZE team effort was a very creditable one considering that Engineers and RNZEME were the only Corps who did not have a bye and we did not play RNZEME. Thanks to all the players, who I believe, played their hearts out for the Corps. One of these years we may as a Corps be able to field our strongest team ie the team that is selected and win the Corps Rugby Competition (CRC). Until we can spare the few from our important works tasks, I believe the other Corps will have an advantage over Engineers.

Finally a special thanks to those supporters who watched and cheered the team on Saturday and Sunday. Incidentally there was not a great number especially when considering the number that turned up to watch during Friday working hours.





THE ENGINEER CORPS MEMORIAL ASSOCIATION INCORPORATED



THE NATIONAL CAR RAFFLE

(the \$19,000 wonder)

(By: Maj C. R. Parker)

Given that there are as many opinions on the best way to conduct a raffle as there are raffles, (about 50 000 per year for raffles with prizes in excess of \$500) the Engineer Corps Memorial Association Committee appear to have made the following reasonably accurate predictions;

- a national raffle can be profitable;
- a Toyota car as a prize is readily acceptable;
- a single-prize raffle does not necessarily unduly restrict sales;
- the printing of 60 000 tickets was necessary, and;
- at one dollar per ticket, sales are possible.



At the time of writing, the exact profit from the raffle is not known but it should be in excess of \$19,000 from the 56 750 tickets which were distributed.

The success of the raffle is due only to the vigorous support it received from Sappers throughout the land. Loyalty to the hand that feeds and willing co-operation to achieve the aim of fund-raising, has been both evident and appreciated. Our united efforts have drawn us closer together and the RNZE Corps Memorial Library looks a reality in the near future.

The impression has been gained that once ticket sellers overcame the advice instilled into them by their parents of "don't talk to strangers", they entered into the spirit of the project and enjoyed themselves with the social contacts. Competition from other raffles and the wet and windy weather adversely affected a large number of selling days but the raffle must be judged as being very successful. Of course there were some Sappers who did not give wholehearted support even when it became obvious they could have joined a successful team, but thank goodness we are individuals and are allowed to be so.

Overall, a lot of Sappers had a lot of fun speaking to a lot of strangers to raise a lot of money.

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On the strength of the projected raffle profit, the aluminium windows and doors with their special glass have been ordered for the Memorial Library. Costing under \$8000 (a very good price indeed thanks to a clearing sale of glass and some goodwill from a firm) we have avoided further cost increases of these lines which seem to increase at the rate of about 11% per month.

The next Liaison Letter will contain a final report on the raffle (and Engineer Units will be advised during December) but in the meantime we can feel very satisfied with a good job well done.

-0000000-

MEDIUM GIRDER BRIDGE

The RNZE now owns a 31.1 m (102 ft) Medium Girder Bridge. At the moment it is palletised at SME. Courses are planned to be run next year for NCO's. Although the bridge is what some will say is "Soldier Proof", parts are very expensive to repair or replace, so proper training course wise is a must.

Its capabilities are:

31 m class 60 double storey (Chieftain, Centurion) using a building party of 25 men, takes about 45 minutes to complete. A 9.8 m class 60 single storey with a building party of 9 men takes approx 15 minutes to complete. Compare those times with EWBB.

Note: The maximum slope, both cross and longitudinal, that the bridge can be built to is 1:10 (10%).

Think about that drivers, cause there ain't no guiding handrails and traffic over MGB bridges travels much slower than across Bailey bridges.



Faster

Sport doesn't build character it reveals it.



Prettier?

170 000 MAN HOURS - THREE LOST-TIME ACCIDENTS... and it's a construction site(From the: Accident Compensation Commission
Report Vol 4 No 4, Jul 79)

When the average lost-time accident rate for New Zealand's construction industry is about 15 per 100 000 man-hours, there has to be something unreal about a major site returning just three lost-time accidents in 170 000 man-hours.

There is nothing unreal about the figures. But from the viewpoint of the construction industry, there are some aspects of the job which stretch credibility.

Like construction workers who carry on regardless of sub-zero temperatures, rain, mud, extended working hours - without any thought of special pay rates? Like the contractor deciding he needs 20 extra men for a day or so and having them right there, on call, with no worries about costs. Like the employer being able to put a man off the site if he looks like becoming a liability, and with no fear of union comeback. Like the contractor being able to go into a major job happy in the knowledge that he has almost endless technical, machinery and manpower resources to fall back on if the need arises.

It is with this in mind that the exceptional safety record of the New Zealand Army Memorial Museum construction programme, at Waiouru Military Camp, must be viewed. It is also a reason why the Army - while justifiably proud of its lost-time accident rate of about 1.76 per 100 000 man-hours - is circumspect about blowing its trumpet to the private sector.

The museum project is the largest construction job ever undertaken by the Royal New Zealand Engineers. The job has been centred on the corps' 2 Field Squadron, under the command of Major Andy Anderson. The man at the heart of the job - as on any major site - is the clerk of works, Warrant Officer Class I Ray Wills.

The museum was officially opened, with due pomp and circumstance, on October 15, 1978, and has been open to the public since October 16.

The museum is a three-storey structure featuring five split-levels and an observation deck. Four levels are used for display, with the first basement level used as a workshop and preparation area. Entrance is via a raised forecourt display area to the third level. Floor area is 1334 square metres.

A shallow concrete moat borders the building on two sides.

Construction is tilt-slab. The foundations were followed by main supporting pillars, internal floors and then the giant tilt-slab external wall panels.

The slabs, cast and steam-cured on site, were the largest ever attempted in New Zealand. Some of the panels on the main building are about 14 metres high and weigh 11 tonnes.

The panels are not stressed in any way. They were cast and erected on a 24-hour cycle. Curing was by controlled-temperature steam injection under a thermal blanket. Waiouru's isolation was a major factor in the decision to cast them on site rather than have them produced under contract and transported to the job.

Construction work began on January 16, 1978. In view of the manpower situation, some use of voluntary labour and the free availability of a huge range of army resources, description of the museum as a half-million-dollar project is difficult to align with civilian construction costs. The civilian wages bill for the 170 000-plus man-hours clocked up by Day-258 (when ACC report visited) would, alone, far exceed the half-million-dollar mark.

The three lost-time accidents that occurred are easily described:

1. A Territorial volunteer worker (non-tradesman) removed safety rails from a level-three window space to facilitate removal of equipment, which he was throwing to the ground. An item caught on his clothing as he was throwing it. He went out of the window with it. He suffered foot injuries.
2. A worker slipped on ice, and suffered back strain. He was two days off the job.
3. A worker was struck by a wheelbarrow and suffered a back injury. He was 10 days off the job. Soon after his return he had a minor fall, causing further back pain. He did not return to the site.



Mr Wills makes no bones about the fact that there were other accidents, but taking a lost-time accident as one which causes physical injury, resulting in the man being taken off the job for other than immediate treatment, the three accidents stated are the total.

That the injured soldier goes back to work is largely a result of personal work attitude, combined with an environment at Waiouru which does nothing to encourage extended convalescence. Leisure-time social facilities on camp are limited.

"If a man steps on a nail he goes to MIR (Medical Inspection Room) for treatment and a tetanus jab and he's back on the job an hour later." Ray Wills says.

"But if he can't do the job he is here to do, he's off the site and, as far as I am concerned, he becomes a lost-time accident. I have no place for him until he's fully work-fit. If he's good for light duties, he does them somewhere else in the camp area."

So it is true that there are other accidents - accidents which, on a civilian site, would probably mean lost time.

The museum site has few differences from any other site of its size. True, there are large numbers of safety rails in evidence and interior job lighting is of a high standard.

But the practical safety problems are still there. A man can't wear safety shoes when floor-laying means a gymshoe-only edict inside the

building. The safety rails have to come down while work is done on the areas they guard. With the best will in the world, there will always be some rubbish around the floors of any construction site.

And when the men are keen to get on with the job, there will be those times when aspirations exceed caution. While ACC report was on the site a man was bawled out - he was happily coming down a high scaffolding, the hard way, from pole to pole in wet weather, wearing rubber boots and no hard hat.

ACC report visited the site on September 25. There remained 19 days to the official opening, and a lot to be done.

The interior was far from complete. Outside, mud was the main impression as trucks, bulldozers, roadmaking machinery and such churned back and forth.

There was, however, nothing but confidence in meeting the deadline. The answer: Work harder, work longer.

Throughout the project, the working day has been 10 hours, plus the round-the-clock shiftwork on the slab forming. The working week has varied from 10 days on, four off to 12 on, two off. By September 25, with a workforce of about 60 on site, the crew was on split-shift work, 14 hours a day, seven days a week.

Any effect on minor accident frequency? No.

Any effect on individual work output? No.

Any effect on organisational smoothness? No.

The simplest answer is the one given by Ray Wills: Because they are trained soldiers and tradesmen.

A more detailed answer lies in the working life of an army engineer. Much, if not most, of the engineer's working life is spent doing exercise jobs. Often, he will erect a Bailey bridge with no road over a 'river' that doesn't exist, just to prove that he can do it well, do it fast, and do it under atrocious conditions. Then he dismantles it and puts it all away, leaving the landscape as he found it. A lot of hard work, and nothing to show for it.

A major job at Waiouru for the engineers was the construction of tank hangars for the armoured corps. A great deal to show for the work done there - but very strictly utilitarian.

In the New Zealand Army Memorial Museum, the engineers will have more to show for their effort than any job they have ever done before - an imposing and permanent landmark on the bleak Waiouru landscape.

The museum is a memorial to armies of the past. It is also a memorial to the Royal New Zealand Engineers.

-oooOooo-

Bureaucracy

When in doubt - mumble
When in trouble - delegate
When in charge - ponder

Some minds are like
concrete - thoroughly
mixed and permanently
set.



CHAPTER TWODIRECTORATE OF WORKSDEFENCE HQAppointments

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



Maj Ancell has been involved in works matters for quite some time. He was previously DAQM(GW) at HQ Home Command and dealt with works for all camps and areas. He now looks after all Defence housing as well as other special projects as they arise.

Capt Hollander is in Europe on Exercise "Longlook". He is posted as GSO3 (Ops) at HQRE of 2 Armd Division, and is learning a lot which will be useful in Exercise Truppenamt 2.



Whilst he is away, his post has been very ably filled by Capt T. E. Jones and Lt P. F. Cosgrove. Both of these officers have made a valuable contribution to the Directorate, and hopefully, have gained some good experience.

WOI Ted Graham retired on 31 Aug 79. An attractive job became available at his home town of Paraparaumu, and Ted was quick to take advantage of it. We all wish Ted well in his retirement from the Army.

-oooOooo-

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DRAUGHTSMAN TRAINING

The Works Directorate of Defence HQ has a draughting office which is responsible for the production of drawings of an extremely diverse nature. Most readers of this Liaison Letter are aware of what we produce for the Army, but are not aware of what we do for the other two services, as we also have to produce drawings for them. If you combine the Services, and liken it to a Municipality with its' works organisation, you will have a city of 30 000 people (including wives and children), 5 aerodromes, a complex dock-yard, 10 ammunition depots, 5 bombing ranges, 5 Navy Training ships in cities,

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18 camps and bases, 23 Army Area Offices, 3 stores depots, 15 rifle ranges, a host of training areas, many ATC offices, and a housing area for about 20 000 people. This is not counting the various headquarters spread up and down the country.

You may realise the complexity and enormity of all the functions carried out in the above places, and this vast area of real estate must be maintained and improved where possible. This is the function of the Works Directorate in Defence Headquarters, who arrange with the Ministry of Works maintenance and new works in all camps and bases, area offices and housing areas.

The function of the Defence Works draughting office is to maintain plans of all the camps, bases, airfields etc, and produce either working drawings for Field squadrons or scheme plans for briefs for MWD. The office currently holds about 15 000 plans, including plans of underground services in all bases, camps, and housing areas, camp/base layouts and occupancies (which are constantly changing), land plans, housing plans, rifle range plans, details of most of the buildings in the Services, technical details of airfields, the dockyard, and consultants drawings of new barrack blocks, messes etc.

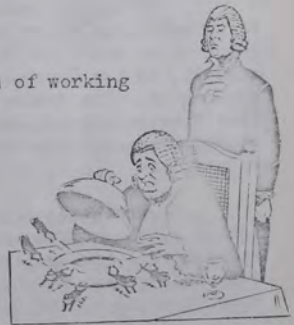
It would be impossible to detail all the tasks that the draughting office carries out, as it would fill the whole Liaison Letter, so a list of work currently in hand might give some idea of the functions of the office.

Working drawings currently in hand are as follows:

1. New officers quarters, Burnham.
2. New cafeteria and Garrison Club, HQNZLF.

Scheme Plans for approval prior to production of working drawings:

1. Sportsman's Bar, Wigram.
2. Coffee Lounge, Wigram.
3. Navy Ski Lodge, Ohakune.
4. Sports pavilion, Burnham.
5. 3 TTS classrooms, Wigram.



A Land plan is required to be produced for Burnham Camp area, a new layout at Ngaruawahia Camp is needed, and all the base layouts are being updated as opportunity permits. Also in hand are airfield protection measures for Hobsonville Airport (which is town planning) and addition of new housing to our housing drawings.

-oooOooo-

One place a teenager never seems to get
a hangup is in a clothes closet.

The office also produces working drawings of civil engineering structures like the harbour at Atiu, the plant wash pad and ramp at 5 Spt Sqn, Linton, new roading plans, and produced contract drawings of the swimming centre at Waiouru, and the new Airmen's Club at Ohakea. The office was also involved in the scheme plans for the new patrol craft maintenance facilities at Devonport. Rifle range and Ammunition Depot danger zones drawings have been produced in this office.

You may see from the above that the task of a draughtsman in Defence can be rather complex in the scope of tasks to be done, but like everything in life, practice makes perfect, and a draughtsman can soon learn the functions of all three services and apply that knowledge to his tasks.

The training of a draughtsman is as follows. First, he is apprenticed as a carpenter, and must qualify and pass Advanced Trade Certificate. This exempts the trainee from the first two years of the Certificate in Draughting (Architectural), and from there he studies, by both correspondence and block courses, for the final three years to obtain his qualification. Most readers are aware that draughting trainees are recruited into the RF Cadets, but most are not aware that any Sapper carpenter can become a draughtsman once he passes Advanced Trade Certificate. WO2 Kerry Moore is a case in point, as he sat and passed both Advanced Trade and School Certificate in the same year, and changed over from a carpenter to a draughtsman.

A lot of travel is involved in being a draughtsman, as there are numerous site visits involved in order to produce the plans and schemes, so the Corps motto is very applicable. The trainee must also spend some time serving in Field Squadrons to obtain practical experience of being a Sapper, and this is vital.

The above briefly describes the lot of a draughtsman in the Defence set-up, and the training involved, and it is hoped that readers can now have a measure of understanding of the duties involved.

-oooOooo-

Joe: "Does your friend ever talk to himself?"

Moë thought for a moment and then replied: "I can't say for sure. I've never been with him when he was alone."

-oooOooo-

A fellow who thinks himself a wit is usually half right.

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One nice thing about being stupid is that you don't have to think up an excuse when you make a mistake.

In early August Capt Hollander was fortunate to fly off to Europe on Exercise LONGLOOK. A replacement was required while he was away and I was selected to take his place.

I was ripped from my little empire in Petone and sent forth to the concrete jungle. The highlight of each days activities was the twice daily ride on an electric choc choc. I had joined the briefcase, brolly, and 3 piece suit brigade!

If Freyberg House (Defence HQ) was situated in Petone it would be an imposing sight. However its just one of many in its existing location. Support Works is located on the 7th Floor, Freyberg House is an 'open plan' building and the first thing that strikes the eye is the abundance of temporary screens and removable partitions designed to break up the different cells. The furniture layout seemed well planned and I spent my 2 months with my back to Parliament. The view of Wellington was tremendous. (Once I had cleaned the outside of the windows.)

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In my first week I realised that he who holds the Tasman Paper Mill runs the country. I have never seen so much paper in all my life! Defence Works is tri-service and all around me were soldiers, sailors, and airmen. Therefore smoko's had a interesting flavour with such a diverse group of individuals. (I have never heard so many Irish jokes).

The pen is mightier than the sword and so for two months I assaulted the paper. Minutes, letters, briefs, signals, telex's, papers, and files sprang furiously into my in tray. Always careful of the sly comma or out-of-character semi-colon my fountain pen (a touch of class to this poor sapper) slashed its way through.

On a more serious note I feel that my 2 month TOD was interesting. It was just long enough to give me an insight into the mechanics of the Directorate of Works. It is always easy to criticise an organisation without knowing the full facts. Before my TOD I had the impression that the Army cell didn't do much. Now I realise that this impression was quite wrong. They are a small group who work hard (always uphill) in their efforts to improve the facilities that the remainder of us live and work in. The amount of research and writing that goes into every project is staggering. And there are large numbers of projects all going on at the same time. I won't go into the chain of events required to process a project. Needless to say it is a very long chain.

Well my thoughts on Defence Works could probably be summarised as; it was interesting; 2 months was long enough; I don't like Wellington; please don't post me there.

T. E. Jones, RNZE

CHAPTER THREESCHOOL OF MILITARY ENGINEERINGAppointments

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

Postings Out

Cpl K. G. Shoebridge to 6 Fd Sqn

Postings In

Sgt K. G. Smith	from	NZLF
Lcpl G. J. Johnston	from	6 Fd Sqn

Promotions

Lcpl P. L. Te Nana to Cpl

Marriage

Robyn Rosenbrook to Pete Levett 8 Sep 79

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Everyone is ignorant only on different subjects.

Real life and real living are not related to how rich you are.

Monday is a terrible way to spend 1/7 of your life.

RMF/TDS TRAINING

Training is progressing well with the field engineering phase completed and the duty complex yet to build. The construction phase should prove very fruitful and the troops are eager to commence the task. A couple of the tasks completed in the last three months are:

56 Metre Suspension Bridge Construction

The Aim. To dismantle an existing unserviceable suspension bridge and construct a 56 m suspension foot bridge at the same site over the Chura River (which is about 15 m below bridge level).

The Task. The task was executed in two stages;

Stage One: All the materials and men onto site plus the excavation, boxing and pouring of all concrete pads and deadmen.

Stage Two: Commenced five days after stage one. This time lag was to allow for the curing of concrete, and consisted of the completion of all super structure and bridge approaches.

The contingent of 30 pers were as follows:

SME

3 Instructors
22 Students

On Loan

2 Cooks
1 Rations Clerk
1 Driver
1 Steward

The Plan. The contingent left Linton on Mon 6 Aug sporting a convoy of 2 Rovers, 1 Bedford and 2 International trucks. It took three days for all pers and stores to actually reach the bridge site as two days were spent at Tokirima School (18 km from task). The time at the school was spent preparing and airlifting materials to the site. We used three different helicopters on three different days with fuel from Waiouru - but we won't go into all those difficulties. Chopper assistance was necessary because the only access to the site was by foot or tractor. It was a twenty minute walk from the road-head to the bridge.

Once all materials and troops reached the site we set up camp. This was to be our home for the next three weeks. It was a grand affair with continual hot and cold water supplies which was fed by gravity from a spring on an adjacent hill. Hot showers available at any time.

Approximately 80 cubic metres of earth was excavated before boxing could commence. 30 cubic metres of concrete was then poured with the aid of a 2 cubic foot mixer. Stage one went well and was finished with half a day to clean up on the Wed 15 Aug, only 9 days after leaving Linton. Have you ever moved 30 cubic metres of builders mix by chopper?

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During the five day curing period the contingent split into two groups, one returning to Linton for "Corps Rugby" and the other to stay on the Marae in Taumarunui. It was a good break for all.

The next phase started with a bang on Tue 21 as the first task was to blow the old bridge, removing all evidence of its previous existence. Once this had been done, work commenced on the new structure. The sequence of events was as follows:

1. Erect 7 m steel tower on north bank and a 4.5 m tower on south bank.
2. Run 26 mm dia SWR across gap, over towers fixing hangers as it was fed out.
3. Prepare transoms, by drilling and fixing the small hangers to them.
4. Place decking and transoms across bridge by fixing a pair of transoms to hangers and then canterlevering out with the decking to the next set of hangers. Fix next transom decking and so on.
5. Prepare approaches and hand-rail cable posts.
6. Run out hand-rail cable and fix to all hangers with bulldog grips.
7. Place chicken netting on decking to provide good footing.
8. Run out and fix side netting. This was 50 mm chain link mesh 1 m high.
9. Fix all sway braces.
10. Tension bridge to obtain a 0.5 m camber in the walkway on the unloaded bridge.
11. Tension sway braces.
12. Take photographs.
13. General clean up and return to SME on 31 August.



To provide the only access across the gap a beaut aerial ropeway was used during the construction phase.

Although there was alot of work to be done it didn't stop the troops having the odd relaxing moments. Some that come to mind are:

When the troops got a bit angry or hungry it was not the rations tent that suffered, it was the local goat population. The boys met the goats on their own terms, that is no sticks, no rifles and no stones, just feet. Three goats ended up in hangi's with about two dozen being caught and released for fun. Cpl Kaitola and Spr Vunirova would make excellent Islamic slaughtermen.

The RMF soldier who saw his first road tunnel between Ohura and Stratford and had to run through it.

Returning home one evening from doing a bit of Public Relations work with the local farmer, a certain Sgt (initials L.K.L.) lost his \$36 running shoes. He was so proud of his shoes that he would wear gumboots up the muddy track and put his shoes on when reaching sound footing. On returning from his PR trip he had his gumboots on with his running shoes draped over his shoulder. Upon reaching the bridge, which he had to cross, he stopped in the centre to admire the workmanship. Leaning over the side to look at the river he watched his shoes slide off his shoulder and into the river some 15 m below. Who said good PR isn't expensive?



Although not humorous, on the return journey to SME, Cpl Te Nana did drive an ambulance for a Forest Ranger who was then able to attend to his patient who seemed very busy having a heart job. A letter of commendation spoke of the instant competent assistance in the emergency, and suggested Cpl Te Nana had reduced the dead-on-arrival statistics by one.

The Closing (or Opening). The Opening Ceremony for the bridge was held on a very sunny Tuesday. The Opening took place at 11 a.m. Things looked rather grim at 10.30 as there were only about fifteen guests, however by 11 a.m. there were at least two hundred people on site without counting our thirty. The format was simple; an older local historian told of the history of the area, followed by the local main land owner, followed by Sgt Langdon who then handed the scissors over to the local Maori paramount chief to cut the ribbon.

After the formalities everyone was invited to "Camp Pacifica" for ales and a feast. We think we emptied the (reasonably) local golf club house of drinking aids, but they were returned.

Why Did We Build the Bridge There?

The bridge is the only access to "Marae Kowhai", a Marae with a very strong historical flavour. The condensed history is as follows:

- 1850 The Marae was first discovered as an established Maori village by Richard Taylor.
- 1864 A war pole "Rongo Niu" was erected by the Hau-Hau people to bring the tribe together under one religion and fight against all other foreign beliefs.
- 1872 After eight years of wars, a peace pole "Riri Kore" was erected to mark the end of the Maori Wars.
- 1880 Flower Mill erected, but due to spilt blood it never became productive, this caused the last recorded tribal battle in New Zealand's history. The battle was between Te Mamaku and Te Kere. The mill stones came from Holland but were never used as the blood was spilt on them on their journey up the Wanganui River.

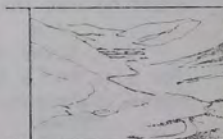
- 1904 A sixty-bed house boat was floated down river from Taumarunui and moored at the junction of the Wanganui and Ohura Rivers. This served as overnight accommodation for river tourists.
- 1906 The first settlers arrived in the area to clear land for stock farming.
- 1924 The first suspension bridge was built across the Ohura River to allow easy access to the Marae land, and to allow tourists to view the Ohura Waterfalls (40 m upstream from the bridge).
- 1927 House boat moved to location further down Wanganui River.
- 1927-1979 Everything slowly deteriorated although tourists kept a-coming.
- 1979 Old suspension bridge demolished and new bridge erected in same location by SME. Peace Pole "Riri Kore" taken down restored, painted and re-erected by Mr Dunn, Mr Ersic and SME contingent.

The original bridge was erected by the Wanganui River Trust - now extinct. The 1979 bridge was paid for by The Historic Places Trust (\$7,500), materials purchased by MOWD (Wanganui and Taumarunui) and erected by Defence Dept. A devious planning path condensed by necessity and a tribute to good workmanship by REMF and TDS trainees.

Trip Across the Alps

The Task. To renovate an existing mountain alpine hut by:

- Removing all roof and exterior cladding, replace all deteriorated timbers, line hut with insulating foil, replace and fix roofing and wall cladding.
- Excavate for and build an exterior toilet to enhance the local setting.
- Hike out to Greymouth.



The Action. The trip was to be a reward for the six best all-round students from the Field Engineering Phase. The party however ended up to be 11 members, they were:

Maj G. Charles	NZAEC	(Mountain Goat)
Capt B. Owen	Ex Long Look	(Loves walking)
Sgt L. Langdon	RNZE	(Snow Mobile)
Sgt G. Turner	Ex Long Look	(Scotsman)
Cpl E. Sese	REMF	(Chief Cook)
Cpl T. Tuliakicno	TDS	(Saint Bernard)
Lcpl I. Lewanavanua	REMF	(Nods mate)
Spr G. Langman	REMF	(Loves snow)
Spr P. Malumu	REMF	(Always wears balaclava)
Pte T. Ofa	TDS	(Really hates blizzards)
Mr A. Oliver	Civvy	Mountaineer (Nod)

The trip started by flying from Ohakea to Wigram on the shuttle flight with each member being over the 20 kg allowance as all personal kit had to be taken for trip, including ice axes. We had some much appreciated assistance from 3 Fd Sqn with tools and camping equipment -

many thanks. We arrived at Burnham 1500hrs 7 Sep.

Next day we left Burnham at 0600hrs to meet the helicopter at Lake Coleridge, 3 hrs drive from Burnham. The rest of the day was spent flying the group, materials and rations into Park Morpeth Hut some 35 kilometers from Lake Coleridge. Park Morpeth was the hut to be renovated, it is 900 m above sea level and lies 2 km east of the main divide. Brownings Pass is to be seen towering 500 m up from the valley floor. This was to be our gateway to the West Coast! We spent 4 days working in and around the hut, when the weather was too rough we just locked ourselves in the large 4 m by 3 m hut, (not much room for eleven pers). We sure made the old hut a much better abode and the toilet will not blow away because we matched it to the landscape with rocks and rocks and rocks.

Thursday 13 September; things didn't get off to a good start: the chopper was meant to come in and collect the tools to enable us to have lighter packs for the Alps crossing. This however was not to be as the weather was too bad. The decision was made, we take the tools with us: next step was to lighten the load as much as possible, this was done by cutting the handles off everything except the ice axes and tooth brushes. A radio call to the advance party (who had climbed the Pass on Wednesday and slept the night on the top) to let them know the situation and we were on our way. Two and a half hours later we climbed over the top of the Pass to be struck by a very determined and mindless blizzard. With

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visibility down to 3 m we had to keep moving across the top of the Alps so we could get down the western side out of this god forsaken blizzard. Headway was slow as we were walking in 1 m deep soft snow and directly into the howling wind and ice. It took an hour and a half to finally get away from the winds. With everybody cold and partly effected by exposure, we had to keep moving to allow the blood to circulate and help restore a more humorous body temperature. After walking 9 km and climbing 500 m over rough terrain in those unforgettable weather conditions, we finally made that days destination, "Harmen Hut" at 1630hrs. With a 21 km walk to look forward to the next day all had an early night, except an odd couple

who could not stop condemning those Alps and the winds encountered that day. Even the Kiwis in the party had trouble thinking this was like home!

The next day was long but rewarding as the walking was reasonable and we arrived to meet an RL from Greymouth Army Area at 1600hrs. From this moment on the morale was on the recovery.

Saturday and Sunday was spent touring around Hokitika and Greymouth. Some of the unforgettable places we visited were, the Glass Blowing Factory, the Greenstone Factory and Shanty Town. The glass blowing factory held special interest as for a mere \$5-00 you can purchase rather unique drinking utensils, they are called "whiskey containers". One could only use them in select company. The trip to "Shanty Town" was highlighted by the call-girls in the "Golden Nugget" (the pub) doing their can-can routine. This was more like home.

We left Greymouth on Sunday evening and arrived back at SME for work on Tue 19 Sep.

We must thank 3 Fd Sqn and Greymouth Army Area for making the trip possible. Without their help it would have been one hellava journey. Sorry about the handleless tools we returned.

The overall trip was a great success and will be embedded forever in the memories of those who participated.

Linton Camp Duty Complex

Although no carpentry work has yet commenced, the top-soil has been removed and a metre of hardfill has yet to be placed to build up low lying areas. It is envisaged that foundation work will start by the middle of November, and it is hoped that the foundations will be completed prior to the Christmas break. This however will require six-day working weeks.



The task progress may be dictated by the release of finance. We have promises but we also have 22 workers to dovetail onto one job.

In the introduction to the trade and prior to starting the complex, the students have gained good knowledge of most theory aspects of carpentry, ranging from the sharpening of saws to drawing plans of simple, single storey houses.

The Instructors for this carpentry phase

are:

Sgt Larry Langdon
Cpl Simon Koko (from 2 Fd Sqn)
Lcpl Boof Greeve

-oooOooo-

AMPHIBIAN POND

(From the Wellington Acclimatisation Society
Annual publication - Sep 79)

By: Andrew Tannock



Another Rainbow trout fishery is being established in the Palmerston North area. This is in the six acre amphibian pond at Linton Military Camp.

Carp were first introduced into this pond 8 years ago. These fish have thrived but offer no sporting value to anglers as they are reluctant to take baits of any kind. Earlier this year the Acclimatisation Society was approached by the School of Military Engineering stating that they were to drain the pond and asking that we remove the carp to a safer place. Upon further investigation I learned that the pond could not be fully drained and the carp would not get stranded. The pond was then cleaned out by plant machinery and is now being filled again. This presented us with an opportunity to liberate trout into the pond, an idea that was enthusiastically received by the Army, so in August this year four hundred yearling Rainbow trout were liberated.

This will be what we call a "put and take fishery" that is, because trout will never be able to spawn there, they will have to be liberated into this pond every year. Providing growth is normal, this years liberation of fish should be of a takeable size by 1981, this providing recreation for the nearby residents at Linton and possibly the public with the Army's permission.

TEACHING TANKIES MINERWARFARE

Sgt Phillips and Lcpl Whakatope of SME spent three days in Burnham Camp assisting 1 NZ Scots with their knowledge and skills of mines, booby traps and NBC Defence.

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At the outset it was revealed that the 20 Tankies had little knowledge or experience with minewarfare, and most of them had never even seen a triplare before. They admitted that they usually carried mine detectors in their APC's (and more usually left them behind) but they never opened the case, and on exercise, their first action on encountering mines was to call for a Sapper Mini-team. So much for All Arms training!

During this Burnham teach-in, the student interest was high and we are now confident that 1 NZ Scots have the knowledge and have had some practise in the recognition and safe handling of current Allied mines and booby traps. They can

correctly use minewarfare equipment - if they get more practise in - without screaming for 3 Fd Sqn at the next annual camp.

-oooOooo-

SAPPERS DAY AT THE SCHOOL OF MILITARY ENGINEERING

SME started the day off with a bang, for at 0600 hours, six demolition charges, with a 10 sec delay between each (as per Demolition Safety Precautions Manual No 3 July 1979 Para 15h) woke Linton Military Camp plus part of Palmerston North (according to the 0630 Radio News).

Whilst the juniors were being served their traditional Sappers morning coffee and admixtures by their Seniors, four SME pers wound their way through corridors, up lifts and stairs, of the Palmerston North Public Hospital, endeavouring to be at the awakening of Ssgt Norm Foley who at that time was a patient recovering from a Spinal Operation. So as not to cause heart failure to Norm when he awoke, we took Robyn our typist with us. Even though we woke him slowly, it still took him about 2 minutes to try and understand what was going on.

SME was represented at the wreath laying ceremony in the Palmerston North Square at 0630 hours.

At 0900hrs the School assembled around a garden plot at SME and planted a Bilboa tree in remembrance of Sappers Day.

The staff finished the morning off with visits to Engineering firms in the Manawatu area which proved to be very educational.

The afternoon was set down for sport with a game known as four way cricket using soccer balls, however, the first ball bowled was clutched up and run away with. From this point the game changed to "Scrag" then as people got tired, hurt, and maimed, it quietened down to a game of soccer.

To cool off, a nine inch diameter log was placed across the fire pond. The objective was to: Cross the fire pond on the log while the other team tried to knock you off it with soccer balls. The result _ _ _ _ _ a draw. Everyone got wet.

1600 hours was the start of a long evening. Happy Hour started off with its dubs, light humoured jokes, and singing. At 1800 hours the bar-b-q opened and the night carried on with a well patronised disco. Sappers Day 1979 was accorded the traditional respect and festivities.

-oooOooo-

COURSES

Assault Pioneer Demolition Instructors 30 Jul - 22 Aug

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Eighteen students qualified having gained the correct levels of knowledge, and showed the required degree of skills with handling and calculating quantities. Safety precautions are all important and may they be long remembered.

Wheeled Tractor 30 Jul - 10 Aug

Eight students attended this, the first wheeled tractor course to be held under the Systems Approach to Training. All students gained a Qualification, and agreed that the Systems Approach method is feasible and workable. The green beret students did extremely well to qualify, considering they had never operated the 966C before.

RF Basic/Field Engineering No 12
8 Aug - 18 Sep

Thirty nine students attended, one being an Infanteer Lieutenant, the other thirty eight being Cadets, newly recruited Sappers and a selection of senior Sappers and Junior NCO's from varying units. Some of the students had over 10 years service in the Army. This mixture proved to be both advantageous and detrimental toward the running of the course with the "oldies" leading the "newies" in the right direction and also wildly astray.

After an initial settling in period the course concluded with all Terminal Objectives being passed by all students. The Best Sapper was Spt P. T. Ridland of 5 Spt Sqn.

RF RNZE Junior NCO Reconnaissance (Lcpl - Cpl) 8 Aug - 11 Sep

Fifteen students attended and passed the first Junior NCO Reconnaissance course held at SME. Other than camouflage all subjects were basically theory. Because of the variety, the students enjoyed the course.

Some of the subjects were:

- Tactical Reporting
- Organising and Conducting Reconnaissance Missions,
 - covering - Gap Crossing
 - Route Recon
 - Water Supply
 - Obstacles
 - Landing Pads
 - Timber Milling
- Planning, Setting Out, and Supervising Tasks
- Compiling Minefield Records
- Controlling Minefield Breaching Parties
- Selecting Cordage, S/R, Anchorages for given loads

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Two days in the field on equipment camouflage proved worthwhile as the final cam-up fooled the Air Force photographer we had who had to be shown where the vehicles were.

Overall, little change was made to future Jnr Recon courses but we hope next time to have air support for aerial reconnaissance and camouflage.

Excavator September

Due to lack of training personnel, phase A of the excavator course had to be cancelled. It is envisaged that phase A will be held 26 Nov - 7 Dec.

RF RNZE Junior NCO 19 Sep - 7 Nov

Eight students attended the first part of this 10 phase course. From there on attendance varied so much (from previous student course qualifications) that the General Course Report is going to be about three months late. The comings and goings defy simplicity. Two students are beavering away on the last phase. One, potentially very busy phase was omitted owing to a lack of suitable training stores - NBCD.

Plant Operator Junior NCO 19 Sep - 9 Oct

Four students attended, and derived a great deal from this course. During the discussions of each phase, it was obvious that the students were very interested and alert. With one or two changes to the Scope, the course, should continue to prove to be a most valuable one for up-and-coming junior NCO's.

TF Specialist Corps Training 25 Sep - 31 Oct 79

After rumours such as "an Intake of 60" had been circulated from higher HQ, 56 students arrived and included three Sapperesses.

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The course was run as two troops ensuring both easier instruction and good inter-troop rivalry, over such matters as dress, discipline, and attitude to training.

Two students failed to complete the course for non-military reasons, statistically affecting a high overall standard of training achieved.

The course produced the usual outstanding personalities such as the Ex RNZN recruit who very quickly filled 2 Tp's misdemeanour book and dob jar, from his mates, and proved to be the social organiser of 1 Tp.

The best Sapper Award was won by Spr P. F. LePou of 6 Fd Sqn with Pte K.T.J.M. Waretini of 3 Auck Nth taking the award, for the best Assault Pioneer.

Basic Plant 12 - 26 Oct

Twelve students attended and it was the second Basic Plant to be run on the Systems Approach to Training. It was pleasing to see the keenness of the students throughout the course. All 12 students gained a Qualification. As planned, more emphasis was put to the theoretical side of plant operating rather than to the practical operating aspects, much to the disappointment of the potential operators.

-oooOooo-

One of the three helicopters used to ferry in the Ohura bridge stores developed a mechanical mal-function. To avoid further difficulties in the already frustrating business, the chopper was hung together and it finished out that day held together and operating well - with a small spring off an IHC dump truck. The dump truck never missed it!

-oooOooo-

Railway porter: "Did you miss your train, sir?"

Man, panting after a long run: "No. I didn't like the looks of it so I chased it out of the station."

One business partner to the other on a fishing trip: "We forgot to lock the safe."

"What's the difference?" asked his partner. "We're both here, aren't we?"

CHAPTER FOUR2 FIELD SQUADRONContent removed due to
copyrightAppointments

OC	Maj A. Anderson MBE
2IC	Lt D. Begley
AO	Capt J. Lock
SSM	WO1 R. Wills
SQMS	Ssgt A. Brooker
POW	WO2 H. E. Chamberlain
Colk	Sgt W. Beck

1 Troop

Tp Comd	WO1 I. Lamb
Tp Ssgt	Ssgt K. Featherstone
Tp Sgt	Sgt L. Stowell

2 Troop

Tp Comd	Lt P. Cosgrove
Tp Ssgt	Ssgt R. Hughes BEM
Tp Sgt	Sgt G. Turner RE

3 Troop (TF)

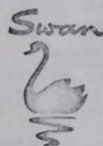
Tp Comd	Lt A. F. Joyce
Tp Ssgt	Ssgt N. Mercer
Tp Sgt	Sgt E. L. Cox

Purchasing

WO2 D. Futter

Tpt NCO

Ssgt A. Brown BEM

Postings Out

WO1 R. Wills	to	Fiji	wef Dec 79
WO2 H. E. Chamberlain	to	Army General Staff	
Lt N. Black	to	RF Cadet School	wef Jan 80
Spr D. Hornby	to	RF Cadet School	wef Jan 80

Detached

Lt P. F. Cosgrove	to	Works, Defence HQ
Cpl S. Koko	to	SME
Spr B. McLean	to	MFA
Spr M. McCarthy	to	MFA
Spr R. Armstrong	to	MFA

Postings In

WO2 M. Holt	to	IOW from Singapore
WO2 D. Cunningham	to	SSM from Fiji wef Dec 79
Ssgt A. Brown	to	Tpt NCO from 3 Fd Sqn
Cpl S. Boyle	to	1 Tp from 3 Fd Sqn
Lt G. Tozer	to	2 Tp from 3 Fd Sqn

Spr R. Wey	to HQ from 2/4 RNZIR
Spr D. Tully	to HQ from WTD
Spr R. Ngaia	to HQ from WTD
Spr J. Fischer	to 1 Tp from 3 Fd Sqn
Spr B. Thompson	to 1 Tp from 3 Fd Sqn
Spr D. Hellyer	to 2 Tp from WTD
Spr T. Shaw	to 2 Tp from 3 Fd Sqn
Spr K. Simpson	to 2 Tp from 3 Fd Sqn

Promotions

Ssgt J. Greig	to WO2
Cpl G. Pyecraft	to Sgt
Cpl B. Gabbott	to Sgt
Lcpl A. J. Matenga	to Cpl
Lcpl D. Ransom	to Cpl
Spr M. Masi	to Lcpl
Spr R. Kitney	to Lcpl

Attached

O/Cdt B. D. Kenning	from OCS Portsea (Aust)
Cdt B. W. Brock	from RF Cadet School
Cdt M. A. Burrows	from RF Cadet School
Cdt R. J. Radcliff	from RF Cadet School
Cdt S. R. Allpress	from RF Cadet School

Discharges

Ssgt B. Affleck
Sgt L. Stowell
Cpl V. G. Lee

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THE RED ROOSTER ROARS

Well 2 Fd Sqn has completed yet another highly successful training period since the last liaison letter.

The latest training period goes like this:

25-26 August

The Squadron undertook to conduct further trg in the movement and camouflage ARTEP. The basic idea of the weekend was to conduct a tactical movement around the Tokomaru - Linton area culminating in the movement of the Squadron across the Manawatu River by night using the LTR.

Unfortunately the weather was against us and in the space of a few hours on Saturday the 25th the river rose 8 feet, leaving that particular exercise "high and dry" for the time being.

In support of the Sqn were tac elements of 10 Tpt Sqn who were attached to 'B' ech for the transportation of the LTR.

6-7 September

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As a build up to the 'Annual Shoot' the Squadron conducted weapon training on the weekend 6-7 September, thus enabling our TF members to benefit from the training as well.

Instruction was carried out on the following weapons:

- a. SLR
- b. M16
- c. M79 (Grenade launcher)
- d. M72 (LAW)
- e. Grenades (capabilities and drills)

The weekend gave the lads a good chance to revise all the basic and essential drills.

13-14 October

This years annual shoot was conducted in Waiouru. This gave the Squadron a chance to practice deployment drills as well as shooting skills.

The first move was by 2 Troop who moved to Waiouru Fri 12 Oct to set up the ranges and carry out pre-trg admin.

The remainder of the Squadron followed early Saturday morning and deploying straight away to the ranges and firing the set practices.

Last light on the 13th started the tactical phase of the exercise, with the Sqn conducting a Tactical Night Move to Injim camp and moving into all-round defence on arrival. This was the scene for the unit to conduct field live firing in a defensive position.

Just before first light the Sqn moved into fighting bays and slit trenches and on the crack of dawn annihilated the advancing enemy forces.

Congratulations must go to the 2 Troop Grenadier for his 'accurate' shooting. (Well done Spr Nicol).

After breakfast the Sqn moved back to Waiouru, completed the final phases of the different range shoots and then moved back to Linton.

Unfortunately the weather turned quite bad for this final phase but the troops were undaunted and completed the Squadron Annual Shoot without any undue worries.



And Future Training?

2 Fd Sqn is well into preparation for bold, new and adventurous training for the coming year, which will undoubtedly move this Squadron further to the fore.

'Red Rooster'

-oooOooo-

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THE NEWS AND VIEWS DEPTThe 'Big Macks'

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The unit has recently taken delivery of 4 very big and very new Mack Dump trucks. These vehicles have already proved themselves as being valuable pieces of kit in the transportation of troops and equipment on the Annual Shoot in Waiouru. Ssgt Brown is currently conducting training on these vehicles to ensure that the drivers and co-drivers are totally familiar with its uses, functions and handling.

Sappers Day

The 'Premier' Squadron celebrated the Corps "day of Glory" in a very enjoyable and entertaining fashion.

The day started with Rum and Coffee to the troops by the OC (Maj Anderson) and Lt Pete Chapman (well done Sir) and then was followed by a Church parade in which past, present and affiliated members of the Squadron gave joyous sound to one or two hymns.

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Inter troop sports followed then it was into town for orienteering in the Botanical Gardens and the days activities were capped by an all Ranks Disco in the Linton JR's lounge.

'Red Rooster'

-oooOooo-

Scholarship

He worked his way through college,
as heroes often do.

Now he's back where he started
working his son's way through.

PRETESTSubject: Ssgt to WO'sMap Reading

How do you correct compass error?

- a. Throw away the compass.
- b. Use a protractor.
- c. Take the compass off your Troop Comd.
- d. Look in the back of the book.

Answer _ _ _ _ _

Weapons

How many rounds in a 50 round bandolier?

- a. 25
- b. 50
- c. Don't know
- d. None

Answer _ _ _ _ _

A brief description of an M16 is:

- a. Black with a barrel.
- b. Magazine fed, gas operated 5.56 mm cal.
- c. A 'Kinky Dinky' tcy.
- d. Automatic population controller.

Answer _ _ _ _ _

Drill

On what foot is the command; 'Shoulder Arms' given?

- a. Left
- b. Right

Answer _ _ _ _ _

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(Anonymous!)

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copyright

CHAPTER FIVE3 FIELD SQUADRONKey Appointments

Appointments as at 15 Oct 79.

OC	Maj J. B. Bell (TF)
2IC	Capt S. Dickson
AO	WOI M.T.O.T. Nepia
SSM (Acting)	Ssgt D. L. Berry
SQMS	WO2 F. J. Chick
Cclk	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	Sgt B. E. Meade
Lottery HQ	WOI E. W. Bruce (Delegate to Rome)

Postings Out

Cpl E. F. Estall	to	2/1 RNZIR	wef	5 Jun 79
Sgt P. J. Kennedy	to	ATG	WEF	7 Jun 79
Cpl B. J. Clark	to	Cadet Schools	wef	11 Jun 79
Lcpl A. M. Greeve	to	SME	wef	15 Jun 79
Ssgt A. J. Brown	to	2 Fd Sqn	wef	15 Jun 79
Spr W. P. Halkott	to	2 Fd Sqn	wef	15 Jun 79
Spr B. J. McPherson	to	2 Fd Sqn	wef	15 Jun 79
Cpl J. M. Visser	to	2 Fd Sqn	wef	15 Jun 79
Spr G. R. Nicol	to	2 Fd Sqn	wef	15 Jun 79
Spr J. M. Shearer	to	2 Fd Sqn	wef	1 Jul 79
Lcpl M. P. Payne	to	1 Fd Sqn	wef	1 Jul 79
Lcpl P.A.E. Tito	to	5 Spt Sqn	wef	1 Aug 79
Cpl S. D. Boyle	to	2 Fd Sqn	wef	1 Sep 79
Cpl G. S. Tozer	to	2 Fd Sqn	wef	1 Sep 79
Spr B. K. Thompson	to	2 Fd Sqn	wef	1 Sep 79
Spr T. R. Shaw	to	2 Fd Sqn	wef	1 Sep 79
Spr J. G. Fischer	to	2 Fd Sqn	wef	1 Sep 79
Sgt D. R. Greeks	to	6 Fd Sqn	wef	17 Sep 79
Spr K.M.R. Simpson	to	2 Fd Sqn	wef	1 Oct 79

Postings In

Lt A.J.C. Hague	ex	RAE Casula	wef	28 Jul 79
Ssgt L. C. Nilsen	ex	ACDS (Pers)	Defence HQ	wef 27 Aug 79

Discharges

Spr L. B. Singleton	wef	29 Jun 79
Spr D. A. Chesmar	wef	18 Jul 79
Spr R. L. McIntyre	wef	24 Aug 79
Spr J. Cleeve-Edwards	wef	23 Sep 79
Spr C. D. McDonald	wef	5 Oct 79

Promotions

Sgt Berry	to	Ssgt	wef 30 May 79
Lcpl Shaw	to	Cpl	wef 15 Jun 79
Spr O'Keefe	to	Lcpl	wef 15 Jun 79
Spr McLintock	to	Lcpl	wef 15 Jun 79
Spr Cook	to	Lcpl	wef 15 Jun 79
Lcpl Stack	to	Cpl	wef 2 Jul 79
Spr Dew	to	Lcpl	wef 31 Jul 79
Sgt Nilsen	to	Ssgt	wef 27 Aug 79

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MOVE A BUILDINGAKAROA TO QUAIL ISLAND

On 21 August 1979 a section of 16 pers under the command of WO2 McAllister moved to Quail Island in Lyttleton Harbour to prepare the site for a cottage belonging to the Lands and Survey Department.



The building was being moved by road from Akaroa to Charteris Bay by Tilt Deck Trailer and ACCO truck, to the boat ramp where it was loaded on to the LTR and moved about 2 miles to the island where the trailer was towed up a hill to its site on top by the Case 850.

The building was transported without difficulty on the LTR but moving it up the hill involved some tricky manoeuvring by the Case on the corners.

The hut was finally at the top within 50 ft of its site when the dozer would not pull it any further so a treble-double block and tackle arrangement was used with the winch on the dozer and the building brought to its final position.

The task was completed on the 30 August 1979.

Breakdown of Task

20 Aug	Group to Akaroa
21 Aug	Group to Quail Island
22-24 Aug	Prepare site
23 Aug	Move building to island by LTR
25-29 Aug	Move building to final site
30 Aug	RTU Burnham

25-29 Aug - This involved final positioning of building and a two day delay when the 10 inch rope on the Case 850 broke and a replacement was obtained.

This was WO2 Mac's final task as Tp Comd and as a sign of appreciation on the final night he was awarded by the Tp the singular award of the 'QUAIL ISLAND STAR' to add to many others he has been awarded for the dedication he gave to the troop, and the tasks him and the Troop have encountered under his command.

CONSTRUCTION OF A SINGLE LANEBRIDGE AT TIMBURN STATION - TARRAS

A bridge was constructed over the Lindis River for Timburn Station. The bridge was constructed using a girder (part of a gold dredge) and materials supplied by the landowner. The approaches were constructed by a civilian firm. It took 12 men (includes 1 x cook) 14 days to complete the task.



The task commenced on the 4 Sep 79, departed Burnham 0830hrs arrived at Tarras 1530hrs. Found our accommodation which was an old farmhouse.

Wed 5 - Drove three railway irons in and started construction on first gabbion.

Thu 6 - Started driving second set of railway irons and broke the shaft on the driver. Two more were sent from Burnham arrived mid-day Friday, completed first gabbion.

Fri 7 - Welder arrived to weld the girder back together. Assisted in lining up both pieces of girder ready for welding. Constructed wingwalls on lower bank.

Sat 8 - Welder completed his task mid-afternoon. Assisted in rolling girder so as it could be welded on the bottom. Broke the two extra shafts sent for the pile driver. Only managed to get the irons driven in approximately one metre. Started jacking the girder up ready for launching.

Sun 9 - Got the farmer with tractor and post driver attached and drove the railway iron in the rest of the way with no problems. Found problems with launching of the girder. Finally launched it on its side because of all the nuts and bolts protruding on the bottom. The girder was launched out over first gabbion.

Mon 10 - Erected second gabbion also erected temporary support in the middle of the river. Launched girder across the river and rested on the gabbions.

Tue 11 - Moved the girder across the gabbions then rolled the girder back onto the flat. Packed and levelled the girder as best as the girder would allow, as the girder had a twist in one end of it. Started decking.

Wed 12 - Decking proceeded. Found problems keeping it level because of the uneven surface on the girder.

Thu 13 - Decking proceeded. Because of not enough work on the bridge to keep the whole team working, started construction on a cattle stop out onto the main road.

Fri 14 - Decking proceeded. Mr Lucas inquired that because children used the bridge, if a handrail could be erected. Using the material that was to be the wheel guides as posts, commenced constructing the handrail. Finished pouring all the concrete for the cattle stop.

Sat 15 - Completed the decking, completed the handrail, sandbagged around the girder both ends. Fixed wearing strips in place. Owing to the icy conditions in that area wire netting was also fixed to the wearing strips. Civilian contractors arrived and completed the approaches. Cattle stop completed.

Sun 16 - Clean and pack all stores, clean living accommodation.

Mon 17 - Departed Tarras 0750hrs, arrived Burnham 1515hrs. Task completed.

Training Aspects

The task was of good training value to all personnel involved, in the use of field equipment when constructing an improvised bridge.

Weather

The weather conditions were excellent only having $\frac{1}{2}$ days rain for the period of the exercise.

General Comments

Although the food was not the best the morale of the team was excellent.

Mr Lucas was impressed with the way the task was completed, and especially in the application and inventiveness that was required because only a small amount of equipment was employed.

Lessons Learnt

Compressor equipment used for driving of railway irons is impractical unless used in very soft ground.

Bailey rollers were found to be a great asset in the launching of large girders.

Ten men compo packs for this type of task are unsuitable as they do not provide suitable rations for breakfast or sustenance for the hours worked and physical effort involved.

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BOAT RAMP - CASS BAY

A boat ramp was removed from Cass Bay. The ramp belonged to the RNZ Navy and had not been used for many years. The ramp was constructed from railway iron and was removed by gas axing and dumping using a TK Bedford truck. An old boat winch made of cast iron was also removed. It took six men one day (10hrs) to complete the task.

After consultation with the Lyttleton Harbour Board it was planned that this task be undertaken on the 5 Sep 79 at 0900hrs as the tide was at its lowest point for two months during daylight hours.

At 0700hrs a LWB Rover and trailer left 3 Fd Sqn for Cass Bay. At 0800hrs works commenced on the lower section of the ramp. At this point it was assessed that the task would only be a one day task and the ramp could be man-handled onto the back of a truck.

A TK Bedford truck was requested from 3 Fd Sqn and arrived at 1015hrs. The Railway iron was loaded and the rest of the recovery went well, just keeping in front of the incoming tide.

After the ramp was recovered, the men started to dismantle a 1 tonne cast-iron winch. It was found the best method was to smash the winch up by using a sledge hammer.

All material was dumped at Pacific Scrap Yard.

Lessons Learnt

Gas axing through badly corroded metal is a difficult task and is estimated that twice the time was spent than originally thought. This in turn led to a slight deficiency in suitable equipment taken to prepare the railway iron.

-ooo0ooo-

3 FD SQN RNZE SAPPERS DAY 1979

Caesar was warned by a Prophet about the Ides of March, the Infantry should have known better about Sappers Day. It was my first Sappers Day and a memorable one, due to certain individual and collective efforts.

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It started around 0500hrs when a group of Engineers (around seven in number) moved to a recently erected stone memorial, about 20 feet high, put up by the Grunts and reputed to be unbreakable. Once there they proceeded to place on it, an Atlas Copco unit, hose, and what looked, to the uninitiated, like a pneumatic version of R2D2, but was actually a Thumper. Driving all this was a skeleton in full protective gear. This bony effigy was presumably 3 Fd Sqn's attempt at its own Corps Reorg. Its Rank was that of a Lt Lcpl. Beneath our illustrious weight watcher was a sign reading, 'So The Infantry Think It's Indestructable'.

Meanwhile along Queens Drive and at Gallipoli Barracks, a dazzling red sign was being plastered on any available spot, particularly the Mess. The SNCO's and Officers then brought Rum and Coffee around to the Barracks, and for most, breakfast was forgotten.

The rest of the morning was a low point because we had to work but I don't think anybody took it to heart.

Lunch time brought an abrupt halt to all feeble attempts to try to look like you're working, and we got into full swing at Coronation Park.

After a couple of warm-up drinks, then a couple to cool down, we started on the competitions. The results were:

Cricket - Youngies Vs Oldies	-	Won by Oldies (Just)
Christchurch Crib	-	Won by Steve Well's Team
100 Yard Sprint	-	Won by Russ Kirtton
Tug-Of-War	-	Won by Terry Uriarau's Team

After these energetic events we gathered round for a photo to be taken by our resident photographer. Next we dismantled our display off of 'Grunts Folly' and retired to the Rugby Club for a Hungi washed down by a few quiet ales. Then Captain S. Dickson made the presentations to the various winners and the Sapper of the Year was Announced. It was Spr Ray Versey who collected the plaque from the 2IC who forgot to read the reverse side therefore missing out the part where the Super Sapper gets Ten Dollars. Lepl McIntock was awarded the 3 Fd Sqn Sportsman of the Year trophy. All that over with, we got down to some serious drinking and played minor games like darts without the dartboard.

The next morning we found out that only three people managed to bend their cars after the do. Those to be congratulated on their efforts to keep more cars off the road are:

B. Coad Spr
B. Meade Sgt
R. Versey Spr

All in all it was an experience, but it will be better next year.

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ENGINEERS ON PARADE

By Sergeant Major

From the Dunedin Weekender.

The concise Oxford Dictionary describes "engineer" (n) as one who designs and constructs military works: and also is a soldier of that branch of the Army. It also describes engineer (vi and t) as to arrange; contrive or bring about.

The word contrive is described as invent, bring to pass or manage. This last description best fits the engineers.

The role of the engineers is to assist the Army to move, fight, live and prevent the enemy from doing the same.

Under this broad role that has to be fulfilled, the inventiveness, the devising, and the bringing to pass comes into its own. To assist the Army to move we build roads, often by pick and shovel, we build bridges, often improvised with local materials, we also demolish the same to prevent the enemy from using them. We clear mine fields by either hand or mechanical means so the infantry can advance.

In the rear areas we supply and purify water using a number of portable purification plants, construction of buildings to house our troops is also a small part of our role.

At the same time that we are devising and bringing to pass any one of a number of problems or obstacles we are never far from our weapons and at a moment's notice can become infantry to fulfil the task and then change back to become a "field engineer".

-oooOooo-

A THOUGHT

Tidying desks and turning out loads of trivia can provide more satisfaction than tackling an important but perhaps frustrating high-value task. Appropriately a rule has been established to emphasise this situation. The 80/20 Rule says:

"If all items are arranged in order of value, 80% of the value would come from only 20% of the items, while the remaining 20% of the value would come from 80% of the items"

Making due allowance for minor variations, examples drawn from everyday life can show the authenticity of the rule. For example 80% of sales come from 20% of customers; 80% of sick leave is taken by 20% of employees; 80% of file usage is in 20% of files; 80% of dirt is on the 20% of floor areas that are highly used; 80% of reading time is spent on 20% of the pages of the newspaper.

Management and supervisory effectiveness is really all about the ability to identify the 20% and to manage, and control it, for it is this which causes most of the problems in the work situation. How about you and your role?

ROYAL AUSTRALIAN ARMY ENGINEERS SNIPPETS"BUSY SAPPERS"

ENOGGERA: Activity was at full pitch when 2 Fd Engr Regiment carried out three weeks of bridging training at Enoggera, Queensland.

The training was carried out in two phases, first familiarisation and construction then competition.

The bridges used in training were the medium girder bridge, light floating bridge, light tactical bridge, aluminium foot bridge and bailey bridge. During competition the construction of the four bay double story MGB in fifty five minutes by the plant operators of 24 Spt Sqn.

Construction and stripping of the AFB in ten minutes forty nine seconds by 7 Fd Sqn and construction of the class 12 LFB raft in forty two minutes, by the drivers of 24 Spt Sqn.

-oooOooo-

"KIWI RIFOFF"

PERTH: Two soldiers set up a bush camp for Prince Charles during his recent visit to Western Australia and were presented with embossed wallets as a "Thank You" gesture.

WOI Don Cocker, 5 Fd Svy Sqn and Sgt Kevin Rideout, 22 Const Sqn, organised a three day camp in conjunction with the Western Australia Lands and Survey Department at Coodardy Station near Meekatharra.

Sgt Rideout cooked for the Prince during the camp and one of his special meals was a New Zealand 'Hangi'. On the morning of Prince Charles' departure the two soldiers were called to the Coodardy Homestead.

Prince Charles thanked them individually and presented each with leather wallets embossed with gold Prince of Wales feathers on the front.

-oooOooo-

SPECIAL UNIT FOR TRUCK TEST DUTIES

PUCKAPUNYAL: A new special purpose Army unit was raised at Puckapunyal last month to conduct user trials on 1st medium trucks purchased by the Army for evaluation. Based at the Army School of Transport, the new unit, Medium Truck Trials Team - MTTT - is manned by 60 soldiers drawn from various units and corps. Major Geoff Clarke is OC MTTT and Captain Bill Haines leads the units RAEME element. Trucks for evaluation in the four tonne range are the Mercedes Benz V1700L and the Bedford MIR 500.

Those in the eight tonne range are the Mack RM 686GRS, Hino ZC121, and Leyland Mastiff. Data from the MTTT trials will be used in the consideration of replacement options for the Army's present range of two and a half and five tonne general service vehicles.

Next year MTTT will subject trials vehicles to a series of tests in the Puckapunyal area.

Similar tests will be held at Woomera, South Australia, under hot, dry conditions - and at Innisfail, Queensland, to examine the trucks under hot, wet conditions.

MTTT will also take vehicles to a number of Army schools and units - both in barracks and on exercise - to ensure the gathering of a wide range of user comments and opinion.

The unit will also assist in automotive reliability and performance trials being conducted by engineering development establishments trials and proving wing, Monegeetta, Victoria.

MTTT plans to complete its trials tasks in March 1980, and will disband soon after.

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CHAPTER SIX
5 SUPPORT SQUADRON

Appointments

The following are the appointments as at 1 November 1979:

OC	Maj T. W. Dench
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
Celk	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. R. Allen	from	2/1 Bn
Ssgt K. J. Avenell	from	6 Fd Sqn
Spr D. W. Kench	from	Civvy Street
Spr S. R. Martin	from	ATG
Spr I. Te Paki	from	1 Fd Sqn
Lcpl P.A.E. Tito	from	3 Fd Sqn
Spr M.J.R. Walters	from	OCTC
Spr P. S. Mayhew	from	Basic No 159

Postings Out

Spr P. W. Gregory	to	1 Fd Sqn
WO2 G. B. McDonald	to	3 TFR
Cpl E. J. Pickford	to	ATG
Cpl N. J. Orr	to	ATG
Cpl M. J. Raponi	to	6 Fd Sqn
Spr R. J. Sterling	to	SEME
Spr M. J. Welsh	to	SME

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Discharges

Spr G. D. Cossey
Cpl K. M. Henare
Spr W. J. Kohiti

Attachments

Four Cadets and one Spr are attached for a period of trade training:

Spr Baddeley	Cdt Cochran
Cdt Cavanagh	Cdt Illston
Cdt MacInnes	

Promotion

Cfn Lennon	5 Engr Wksp	to	Lcpl
Lcpls Cotter, Dallaston,	Hickling	5 Engr Wksp	to TCpl
Spr	Butler and Hutson	to	TLcpl
Lcpl M. J. Raponi		to	Cpl
Cpl Henderson		to	TSgt

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Marriages

Cpl Lowe to Karen Corney

Training/Works

Demolition Training 14 July 1979. A days training in demolitions was held at the Santoft State Forest for the unit TF personnel. The objective was to place cratering and ditching charges through the swampy areas that are too wet for forestry, and to make the area more hospitable to waterfowl and other wild life.

Field Engineer Training 3/4 August 1979. Field Engineer Training was conducted for the TF personnel and covered the construction of field machines. All personnel were revised in the art of tying knots and lashings before constructing an Aerial Ropeway. A certain TF Sergeant who thought he knew it all decided sunbathing was a better occupation, but to his dismay found that there was excess sag in the main suspension rope when he was half way across the gap in the SME lagoon.

Navigation and Radio Procedure 13/17 August 1979. Revision in basic navigation and radio procedure was held in the Santoft State Forest. Two sections of RF personnel led by Cpls Jensen and Bennington successfully traversed some 18 000 metres through the pine trees without becoming too geographically embarrassed.

8 Tonne MACK Dump Truck Course. The

course was conducted at 5 Spt Sqn from 27-31 Aug 79. A total of 22 students attended the course which consisted of RNZE Tpt NCO's and Drivers and RNZEME pers from 5 Engr Wksp and 2 Fd Wksp. The course was conducted in two phases with phase A being for Tpt NCO's and Drivers, and covered; servicing, vehicle controls, turbocharger and dynatard operations, maintenance, construction and practical driving, with phase B for RNZEME pers which covered first and second line repairs. Overall a high standard was achieved by the students who were aided in no small way by the presence of three representatives of Motor Distributors (Palmerston North) whose advice and assistance was very much appreciated, and their use of the Audiscan as a training aid was very worthwhile. Our thanks also to the OC of 2 Fd Wksp for the use of their lecture room during the course (while our own was being renovated) and the staff were not put out with having to have their smoke in the wksp.



Mako Mako Task. A team of eleven plant operators under the care of Ssgt Barry Hapeta spent a month tour of duty working in the Mako Mako Magazine area. The bad weather made conditions a little difficult for machines to get traction. A lot of man hours were spent clearing two slips (large ones) using shovels and wheelbarrows, and loading the material onto a dump truck; a task well done by Cpl Alexander and his hard working crew of Sprs Dargie, Haami, Nicol, Beddis and Tamou.

Most of the side drains were done with our Case 350 BBH; with Spr Wayne Stowers catching a couple of eels in the bucket. Very tasty they were too! Sprs Thomson and Walker followed up behind the machine cleaning the bottom and shaping the sides.

The grader op had his moments trying to prevent the machine from slipping into the side drain as the roads in the area are only one vehicle width, very narrow. Sprs Dave Marshall and Peter Stack followed behind levelling the windrow with the Case angle dozer.

Metal from Linton Camp was carted and spread by our new Mack trucks, carrying nine cubic metres a time, and only one hour turn around for 40 miles. Finally thanks to the cooks, Lcpl Greeve, Lcpl Russell and Dvr Boggs who spent ten days each and loved it. (P.S. There were quite a few beers shouted on the last night.) (P.P.S. Local farmers wondered why it was necessary to haul metal so far. Ed)

Trade Training 15/16 September 1979. A Trade Training Weekend was held for the unit territorial personnel. The weekend was based around two of the tasks currently being carried out by the Squadron. Field Engineers were employed on the crusher producing basic course material for Conway Road. The drivers were carting river run metal to the new FOL complex foundations and the plant operators were loading trucks for the above task and the Mako road upgrading.

Assistance to the AEC Cricket Club. On 1 Oct 79 Sgt Moors, Cpl Jensen plus five resources pers travelled to Waiouru with the Class 30 Trackway. The task was to lay the trackway across Hamilton Field so the MWD could excavate an area and lay clay imported from Pukekohe to form a suitable base for a new cricket pitch. The trackway was used to prevent damage to the existing out-field.

Assistance to RNZAF/RAAF F411 Recovery Task. On 28 Aug Sgt Moors, Cpl Jensen were sent on a reconnaissance to Ohakea Airbase to determine what assistance the Unit could render in recovery of crashed F411 aircraft.

It was decided that the Unit could assist in the recovery which, although a serious task, had a few less serious and sometimes humorous moments. The personnel on the task were praised by both the President of the Court of Inquiry (RAAF) and the Commander Base Ohakea for the professionalism and co-operation shown during the recovery task.

Equipment used for recovery:

1x F230D Tprr
1x C1 30 Trackway

2x Galion Cranes (1x RNZE
1x RNZAF)



LettersODE TO ORR (Apologies to the Hough 100)

There was a Corporal called Orr
 who decided life was a bore
 He said I'll liven this scene
 with a different routine
 and see if I get a encore

Astride that mighty Hough
 His blade not full enough
 He ploughed through the trees
 with the greatest of ease
 determined to prove he was tough

Somewhere in the trees
 crouched on his knees
 A Corporal named John
 was destined to prove Orgy wrong
 A chainsaw was to cause the Dis-ease

Our gallant Surveyor thrust
 thinking in Jensen I Trust
 when through the great din
 His roof did cave in
 Leaving poor Orgy for Bust

With his head hanging lowe
 and no room for his three chins to go
 He sat in a daze
 Wondered and amazed
 at why he was going so slow

Orgy gave a gurgle and slutter
 sounding like a blocked gutter
 When onto the scene
 Cool, calm, and serene
 Dashed the Bionic man Te-Whata

Joe said "All stand back"
 I've been through this act
 He proceeded with care
 To extract Orgy from there
 And amazed the rest of the pack

From here the details are plain
 Orgy to Hospital in pain
 Several days did he rest
 Always trying his best
 To Shit but always in vain

The energetic Sister named Flo
 Said Orgy to the Toilet you must Go
 He hung His head in shame
 For it was painfully plain
 that Flo was slow with the Po

He's out of Hospital now
 But looks like a well stuffed Sow
 What someone will do
 For a day off or two
 Bears thinking about somehow.

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CHAPTER SEVEN6 FIELD SQUADRON

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Appointments

OC	Maj D. J. Powley
2IC	Capt T. E. Jones
SSM	WO2 P. A. McKeany
SQMS	Sgt D. Greeks
Trg WO	Ssgt S. M. Ross
Celk	Sgt J.L.L. Cubitt

Posting Out

Ssgt K. J. Avenell to 5 Spt Sqn wef 1 Oct 79
Spr Haapu to RF

Sporting Activities

The unit is quite pleased with its performance at the Corps Rugby. It was the first time that the Squadron's No. 1 side had been able to get together for some time. We shall be aiming to be first in next year's tournament.

Training

A number of night parades and weekend activities have been conducted since the last Liaison Letter.

- a. Signals Training. The Sigs NCO has been brushing up the usage of codes and voice procedure of all unit officers and SNCO's.
- b. Map Marking Symbols. A well attended night lecture that concentrated on the basics of map marking and map symbols.

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- c. Junior NCO Verbal Orders. Two night parades on the 22 and 23 Aug were held to improve the standard of Junior NCO Verbal Orders. Those NCO's who attended the training will have a better understanding

of Troop orders at Annual Camp. While it is almost impossible to make people proficient in the presentation of verbal orders in just two night parades, the Squadron is confident that the practice our junior NCO's will be able to give effective orders.

- d. Army Ration System. A night parade conducted by Sgt Starke. The lecture covered the various methods of obtaining rations and the different types of Army ration packs. It is intended to follow up the lecture with further instruction on the use of catering equipment held by the unit.
- e. Chainsaws. On the 3 October the NZ Husqvarna Chainsaw agent gave the unit a very interesting night lecture on the use and maintenance of Husqvarna Chainsaws. The unit chainsaws were also checked and a number of minor faults were fixed or noted for further action.
- f. Ordnance Night Lecture 10 Sep 79. The RNZACC School Ammunition Technical Officer gave a large gathering of unit personnel an interesting lecture and demonstration of the Army's latest bomb disposal equipment.

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- g. Weekend Training. Since the last Liaison Letter the Squadron has held 3 training weekends. All were held at the demolition range, Himitangi. On the first weekend the unit prepared a wide variety of wire obstacles and field defences. The second weekend was the unit's 2 TFR centralised training and the obstacles constructed on the first weekend were used as examples and then added to. On the third weekend Sqn personnel practiced demolition of obstacles and field defences using explosives. Unfortunately the weather was bad on all 3 weekends but this did not dampen the enthusiasm of the troops.
- h. Future Training. By the end of the year the unit will have carried out Watersupply, Watermanship, and weapon training.

Recruiting

The unit is still maintaining a strong recruiting effort with 30 recruits on the next intake. The Sqn is now just over 100% of its establishment and this has meant that we have been able to adopt a "rigid qualities" approach rather than look for quantity.

Plaques

The Sqn is hopeful that its own plaques will be manufactured and available for purchase by the end of the year. The purchase price has not been decided but it will be very reasonable. Ex members of the Sqn who are interested in purchasing a unit plaque should contact the Sqn early in 1980.

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PR Coverage

Any of the other Sqns who are interested in obtaining radio, paper, or TV coverage of their activities and want some advice on how its done should feel free to contact 6 Fd Sqn at Hollywood Boulevard, Petone.

Congratulations

Congratulations to the SSM and his wife on the birth of their second son (Rowan) on the 19 Sep 79. Only 13 more for a rugby team or 40 for a Field Troop.

Sappers at the CIT

The Cadre Staff would like to see more of the Corps Sappers during their time at the Petone CIT. Pattie Street is just around the corner from the CIT and we would welcome visits from Sappers during their lunch break or after work on a Wednesday or Friday.

Corps Library Raffle

The unit's effort is slowly starting to warm up and hopefully by the time this Liaison Letter is published we will have made up some ground on the other Sqns.

Tours of Duty

Will Support Works, Def HQ please tell us what they did to Capt Jones on his 2 month TD. Since his return he has glued himself behind his desk and churned out paper problems. He also mutters about millions of dollars but will not authorise petty cash expenditure. And why the fear of dirty windows.

Did You Hear

On the weekend of 1-2 Sep both 2 Fd Sqn and 6 Fd Sqn had training planned. Unfortunately, due to the inclement weather we understand that 2 Fd Sqn cancelled their training. Never mind lads if you keep trying one day you'll be nearly as good as 6.

-oooOooo-

Roy and Suzy walked hand in hand among the bright lights of the carnival. They had ridden on the Ferris Wheel, taken turns in the Shooting Gallery, gotten lost in the mirror-maze and had been terrified in the House of Horrors. Now, with several cans of Coke and a couple of Hot-dogs under their belts, they were feeling fat and happy.

"What'd'ya like to do now?" Roy asked.

Suzi smiled and answered coyly, "I wanna get weighed." Puzzled, Roy led Suzy to the weighing machine, inserted his 5 cent bit and assisted her onto the scales. Suzy frowned and climbing down suggested another circuit of the arcade. As they toured the fairground arm in arm the moon rose over the treetops, and Roy whispered huskily in Suzy's ear:

"What'd'ya like to do NOW?"

"I wanna get WEIGHED." Came Suzy's breathless reply.

Once again Roy led Suzy to the scales, and frowning even harder Suzy climbed down.

"Lets have another hot-dog" she suggested.

The frogs down by the river were kicking up quite a racket when a somewhat bloated Roy put the question:

"What'd'ya like to do now?"

Suzy grinned; "I wanna get WEIGHED!"

"WELL WEIGH YOURSELF!" Shouted Roy - convinced at last of all the dire warnings he had received concerning skittish women.

When Suzy got in that night her Mother was waiting up for her by the stove.

"Did you have a nice time at the Carnival dear?" She enquired.

"No!" was Suzy's frustrated reply, "It was WOUSY!"

CHAPTER EIGHTSAPPERS & ROADEXERCISE LONGLOOK 1979

(By: Capt Hollander, RNZE)



HQ, RE
Second Armoured Division
BFPO 22

19 Aug 79

I have been here a week now and the weather is very warm and sunny. I am living in the 2 Div Officers Mess which is set back onto a wooded ridge overlooking the mighty German plains. The Mess building was built 1938 as the training HQ for Hitler Youth and is a spacious and splendid structure. The facilities are very good. We are about 10-15 mins walk from the town of Lubbecke of about 30 000 people. The town is physically very beautiful and the people rich and friendly. All in all a very lovely spot.

I am the G3 Ops/SD within HQ RE in the three-storey building. Our 2 Armd Div Engr Regt is located in the garrison town of Osnabrook about 30 miles away. They have a RHQ, two Fd Sqn and a Fd Spt Sqn. 2IC of one of the Fd Sqn (16 Fd Sqn) is Capt Bruce Cobb ex 6 Fd Sqn and SME, NZ about 1969-71.

My work at the moment concerns the forthcoming Div exercise 15-26 Oct 79 - Ex Keystone. There is a lot of co-ord to be done of Engr activity as HQ RE is responsible for controlling all, including that of 4 Armd Div Engr Regt.

In all we have 3 Task Forces which will split down into Battle Groups (Bn Gps) and Combat Teams (Coy Spt). Each Task Force will have an affiliated Fd Sqn with one in reserve and the Fd Spt Sqn. From 1 (Br) Corps, we have the Corps Fd Spt Sqn plus elements of the Corps Amphibious Engr Regt and the Corps Armd Engr Sqn. Quite a large set-up, wish we had all those resources.

I will be spending some time with 2 Regt, 28 Amphibious Regt, 26 Armd Sqn and 65 Corps Spt Sqn over the next couple of months to gain an appreciation of their equipment and employment.

On Friday last I saw the major Div minefields. The trip covered about 240 miles through Hanover and Hamelin and the major exercise area in the centre of Germany. A really beautiful part of the country with many quaint villages and towns. What amazes me are the planning parameters for major exercises where a liaison organisation bargains with the locals to take over farmhouses, land, buildings and so on. The minefields are actually going to be laid, by mechanical means, through towns and fields during the exercise. Wish we could do the same to make things a little more realistic. I feel quite at home after a few days in the chair and things are not that different really.

My programme is still being confirmed but it looks as though I will take a team down to Bavaria for some adventure trg in the mountains; join the E in C's party to tour RE trg orgs for a week in Sep; might get up to Sweden to attend a demo on Engr eqpt. I will return to UK about 20 Nov to spend a week at Chatham, Hants, Cove and Barton - Stacey - all Engr Trg orgs.

Must say that I am really being looked after well and have a heavy social calendar. I must be quite a zoo piece as I have not spent a night in the mess yet as out to supper every night. The German beer here is potent and sends you on a trip if you don't watch out!

3 Sep 79

I am currently very heavily involved with planning for Exercise Keystone (15-26 Oct) and planning the 2 Armd Div Engr Regt engineer training for 1980. I have done the recons and completed the final siting/sighting for all the Main Div and Task Force minefields. The HQ's here run very much the same way as do ours in NZ, but they do base all activities and training on a real live plan for war and have strict security.

Last week I was granted a complete tour of HQ 1 (Br) Corps. All were most hospitable and they had arranged an Engineer lunch in the main Corps Mess to welcome me. Great bunch of guys. I also spent three days with 2 Armd Div Engr Regt - a half day with each Pd Sqn, Pd Spt Sqn and RHQ. Two of the Pd Sqns and RHQ are off to Northern Ireland in a months time.

I have spent several hours with Bruce Cobb (2IC, 16 Pd Sqn) the ex NZ Capt RNZE. He is off for his fourth trip to Northern Ireland. We had a great time reminiscing about all the past good times and he sends his warm regards to all his old friends in RNZE. He seems to be happy and is mid-way through his 16 year tour with the RE's. I went to the formal dining out dinner for one Lt Col Gordon Ramsey who joined the sappers 40½ years ago as a boy, soldier with a guy called Tony Shorter!

Time has been too short to really get down to fine detail with 2 Armd Div Engr Regt but have taken photographs of some of their good kit. The MCB of course, the most inspiring Combat Engineer Tractor, Saracen CURT, Stalwart load carrier, trench digger, dozers, crusaders - AURE and AULB and so on. They are trying to phase out the MK VII mine and mechanical layer but the barmine layer still causes problems with breakdowns. Most of Ex-Keystone will involve barmine laid minefields and it will be great to watch them put a few minefields in in a very quick time. They have changed their concept of laying and I will send back the details in their SOP's. Their demolitions are not much different but they are now into atomic stuff (ADM and ANATOC). There is one hell of a lot of work involved in the road and rail move of engineer stores for two Divs plus all the co-ord of plant and armd equipment. Ask me about sorting out logistics with the Ops staff!

My programme is still evolving but it could plan out this way:

4-7 Sep, 38 Pd Sqn in Berlin
 13-20 Sep, Alpine Trg Centre in Bavaria
 24-26 Sep, Visit 28 Armd Engr Regt and training at
 Hamelin (bridging and ferrying ops)
 26-28 Sep Visit 26 Armd Engr Sqn at Munsterlager
 for AURE and AULB
 1- 5 Oct, Join RE Trg Org team to visit RSME,
 1 and 3 Trg Regts, 11 Engr Sp Sqn,
 Apprentice Trg School at Chesham
 and the Junior Leaders Regt at Dover
 8-12 Oct, Work up to Ex-Keystone
 15-26 Oct, Ex-Keystone



- 29 Oct - 3 Nov, After action visits to summarise activity and lessons learnt etc.
- 4-7 Nov, to Sweden to look at development work on engr eqpts.
- 8-9 Nov, visit Arnheim and Nijmegen and have a look at Op Market Garden museum.
- 11-15 Nov, Attend National Defence College demonstrations on BAOR tactics and eqpt.
- 16-19 Nov, Wind-down and clear BAOR.
- 20 Nov, Return UK.
- 21-25 Nov, RSME Chattenden - attached to all wings.
- 26 Nov, Visit Military Works Services at Barton Stacey.
- 27 Nov, Visit the Logistic Executive at Andover.
- 28-30 Nov, Meet with professional institutes and activities now approved through the Trade Commissioner at NZ House.
- 3- 7 Dec, Attached 38 Engr Regt at Rippon.
- 8-11 Dec, On leave.
- 12 Dec, commence return to NZ.

I play squash three nights a week and am involved with the local Hash Harriers and have sat a BFT (RFL sort of thing) to try to work off the excess from the tasty beer and delicious meals. The weather is a mixed bag between cool and hot but yesterday we had the most massive electric storm and torrential rain in which Lubbecke was flooded and trees in the woods behind the Mess were felled by lightning - terrifying spectacle. I understand that Sgt Graeme Kingston is with one of the 3 Armd Engr Regt Sqns and is enjoying his tour.

The guys over here are a great bunch for Poms - and are making my tour very informative and enjoyable.

-oooOooo-

COURSING THROUGH CANADA

(By: Capt S.T.J. Rouse)

The Canadian Forces (CF) Advanced NEC Specialist Staff Officers course is conducted at the CF NEC School at CF Base BORDEN. It is the School's top course and is normally held annually.

The course opened with a series of brief's on the threat. These were given by specialists from the National Defence Headquarters who made no bones about who was the enemy - the Warsaw Pact nations. No Red Forces Vs Blue Forces here or some national enemy.

The next month was solid work with emphasis on the Nuclear aspects of NBC. There were a number of guest speakers both military and civilian which assisted in providing an excellent overview of the NBC Defence problem.

Meanwhile outside, the temperatures were around - 20°C and snow everywhere. By Easter things started to look much better. Not only the weather but the "swanning" started.

First a trip to OTTAWA. Here we spent two days at the National Defence Headquarters being briefed on their readiness in the case of any form of NBC Warfare. Two more days at the Defence Research Establishment, which looked at the Nuclear aspects of NBC Warfare. Among the many projects was one on providing effective radiation protection within armoured vehicles. What is suitable against gamma radiation is far from suitable for radiation from the new muetronbomb. Lead for example is of little value in terms of protection from the radiation of anuetron bomb.

A week later we flew to Halifax, Nova Scotia to look over the Naval Base there and two of their Warships. With all due respect to the Navy they really do have their heads in the sand. Close down the hatches, turn on the pre-wetting system and go to sea. If you happen to be on shore "Bad Luck Old Chap!"

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On the social side Halifax is a beautiful city and the Lord Nelson Hotel where we stayed was one of the best hotels in the city.

A week back at Borden, alot more work, and then off to ALBERTA. We stayed in Medicine Hat and travelled 30 miles each day to the Defence Research Establishment at Suffield. Here they concentrated on the Chemical and Biological aspects of NBC. In particular Chemical, some "pure" research is done on the Biological side but international agreements limit work in this area.

Chemical agents ranging from the extremely toxic GD (Soman) and "better" to training agents are developed and tested here along with antidotes. A great variety of equipment is also developed here, sensors/detectors, protective clothing etc. Suffield is also a training area for other elements of the Canadian Forces and British Army armoured units. It's size - 1000 sq miles.

The grand finale was a trip to the Aberdeen Proving Grounds in Maryland, USA. Security was very tight; on some parts of the base you literally could not go to the toilet unaccompanied! The Chemical School wasn't so bad. Their prototypes of various gadgets were presented. A mini computer coupled into a radar type system which was able to plot the position and approximate yield on a nuclear weapon was one example.

Over the 3 months of the course alot more was covered than that briefly mentioned here. Many friends made and horizons broadened simply by rubbing shoulders with a force 80 000 odd strong.

-oooOooo-

Small boy's definition of a conscience:
 "Something that makes you tell your mother
 before your sister does."

CHAPTER NINEARTICLES AND REPORTSTHE FUTURE EMPLOYMENT OFENGINEERS IN CONVENTIONAL WARFARE

(By: Capt T. E. Jones)

We are now entering into the electronic warfare age. Micro electronics has enabled us to produce sophisticated electronic equipment of a very small size. There have also been rapid advances in the fields of metallurgy and synthetic materials. How will all this affect the future employment of engineers?

Armies will have to move faster as warfare will be more fluid. Forces will operate over a wide area searching to exploit the "indirect approach" and attempting to gain local superiority. This means that obstacles will have to be quickly placed or created and of course rapidly cleared. Therefore engineers will have to be highly mobile (to keep pace with other arms) and well equipped for the creation or destruction of obstacles. To give Field Squadrons the necessary protection they will be equipped with armoured vehicles.

Intelligence and Communications

The acquiring of engineer intelligence will be a vital subject. Engineer Commanders will use a number of methods to acquire the necessary intelligence information. These might include:

- a. Satellite;
- b. radar;
- c. aerial photographs;
- d. existing maps, plans, charts, etc;
- e. forward reconnaissance teams;
- f. information from other arms and services; and
- g. drones and remote TV vehicles.

The problem will be how to disseminate this vast amount of information and produce an engineer intelligence report in sufficient time for the Divisional/Corps Commander to effectively use it.

The answer lies in electronics. All Headquarters down to Squadron (and later Troop) level will be linked together by a vast computer system. This will enable information to be rapidly communicated from one Headquarters to another. The central computer will be able to process all incoming information far faster than any group of soldiers would. The computer would also be programmed to produce options and warnings on the tactical situation for the commander. Acting on intelligence information processed by the computer the Engineer Commander will be able to deploy and task his engineers in the most economic way. The computer will also enable the

Engineer Commander to directly task units down to Squadron level. It would be probable that down to Squadron level each HQ would have its own mini computer. This computer would have sufficient storage capacity so that it would hold all information on the units; administrative files, equipment held and serviceability state, and current unit deployment and taskings. There would also be room to hold intelligence information required by the Squadron to complete its tasks. What this means is that all the existing information held by the Squadron on paper would be held in the memory of the computer. What sort of area will this computer take up? It would fit in the back of the Squadron HQ AFC. There would probably be two Visual Display units (VDU's) and two keyboards. Memory racks for the holding of all information on cassettes. And the Central Processing Unit (CPU) that is the brain of the whole system.

Information sent from the higher engineer HQ would be displayed on the VDU (a TV screen) it would then be acted upon or sent to the memory. Two VDU's would be required for:

- a. One for the A/Q cell (Chief Clerk/SQMS) and,
- b. one for the Command net (OC/2IC).

At Sqn level the information would be entered onto the VDU using the keyboard. The CPU would then be tasked with:

- a. Transmitting the information to another Headquarter(s).
- b. Storage in the memory.

The Squadron would keep its information up to date by recalling the memory and erasing out of date information and entering new information. The computer would be programmed to automatically transmit routine returns (ie Sitreps, strength states, etc) using the information in its memory. The higher HQ would also be able to extract information from the Squadrons memory without approaching the Squadron. This would reduce human input and speed up the process. The CPU and VDU would also have the ability to process and display, maps and plans. This would enable proposed and existing obstacles and other information to be displayed. Additional information such as the states of readiness or completion will be able to be displayed at the same time. Every HQ will have a photo reproduction machine capable of reproducing the display on the VDU.

The access to, accuracy and speed of transmission and processing of information will enable the number of intermediate HQ's to be reduced.

Engineer Skills

Because of the sophisticated equipment that engineers will use sappers will have to specialise. Some of these specialist units will include:

- a. Rocket delivered Tactical scatterable minefield Troops;
- b. artillery delivered Defensive scatterable minefield Troops;
- c. mechanised bridge laying Troops;

- d. amphibious bridging Troops; and,
- e. NBC decontamination Troops.

Equipment such as the MGB and Barmine system take too long to install and they will be obsolete.

Logistics

Because of the wide area in which engineers will be deployed, logistics will be a major problem. Using his new weapon systems the enemy will be able to disrupt our linear lines of supply (roads). Therefore we must reduce our logistics tail or deploy it over a greater area. This can be done by:

- a. The forward units carrying more essential equipment and supplies with them.
- b. Accurate planning (using computers) to ensure only necessary equipment and in the right priority is moved forward.
- c. Developing logistics vehicles that are not restricted to linear lines (roads). These vehicles could be tracked or maybe of the hovercraft type.
- d. By developing an efficient logistics movement and holding system.
Perhaps an advanced type of container system.
- e. Developing sophisticated air movements systems.

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Conclusion

When will we in NZ see this concept in use? Probably only when we exercise overseas with some of our allies. These systems will be very expensive and we will therefore have to continue to concentrate on our individual sapper skills (which will always be necessary). But they, or something like them will happen in the future. Maybe they have already happened!

TELEPHONE MESSAGE

Date: _____

Time: _____

for Mr _____

While you were:

- | | |
|--|--|
| <input type="checkbox"/> At the pub | <input type="checkbox"/> "Calling on a client" |
| <input type="checkbox"/> Placing bets | <input type="checkbox"/> At the races |
| <input type="checkbox"/> Drinking coffee | <input type="checkbox"/> Asleep |
| <input type="checkbox"/> In conference | <input type="checkbox"/> At golf |

Your: _____

- | | |
|--|--|
| <input type="checkbox"/> Liquor wholesaler | <input type="checkbox"/> Mistress |
| <input type="checkbox"/> Wife | <input type="checkbox"/> Friend |
| <input type="checkbox"/> Bank Manager | <input type="checkbox"/> Mother-in-law |
| <input type="checkbox"/> Club captain | <input type="checkbox"/> Insurance Rep |

Called and left word for you to:

- | |
|--|
| <input type="checkbox"/> Drop dead |
| <input type="checkbox"/> Stay away - her husband came home |
| <input type="checkbox"/> Come to the flat tonight |
| <input type="checkbox"/> Send cash - cheque bounced |
| <input type="checkbox"/> Not to leave town |
| <input type="checkbox"/> Meet him in the pub |
| <input type="checkbox"/> Attend your court case on Tuesday |
| <input type="checkbox"/> Forget the bread |

-oooOooo-

If George Washington never told a lie, what is his picture going on a dollar that's worth only 43 cents?

Definition of ESP - 'error some place'.

A young fellow spends the years between 42 and 21 working, waiting and planning to become his own boss - then he gets married.

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