



# ENGINEER LIAISON LETTER



NZ Contingent to the United Nations Transitional Group in Namibia after medal presentation.  
(Corporal Sturzucker and Sapper Tucker absent.)



**THE CORPS OF  
ROYAL NEW ZEALAND  
ENGINEERS**

**LIAISON LETTER No 35**

**COLONEL IN CHIEF**

**Her Majesty  
Queen Elizabeth The Second**

**Colonel Commandant**

**Colonel George Butcher, MC, ED, RNZE**



**QUO FAS ET GLORIA DUCUNT**



THE CORPS OF  
ROYAL NEW ZEALAND  
ENGINEERS

LIAISON LETTER No 32

COLONEL IN CHIEF

Her Majesty  
Queen Elizabeth The Second

Colonel Commandant

Colonel George Fletcher, M.D., F.R.S.



QUE PAS ET QU'EST-CE



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## FORWARD

by Lieutenant Colonel (Retd) J.S. Hollander, RNZE

As we intended to go to print by the agreed deadline, our Colonel Commandant, Colonel George Butcher, was overseas on World Bank consulting business and I thank him for the opportunity to contribute to this the 35th Edition of the RNZE Corps Liaison Letter.

It seems that the often heard saying that you are busier in your retirement than during the course of your working life, or career, is true! However, having now been "retired" for some "retired Sapper" that you may like to consider. You have to leave the Army and service in the Corps, before you realise the magnificent way in which both institutions prepare you for later life. The training and experience, both in New Zealand and abroad, is far and above what our civilian counterparts have available and that is why we tend to do very well after we depart regular service. Having said that, individuals will react and excel in different ways, but being conscious of the opportunities and advantages, is being much better prepared. It is a "tough old life out in the wide world", away from the support, props and protective conventions of Army life. Being mindful of that, makes us even more aware of what we need to do before we leave. I would like to suggest that all Sappers do whatever is necessary, to adequately prepare themselves well in advance of retirement and take advantage of all windows of opportunity.

On a more homely note and as Linton Camp takes on the role of housing the RRF and other additional units, we need to think about the future of our small triangle of land upon which the Engineer Corps Memorial Complex is located. To maintain this facility and its utility contribution to the School of Military Engineering and the Linton Community, a small band of worthy volunteers support the routine operating expenses in a number of different ways. I guess it is a little like RQC or the rent we pay, perhaps the normal outgoings that is a part of life these days. However, the contributions are fast reducing and if we are not careful, we will not even be able to pay the insurance premium which acts as a safety net for all the Corps memorabilia housed in the complex, the memorial to fallen Sappers and the material and artifacts we hold dear as members of the RNZE. I urge you all in these difficult economic times, to spare not just a thought, but some action in support of our heritage.



MEMORANDUM

My Assistant Colonel (Staff) J.E. Hollister, Jr.

As we intended to go to Berlin by the next morning, we decided to leave the night before. The weather was very good, and the trip was very pleasant. We arrived in Berlin at 10:00 AM. The city was very beautiful, and the people were very friendly. We stayed in a very nice hotel, and the food was very good. We had a very good time, and we were very happy to be there.

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As a general rule, we should be very careful of the weather. The weather can be very unpredictable, and it can be very dangerous. We should always be prepared for the worst. We should always have a plan in case of an emergency. We should always be very careful of the weather. The weather can be very unpredictable, and it can be very dangerous. We should always be prepared for the worst. We should always have a plan in case of an emergency. We should always be very careful of the weather.

Since the last Liaison Letter, the Corps has undergone further change and this is likely to continue on into the future. However, while this has been going on, Sappers have been doing what they have always done best and that is getting on with the job, helping others to live and survive, and keeping the Corps "flag" and mottos high in profile. And why not, isn't this something we have had lots of practice for and are good at? I know that our Colonel Commandant would join me in proposing a hearty, "Well Done" and "Keep Up Good Work". You continue to contribute to the high esteem that the Corps is held in, all over the world.

I would like to pay a tribute to the staff of the School of Military Engineering, who, under very difficult circumstances, continue to maintain the regimental requirements of the RNZE and services to the Corps Committee in the best possible manner. To those Sappers from other RNZE units who help out with this important function, I know that your efforts are appreciated. For those units and personnel who have contributed to this Liaison Letter, well done and thank you. We must keep in touch and maintain this annual service of communicating within and without the Corps.

May I take this opportunity to offer you every best wish on our Corps Days this year, the 89th, as I spent 15 october in Moscow and in the Kremlin. I was thinking of you and New Zealand, as through my training in the Corps, I was able to prepare myself for further service outside of the Army. Za vahsheh zdahrov'yeh, dah sveedahneeyah.

UBIQUE - QUO FAS ET GLORIA DUCUNT

Joe S. Hollander, AFNZIM, FWAPS, P ENG

Since the last liaison letter, the Corps has continued further  
study and this is likely to continue on and the future  
however, while this has been going on, reports have been coming  
that they have always done best and that is working on with the  
you, helping others to live and survive, and keeping the Corps  
"strong" and better able to handle it. And very well, isn't this  
something we have had lots of questions for and are glad to  
know that our Colonel Commander would tell us in his report  
heartily, "Well done" and "Keep it up" work. For continue to  
contribute to the high status that the Corps is held in, all over  
the world.

I would like to pay a tribute to the staff of the Corps of  
Military Engineering who, under very difficult circumstances,  
continue to maintain the logistical requirements of the EME and  
services to the Corps Commander in the last year's work. To  
those who have been with me since 1947, I am sure you will  
important to me, I know that you will be very helpful.  
To those who have been with me since 1947, I am sure you will  
liaison letter, well done and thank you. We shall have to work  
and maintain this status as far as possible, and without the Corps.

Now I have this opportunity to write you again, and I am  
happy to say, this year, the staff of the Corps of Military  
Engineering, I am sure, will be very helpful to you and the Corps  
and in the future. I am sure you will be very helpful to  
through my writing in the future. I am sure you will be very  
for further action, and I am sure you will be very helpful  
in the future, and I am sure you will be very helpful.

Yours faithfully,  
The Corps of Military Engineering

THE CORPS OF MILITARY ENGINEERING  
HEADQUARTERS, THE CORPS OF MILITARY ENGINEERING



## EDITORIAL

### GRIZZLE TIME

This is the first RNZE Liaison Letter that I have compiled for the Corps. It is also been a great pleasure to be involved with recording today's events as this will become the history of the Corps tomorrow.

Unfortunately the Editor has had to try and raise articles from units and personnel and this proves very disappointing. The production of this Liaison Letter is made difficult when articles are sent to other magazines rather than the Corps' own newsletter. This has a direct bearing on the currency of the information between these covers.

This year's Liaison Letter is some what smaller than previous years due to the following:

**No Articles + lack of other input = No Liaison Letter**

Where does the answer lie? Quite simply with YOU - Officers NCOs and Junior Ranks. The Editor, no matter who or where he/she is, cannot "crystal ball" all the articles for a production of this nature. Without your input there can be no magazine.

I wish to thank all Sappers who have taken the time to put pen to paper and send in articles, without you these pages would be blank. I would also like to thank WO1 Chamberlain for all his assistance and the time he has given to assist in this Liaison Letter.

Lastly Best Wishes to all Sappers for the coming year and I look forward to reading your articles as they come in.

Sgt G.J. SWEETMAN (Editor)

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NOTES FOR THE GUIDANCE OF THOSE  
SUBMITTING ARTICLES FOR THE LIAISON LETTER

The Liaison Letter is designed as a vehicle for the dissemination of Corps related news, history, current activities, and movements. It is not designed to be the " PROFESSIONAL " Corps Technical Bulletin, though there may be times when items of a more technical nature are included.

\*\*\*\*\*

*The articles presented for inclusion in the Liaison Letter should be written in an easy reading style, suitable for all rank levels to gain value therefrom. One should avoid long words where a shorter word would do, - the resulting impact is greater. Also writers should adopt a conversational tone as much as possible.*

\*\*\*\*\*

Where possible articles should not include long lists of personnel. Credit where credit is due - but don't bore your readers - writers.

\*\*\*\*\*

*Finally do send your articles in for the magazine preferably on a diskette using Wordstar 2000. This would greatly assist the Editor. It is the intention to publish as much as we can from as wide as we can.*

\*\*\*\*\*

Those articles published in the Liaison Letter are not necessarily the doctrine or policy of the Corps, or the opinion of the Editor.

\*\*\*\*\*

Researched, edited, typed and set, by  
Sgt G.J. Sweetman  
S.M.E  
Linton Camp



REPORT ON THE PROGRESS OF THE WORK  
DURING THE YEAR 1900

The first part of the report is devoted to a summary of the work done during the year. It is divided into two main sections, the first of which deals with the work done in the field of the study of the history of the language, and the second with the work done in the field of the study of the history of the literature.

The second part of the report is devoted to a detailed account of the work done in the field of the study of the history of the language. It is divided into three main sections, the first of which deals with the work done in the field of the study of the history of the language, and the second with the work done in the field of the study of the history of the literature.

The third part of the report is devoted to a detailed account of the work done in the field of the study of the history of the literature. It is divided into three main sections, the first of which deals with the work done in the field of the study of the history of the literature, and the second with the work done in the field of the study of the history of the language.

The fourth part of the report is devoted to a detailed account of the work done in the field of the study of the history of the language. It is divided into three main sections, the first of which deals with the work done in the field of the study of the history of the language, and the second with the work done in the field of the study of the history of the literature.

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Message From The Colonel Commandant

Colonel G.W. Butcher, MC, ED, RNZE

FLEXIBILITY AND THE THREE LEGGED STOOL ANALOGY

Like most other organisations in New Zealand, both private and public, the New Zealand Army is undergoing a traumatic period of change. The Corps is not insulated from these changes, many of which are financially driven.

As a consequence, it is essential we Sappers return our perspective and do not lose sight of those hard earned and unchanging principles of Military Engineering.

The principle of FLEXIBILITY is one with which all Sappers should be familiar. This principle is clearly and practically depicted in the analogy of the three legged stool. The legs of the military engineering stool consist of a military leg, a combat engineer leg and a construction leg. Each component supports the capability known to soldiery as the Sapper. If we ignore one component (leg) of that capability or allow it to denigrate, the Sapper (stool) will eventually topple. The poem by an 'Old Engineer' on Page 11 of this edition of the Engineer Liaison Letter graphically describes this concept in exciting, if somewhat racy terms.

The role of the New Zealand Army, spelt out in the 1987 Defence White Paper, and the feelings given the Sappers by successive governments as a significant contribution to external relations objectives, highlight the importance of the principle.

Viewed in the context of the 1987 White Paper, there is a number of Sapper lessons from Operation Corporate (the Falklands Campaign) which bear directly on this concept and which we neglect at peril. Some of the salient lessons (1) are:

Training must cover all three legs of the stool to ensure that a Sapper unit can demonstrate flexibility is not only a state of mind.

Without a civilian building and construction infrastructure (which planners and exercises tend to accept without question) the requirement for highly skilled tradesmen to form the backbone of sapper units becomes paramount.

The import training is highly RWE. Olympics excellence Army. provide

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George  
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(1).  
Chatha



As well as combat engineers (field engineers and tradesmen) the Corps needs professional engineer officers, senior NCO technicians and clerks of works with the requisite training and experience.

The importance of an innovative and sound national education and training system and the promotion of excellence in trade skills is highlighted in the article on page 14 by Sgt Bryce Gurney, RNZE. His conclusions on the 31st International Youth Skill Olympics are a plea for support in promoting standards of excellence in trade skills within the Corps and the New Zealand Army. This plea should not go unheeded by those who are able to provide it.

Without one of the legs, the stool collapses making it impossible to provide the service and support the Corps' clients (the RRF in particular, the New Zealand Army and the nation as a whole) are entitled to expect.

Ubique

George Butcher MC, ED  
Colonel Commandant

(1). "Operation Corporate - Royal Engineers Lessons" RSME  
Chatham April 1983

As well as having engineers (civil, mechanical and  
electrical) the Corps has a large number of  
officers, senior WFOs, and a large number of  
with the respective training and experience.

The importance of an innovative and highly skilled  
training system and the provision of facilities in the  
is highlighted in the article as well as the fact that  
WFOs are essential to the 1st Infantry Division. The  
operation are a given for success. It is essential  
excellence in training skills with the Corps and the  
Army. This plan should not be considered as a plan to  
provide it.

Without one of the legs, the other will not stand. It is essential  
to provide the service and support the Corps, without this it  
particular, the New Zealand Army and the Corps as a whole, are  
entitled to expect.

Unique

George Watson, M. B.  
Colonel, New Zealand Army

111. "The New Zealand Army: A New Beginning" 1982  
October 1981

**RNZE CORPS SUPPLIES**  
**Price list as at 1 October 1991**  
**current to this issue.**

Available from: The School of Military Engineering  
 Linton Camp  
 NEW ZEALAND

**MISCELLANEOUS**

Lapel Badge (RNZE Grenade)	2.20
Nametag shields (RNZE badge on Corps colour Shield Suitable for attaching to broach fitted nametags.	2.00
Plaque RNZE, (Corps badge on wooden base).	15.00
Ribbon, Corps Colour 13 mm wide (cost per 25 mm).	0.10

**STATIONERY**

Christmas cards (complete with insert and envelope).	0.25
Folder slimline RNZE, with up to 22 plastic pages A4 size.	11.50
Pen ball point, red and white with Corps badge and RNZE Corps Memorial in Blue.	0.60
Corps Crest, three colours on clear vinyl background.	2.00

**CLOTHING ITEMS**

Beret Badge, bullion wire on dark blue ground (RE pattern). (Officers and WOs 1 only)	6.40
Badge, cloth, Corps (ER II) full colour. (Blazer pocket).	8.00
Badge, cloth, RNZE crest, full colour. (Blazer pocket).	9.65
Badge, bullion wire, RNZE crest (Blazer pocket).	11.00

Jackets, Bomber, (When ordering give 1 size larger than your normal size.)	59.00
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Jackets, Standard (These are ordered as and when requested. Three to ten weeks delivery time.)	59.00
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Vests, Corps. As for bomber jackets without sleeves. (Item must be ordered. See note under Jackets, standard.)	50.00
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Jersey, Corps. (Royal blue with red stripe in neckband, red grenade with white RNZE underneath.)	58.00
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Ties, RE Pattern	9.00
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**LEATHERWARE**

Key keeper, Corps badge embossed on outside. Very popular.	5.00
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Single chequebook holder, Suitable for a BNZ style chequebook.	13.50
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Double Chequebook holder, Suitable for Trustee Bank deposit/chequebooks.	14.50
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Licence Holder with perspex window	11.00
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**NOTE**

Prices may change without warning as new  
stock is received.





## *HONOURS AND AWARDS*

Since the last liaison letter was issued last year the following honours and awards have been made to members and ex-members of the Corps.

### ORDER OF THE BRITISH EMPIRE

Officer of the Order of the British Empire - (OBE),  
Queen's Birthday Honours 1991.

Col N.E. BRADLEY, of Wellington.

Member of the Order of the British Empire -  
(MBE)

WO1 Ben AKARI, for his work in Pakistan teaching  
Afghan refugees mine recognition and clearing  
techniques.

SSgt Gary NICHOL, for services during operation  
Kupe in Linton Camp.

### THE NEW ZEALAND 1990 COMMEMORATION MEDAL

Maj D.R. Gibbons      25 ESS

Lt S.R. Maindonald      25 ESS

WO1 M.A. Pettersen      SME

WO2 C.J. Wilson      1 Fd Sqn

### ARMED FORCES AWARD

Maj N.K. Gattsche,

Capt J.W. Lock.

The medals that Capt Lock now wears are an unusual  
combination and the only set as such in the RNZE.  
They consist of the General Service Medal 1918, clasp  
"CYPRUS" which he was awarded while serving in  
the Royal Leicestershire Regiment, British Army, the  
Vietnam Medal, United Nations Medal for  
LEBANON, the Armed Forces Award, the Long  
Service and Good Conduct Medal (Military), and the  
Republic of Vietnam Star.

### THE NEW ZEALAND ARMY LONG SERVICE AND GOOD CONDUCT MEDAL

C47244	SSgt RJ Kirton	8 Jan 90
L47206	Sgt JG Fisher	8 Jan 90
T46776	SSgt JP deBreuk	4 Apr 90
V47491	WO2 SP Fantham	8 Apr 90
Q40609	Cpl MR Allen	29 Apr 90
Y755411	WO2 BM McDonald	19 Apr 90
V475144	Cpl MP Payne	2 Jul 90
C47474	WO1 JE Sparkes	7 May 90
M47000	Cpl NA Birchall	9 May 90
F47546	Sgt B Church	22 May 90
W47354	SSgt RB Scott	23 May 90
T402632	LCpl PW Gregory	4 Aug 91

There are some who would say that the Long Service  
and Good Conduct medal "comes with the rations" but  
these awards are hard to get and easy to lose.

The minimum age that this award can be received is 32  
and a half years, as service before 17 and a half is  
not counted.

### THE EFFICIENCY DECORATION

B40251    Capt G Volpi      16 May 90

### AWARD OF AN ARMY POCKET

LCpl P Gregory      Sailing  
Cpl T Kanara      Badminton and Tennis

### PROMOTIONS

Since the last Liaison Letter the Corps has seen the  
following promotions:

#### To WO1

BN Marshall  
BJ Clark

#### To WO2

CJ MacKenzie  
MJ Vincent  
WJ Bryce

C Whakatope





MJ Dew  
PJ Clark

To SSgt RB Cannon  
GPK Hoerara  
H Matehe  
NTW Komene  
AG Wall  
PC Webb  
PF LePou  
BR Newton  
WS Nathan  
RB Scott  
GS Downes  
B Cooper

To Sgt EW Haerewa  
MO Newdick  
JH Lynch  
DB Lark  
JT Huriwai  
KT Fee  
RP Paul  
GJ Sweetman

### RETIREMENTS

The following are the personnel who have been released from the Corps since 1 August 1990.

#### Sappers:

DP Allan CG Allen  
MJ Barnao AR Benfell  
RP Davidson JK Field  
SR Fleming RJ Fowler  
MP Gilfedder KS Gray  
SM Grey WG Hales  
PA Hauraki GS Hawkins  
AG Hedley JA Hemopo  
KA Hunt EJ Kearns  
AS MacLean AR MacRae  
AD Millar CL Newman  
VR Rapana VL Repia  
PG Rhynas DW Taurima  
MD Bridges MH Chapman  
AS Coyle BM George  
BG Hitchens CJ Maunsell  
CE Ngamoki MJ Skelton

#### LCPL:

R Boyce RL Boyd  
DP Christie CR Cummings  
JC Fraser ND Gudopp

RT Glanville CE Hadley

DA Hotop JR Howe  
PB Kaiwai MC McArley  
PJ McCutcheon A Meha  
PC Morrison KJ Stewart  
GP Strange PD Stroud  
TP Whitehouse P Barnes

#### CPL:

BR Anderson WE Barnes  
KA Edh SW Glasson  
MR Kendall QJ Ngaia  
SF Stiffe JR Taylor  
TD White

#### SGT:

BD McLean  
SC Tamou  
D Priest

#### SSGT:

SW Kirkland RD Potter

#### WO2:

DR Greeks LW Ward  
RJ White

#### LT COL:

JS Hollander

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# **VANUATU MOBILE FORCE ENGINEER PLATOON (VMF ENGR PL)**

New Zealand sappers are commanding and controlling the Vmf Engr Pl, a sub unit of the Paramilitary Vanuatu Police Force. The Vanuatu Mobile Force (VMF) is a 250 strong military force comprising a Rifle Company and a Support Company with the role of supporting the Police when and where necessary with a wide range of responsibilities including defence against external aggression, riot control and the restoration of law and order, counter insurgency, search and rescue, search and clear, disaster relief operations, ceremonial parades, guards and duties, operation of the National Fire Service and Community Development Projects.

The NZ Defence support for the Vanuatu Government is sponsored through the Mutual Assistance Programme (MAP) and the position of OC VMF Engr Pl was established in 1987. Captain Richard Cassidy inherited the task of forming an Engr Pl from a small handful of tradesmen whose previous role encompassed little more than changing lightbulbs and repairing broken toilet cisterns. He was replaced in May 1989 by Capt Paul King who has continued with the development of the platoon to increase its established strength to 30 men and expand its capabilities and influence within the country. He will be replaced in December 1991 by Capt Paul Curry.

In 1988, the position of Foreman of Works for the Engr Pl was formally approved and Sgt Red McKay was posted to Vanuatu for two years as the trade supervisor. The all important aspect of trade supervision was identified as requiring close supervision and the nature of tasks undertaken by the unit since 1988 vindicates the establishment of this position. The position holds the rank of SSgt, and he spent two productive years supervising a large number of construction projects. He was replaced in Vanuatu by Sgt Warren Nathan who will remain in Vanuatu for a period of two years.

The presence of NZ Defence personnel in Vanuatu has served the purpose of increasing links between the two countries in a wide range of other areas and the OC of the Engr Pl also serves to advise the NZ High Commissioner on other MAP matters which has seen a large number of non Engr Defence liaisons between the two countries. These include the following:

Ex VANMED which saw a large medical deployment to the Vanuatu group in 1989 to carry out inoculations to the indigenous population in the Tanna and Banks Torres islands in the isolated northern and southern sectors of the islands.

EX TROPIC DAWN which saw the deployment of an infantry company to the island of Espiritu Santo in 1989 to practise minor tactics in a tropical environment.

EX TROPIC MERCURY which saw the deployment of a Signals Squadron to Espiritu Santo to practise minor tactics in a tropical environment, but primarily to test the new Medport communications equipment.

A number of short term attachments to carry out immediate assistance as identified by the OC of the Engr Pl. These have included:

1. the deployment of Cpl Noel Komene and Cpl Bruno Brunton to the island of Pentecost in 1988 to construct a community hall. Noel earned the respect of the Prime Minister Fr Walter lini and has his own place in local island folklore for his ability to drink 18 shells of kava without turning into a four legged man. If he ever returns to the island, oral tradition will have exaggerated the 18 to probably 28 shells;
2. the deployment of Sgt Tui Masi to Port Vila in 1988 to supervise the construction of a community hall;
3. the deployment of 2Lt Geoff Chao to the island of tanna in 1988 to assist with relief work after Cyclone Uma, who with members of the platoon constructed a number of Acrow panel bridges;
4. a similar deployment to Tanna in 1989 by Lt David Pirie to again assist with cyclone relief by constructing a number of culverts, ablutions at the hospital and a workshop concrete slab floor for the Public Works Department;
5. the deployment of Lt Grey Wilson and Sgt Geoff Downes in 1990 to the remote island of Futuna in the south of the group to construct a hoist for the loading and unloading of cargo to the southern villages in the island. This was a particularly challenging and rewarding task due to the isolation of Futuna and insofar as the local inhabitants did not speak the national language of Bislama... they only spoke Futunese. Additionally, Sgt Downes as well as Capt King contracted a severe bout of dengue fever whilst on the island. Lt Wilsons love for scotch whiskey saved him the same fate;
6. the deployment of Sgt Colin Brake, NZSAS to the island of Tanna in 1989 to provide his climbing expertise to assist the Rural Water Supply Department with the laying of a pipeline down a cliff face;



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7. a three month attachment of two NZAPTC SNCO's SSgt Kevin Ward and SSgt Tim Norton to Vila and Santo in 1990 to conduct an APTI course for the Police and VMF;

8. a two week deployment by the NZ Army Band to Vanuatu to assist in the Tenth Anniversary Celebration of Independence in July 1990; and

9. a four week RNZMP deployment to Vanuatu in 1991 to conduct a Close Protection Course for the Police and VMF to train body guards to protect the nations leaders.

e. There have also been a large number of training attachments sponsored through the MAP which have allowed members of the VMF to undertake training in New Zealand. These attachments vary from intense formal course training of one years duration to shorter term on the job training attachments, through to formal courses such as JNCO and RNZAMC courses. In 1992, the first Vanuatu candidate will enter the Officer Cadet School in Waiouru. These include:

1. SME Trade Training since 1988;
2. Bandsmen Training with the NZ Army Band since 1988;
3. JNCO promotion courses;
4. Medical Assistants Courses;
5. Fireman on the job training;
6. Catering on the job training;
7. Platoon Commander attachments commencing in late 1991;
8. PTI courses commencing in 1992; and
9. participation in major exercises in NZ which commenced in 1991 with the deployment of twelve members of the VMF attending Ex Pacific Shield.

#### The VMF Engineer Platoon.

Since its formation in 1987, the strength of the platoon has increased from 12 members to a current posted strength of 26. By the end of 1991 the unit will have its established strength of 30.

The unit is established and equipped to deploy to any area in the Vanuatu group to respond to requests for assistance in a wide range of engineering tasks. It has two Rural Development Sections and a Camp Maintenance Section, all commanded by a Cpl. The senior rank in the platoon is Warrant Officer and there is an estimate NCO (Sgt) and a LCpl Storeman. A Cpl is permanently located with a small workshop on the island of Santo to maintain Police and VMF facilities in Luganville. He will be joined by two further tradesman in 1992. Other islands where Police facilities exist and require

ongoing building maintenance are Ambae, Malekula and Tanna.

The trade breakdown of the unit includes three electricians, three plumbers and the remaining members are all carpenters and joiners. Within each trade, members must satisfy national requirements for Trade Certification to basic, Intermediate and Final Level in their trade.

There is a requirement for the unit to carry out normal soldier training in accordance with the established roles of the Vanuatu Mobile Force per se, therefore construction is a secondary role. In reality however, apart from ceremonial guards and duties, most time is spent on engineering construction.

#### Funding

Finance for the unit come from a wide range of donors. The unit is very much dependent on the foreign aid, and this accounts for most of the projects that have been completed to date. Most major items of equipment have been provided through the MAP. These include:

- a. three Nissan utility vehicles;
- b. one Atlas Copco Compressor with tools;
- c. two taunton No.4 Concrete Mixers;
- d. one large hydraulic concrete mixer;
- e. 30 tradesmen's toolkits including carpentry, electrical and plumbing toolkits;
- f. one pipe bender;
- g. one water blaster;
- h. one welder generator;
- i. workshop equipment for the new joinery workshop including vices, radial overarm saw, thicknesser, buzzer rip saw, dust extractor and drill press;
- k. one computer;
- l. diving equipment; and
- k three assault boats and outboard motors.

The Vanuatu Government provides a small amount of money on an annual basis for the maintenance of equipment and for the purchase of small tools for the unit. They also provide maintenance finance for the maintenance of all Police and VMF buildings in the country.

#### Projects

A large number of projects have been completed by the unit since 1987. The source of funding for these projects has been varied but

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essentially, has been provided through three main sources.

In the first instance, major aid funding has been provided for use by the unit by the Australian Government through the Defence Co-Operation programme for large construction projects including:

- a. renovation of the police HQ in port Vila;
- b. the construction of a wharf and shore based facilities for the Vanuatu Navy Patrol Boat RVS Tukoro;
- c. construction of a communications facility at Cook barracks in Port Vila;
- d. construction of perimeter security fencing for Cook Barracks in Port Vila;
- e. the construction of ablutions for the VMF Transport Workshop in Port Vila;
- f. extensions to the Fire Station at Cook Barracks in Port Vila; and
- g. future proposed assistance with funding for the construction of a new QM store at Cook Barracks in Port Vila and the total renovation of all existing Police and VMF facilities on Espiritu Santo.

Secondly, New Zealand has provided significant aid funding for various projects through the MAP which include:

- a. the provision of NZ\$30,000 annually since 1989 for use by the unit on small community assistance projects; and
- b. the provision of NZ\$350,000 for the construction of a new joinery workshop for the VMF which is nearing completion and will be opened by the CGS on 20 Aug 91.

Finally, the Vanuatu Government provides funding from other sources which through requests for assistance or direct tasking of the unit has seen the following projects completed:

- a. the construction of VIP and other covered seating at Independence Park in Port Vila; and
- b. a wide range of small maintenance and community assistance projects.

### Summary

The VMF Engr Pl provides a very worthwhile expression of NZ Government and NZDF commitment to the South Pacific Island neighbours generally. For the Corps, it provides in Engineer Construction which is very worthwhile. One very satisfying aspect is commanding and teaching soldiers from a different Army, the ways and methods of the NZ Army, in both engineering and basic soldiering.

### ENGINEERS

We may look like tramps,  
but we build your camps.

And sometimes lead the advance,

We spit red blood, to bridge the flood,  
To give you a fighting chance.

Who stays behind when the going get hot,  
To blow up the bridges in the rear.

So tell your wife she owes her life,  
to some dusty crusty

### OLD ENGINEER

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COL G W BUTCHER, MC, ED, RNZE

Printed below is a copy of the citation which led to Col Butcher being awarded the Military Cross.

*In August 1952, 2Lt Butcher, was working with his troop on Teal Bridge during the floods. Debris was piling up against the piers due to the collapse of the sheerwaters. The bridge was in imminent danger of collapsing and being swept away in the torrent. Nevertheless 2Lt Butcher with no concern for his personal safety, climbed down the piers to place charges for blowing away the debris. He continued in this work until ordered off the bridge, which eventually collapsed.*

*At a later date, during November, he was engaged in reconnoitring and repairing the boundary fences of minefields in front of 1 Battalion, The Royal Fusiliers Sector. This area is close to the enemy's positions and has been dominated at night by very active patrolling by the Chinese. Moreover, the area had been rendered particularly hazardous by the destruction of many of the minefield fences by shellfire. During this period 2Lt Butcher made over seventy patrols and recognisances to re-establish the boundaries of these minefields coming under enemy fire on many occasions. In addition he spent five nights continuously on an operation for gapping minefields in this area as a requirement for Operation Pimlico. In all this work he has shown a complete indifference to danger and a cool detachment which has inspired great confidence in those working with him.*

*On the early morning of 13 November 2Lt Butcher was called out to extricate an infantry patrol which had strayed into a minefield and suffered three casualties. He breached the minefield in broad daylight under enemy observation, brought out the wounded, and led the remainder of the patrol out of the minefield and back to safety one by one. The enemy brought down mortar fire on the party while this was being done.*

*Throughout this incident, as indeed in all his work, 2Lt Butcher displayed courage and coolness of a very high order. His quiet confidence, leadership and devotion to duty were a continual inspiration to all who worked with him.*





## BATTLE OF CRETE 50TH ANNIVERSARY

The contingent, consisting of 15 Territorial and 37 Regular Force, concentrated in Papakura on May 9th for pre-deployment training. Of the 52 constituents of the motley crew, 5 were "Ginger Beers". Sgt Brian Powell, Lcpl "Taff" Cottrell, Lcpl Mike Coulter, Spr John Morrissey, and Spr Kevin Cowsill.

The RNZAF supplied two 727 aircraft, the first for the 74 veterans and the second for the contingent and the army band. We departed Whenuapai on May 16th, with our first stop in Brisbane for refuelling, and then continuing on to Darwin where we had an overnight stay in the Darwin Travelodge. (Thank you RNZAF). It was here we met a grey-bearded 50 year old kiwi called "Agro", whom had been on the Australian sickness benefit for the last 12 years, drinking his worries away in the local.

Next sojourn was Singapore, accommodated in the Fernleaf Leave Centre on Sembawang Road, where the group made use of what shopping time they had to purchases tracksuits, SEA shorts and singlets.

The third day saw us refuelling in Male, Maldive Islands, south of India, and then flying on to Dubai. We were detained at the airport where they sequestered our passports for the remainder of our stop-over. We stayed in the "Hotel Ali Baba" (something to that effect) with rooftop swimming pool and in hotel movies (Thank you RNZAF). Dubai was very intriguing and very Americanised, with a lot of pro-gulf war paraphernalia for sale.

We arrived in Greece mid-morning on May 19th to a big cluster where the saying "More chiefs than indians" would have been a gross understatement. We were more than impressed though when we were presented with a bronze medallion, satchel and full escort by police entourage to the "Hotel Esperia" in Athens.

Our first guard practice was in the Panathenaic Stadium, scene of the first modern Olympics in 1896, with the Australian guard, Greek Police, Navy, Air Force, Army, Special Forces and the traditional guards in full cultural garb. With a requirement to be over 6 foot tall, they resembled a guard full of Mark Geyer's.

The first guard proper was at the Phaleron Commonwealth War Cemetery, Kalamaki, in Athens, in conjunction with the Aussies. This was a very moving service, with the New Zealand and Australian veterans encompassing the cenotaph, more so when the New Zealand guard, led by Sgt Isaacs RNZAEC, sung the Maori hymn "Te Arika" and had a prayer amongst the kiwi graves.

May 21st saw the Kiwi and Aussie deputations visit the Commando Training Centre with exhibits in HALO, HELO, camouflage, mountain and waterborne assaults.

Later that evening was our last guard in Athens at the "Tomb of the Unknown Soldier", Syntagma, in front of Parliament. A tremendous amount of pride was felt here, parading in front of our veterans, and we were overwhelmed when they gave us three cheers as we marched passed the dias. After the parade we were kept in a carpark for half an hour, surrounded by police, as there were numerous protesters near our hotel. When we finally arrived at our hotel the entrance was protected by police in full riot gear.

The next day the contingent landed in Iraklion, Crete, quickly followed by the veterans. So we jumped at the opportunity to greet them onto the tarmac with a haka and "Tumatuenga", a Maori song.

After our daily guard at the local cenotaph we were made most welcome by the indigenous people who organised a massive festival with traditional dancers, beer, traditional bands, more beer, and Raki, the local lighter fluid, which was being distributed in copious amounts, free of charge.

The loudest reception we received was at Rethymon, at a night parade, where we were greeted by hundreds of school children who cheered continuously as we marched down the main street, which was packed with people on both sides. This was where we first brought into effect the guard shouting "AUE" as we marched to the "Maori Battalion".

By this stage there was just one big gripe. That was the accommodation at the Namfi base. I think we were used to having a four star facilities, but having cold showers and having to place your used toilet paper in a basket beside the bowl, instead of actually in it, was a bit extreme. But the best was the cut lunches: Two dry cheese sandwiches, two slices of dry bread, a dry meat





pattie, an orange, and a can of Sprite, which was the only thing consumed.

One location the contingent had been waiting to visit was that of Galatos, where quite a number of Kiwis were killed in action, and we had this chance on May 25th. Here we had a parade, luncheon at a primary school sponsored by the Whakatane R.S.A and entertainment provided by the HMNZS Canterbury haka party, who inspired us to do our haka in front of the memorial to the dead warriors in Galatos Square.

Early in the evening we had another memorial service at the Suda Bay Commonwealth War Cemetery, along with the Poms and Aussies. Amongst the veterans at this service was Sir Charles Bennett, Commanding Officer of 28 Maori Battalion during World War 2, who gave a short spiel.

The easiest guard of the lot was at a laying of a foundation stone at the site of a proposed memorial complex. Here the Greeks didn't purvey our rifles and band equipment so we had to march on without them. The worst facet was that we had to endure three Greek Orthodox priests singing for 25 minutes and a dignitary orating in Greek for 10 more. Helmut Kohi and the Duke of Kent are two examples of notability who were present at this service.

On our last day, May 27th with everyone anxious to head home. We visited Maleme airfield where the Kiwis inflicted heavy casualties on the German paratroopers. One veteran recalled how great it was shooting the quarry as they descended from the sky, virtually helpless, but the anecdote changed when the live ones reached the ground.

I look back in an favourable frame of mind, recalling the good times, bad times, highs, lows, and new friends made. I conclude it's got to be one of those "trips in a lifetime".

Sapper Kevin Cowsill

## 31st INTERNATIONAL YOUTH SKILL OLYMPICS AMSTERDAM, THE NETHERLANDS

By Sgt B.C Gurney RNZE

**History:** The idea of an international industrial and commercial skills competition was born in Spain in 1950. Two countries, young trainees in a competition involving twelve members from each nation and twelve skills.

From these small beginnings, the competition has grown to the what it is today. Now 25 countries compete in 40 different skill areas every two years. This year, 1991, the 31st International Youth Skill Olympics was hosted by The Netherlands. A total of 560 competitors from 25 countries gathered in Amsterdam from the 28 June to the 5 July to compete for the title of the world.

I was selected to represent New Zealand as an judge in Plumbing Skills for the 31st International Youth Skill Olympics. This required that I prepare a project for possible selection as the test project for the competition. After 160 hours of work, and assistance from the Defence Drafting Office to load the project on to C.A.D, I was ready to depart for the competition.

On 19 June myself and 6 other judges from various other trades departed Auckland for Amsterdam. After travelling for 33 hours we arrived in Amsterdam weary but ready to go. Before the competition can start a test project

must be selected by the jury of judges. This involves each judge presenting their project prior to one being selected. Once a project has been selected, it is then checked to ensure that it technically correct, quantity surveyed to establish material requirements and translated into the native tongues for all competing countries. While the translations are being done the jury of judges design a marking schedule for the project. This process takes a total of 4 days.

Once the project has finished with the jury of judges, the International Technical Committee checks that all the projects conform to the International Vocational Training Competition (IVTC) rules. At this stage our Dutch hosts had organised a conference for all jury members, during which the Dutch vocational education and training system was explained in great detail. Trade visits were arranged to local industry groups, and workshops discussing vocational

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EDITED BY J. H. COHEN

This journal is a quarterly publication of the International Law and Economics Association. It is devoted to the publication of original research and critical review of the literature in the field of law and economics.

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The journal is published quarterly, and each volume contains four issues. The subscription price for institutions is \$100 per year, and for individuals is \$50 per year. Single issues are available for purchase at a special discount price.

The journal is indexed and abstracted in a number of leading legal and economic journals, and it is widely cited in the literature. It is a valuable resource for scholars and students alike, and it is an essential part of the library of any serious student of law and economics.

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education and training methods were also held. The three days of the conference was of great interest and showed that the Dutch along with the rest of Europe, are very aware that without innovative and sound vocational education and training the shortage of qualified trades people in the future will not be averted. It also showed that New Zealand, while not as innovative in its approach, provides a high standard of vocational education and training.

The competition itself started on 28 June 91. We had 14 competitors in the Plumbing Trade who competed for 23 hours over a 4 day period. Of the 14 competitors only two failed to finish the project, which was to pipe out a bath room using pipe and fittings as found in the host country. It was evident that although some of the fittings were unknown to competitors from outside of Europe, the trade skill required to install plumbing is basically the same no matter where in the world you come from. This was also found to be the case in all the trade skill groups that were competed for at the competitions.

After spending a total of 19 hours marking the projects the final scores were loaded into the computer and the results kept secret until the medal ceremony which was held on the night of the 5 July. New Zealand did not pick up any

medals at all, but did gain 4 certificates of merit. This is the best result New Zealand has gained in the three International competitions so far attended.

An indication of the skill level of the competitors in the plumbing can be gauged by the result. Of the 12 competitors who finished the project, the point spread from first place to twelfth place was only 30 points. New Zealand's competitor in the plumbing competition came a respectable eighth overall.

The overall cost of the competition was 25 million dollars, which the Dutch felt was money well spent, as it was spent for the promotion of excellence in youth vocational education and training. The Dutch have identified that by the year 2000, there will be a shortage of 60,000 trades people in the Netherlands. This problem is not restricted to the Netherlands alone, it is a problem that is faced world wide.

For this reason, I believe that it is the responsibility of all those involved in vocational

education and training, to actively support any organisation that promotes excellence in the various trade skill groups. The New Zealand Youth Skills is such an organisation and deserves the support of the New Zealand Army and in particular the RNZE.

In conclusion, although our competitors did not return home with any medals, they returned with the knowledge that they are well above average in their respective trades when compared to the rest of the world. The 32nd International Youth skill Olympics are to be held in Taiwan in 1993. The opportunity exists for a young trades person from the RNZE to be at those competitions, all it requires is a willingness to be the best, and understanding and help from those within the corps who are able to give it.



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NOV - MAY 1991

Shalom!

As Remote Sites Warrant Officer for the Engineers in the MFO my primary job was to supervise the maintenance and where required upgrade the thirty two Remote Sites spread along the Egyptian / Israeli border.

Remote Sites are where soldiers are stationed to monitor and observe movement in the Sinai. There are a number of buildings on each site. Basically a Remote Site consists of living quarters ablutions area, storage sheds and a building for the kitchen / dining area and an Operations Room. All sites have electricity powered by generators. They also have running water housed in 10,000 litre water tanks. The water is solar heated. Each site has a number of Observation bunkers and Observation Guard Towers. All perimeters are secured by high wire concertina.

The Sinai has a lot of history both Military and Biblical. The history is from all the wars and conflicts that occurred between nations while the biblical aspects was discovered by learning about the walk-about Moses went on. I visited some of

Moses places of interest Sinai (twice) and Moses valley.

Now back to the job. To maintain Quality Control I visited Remote Sites regularly. Due to the vast distances I had to travel in the desert from one Remote Site to another, I was out of the office a lot. This gave me an opportunity to take in the breathtaking views of the Sinai, both from the road by vehicle and by air in a helicopter. The six months went by very quickly.

When the Gulf War broke out the Americans went ballistic!! General McIvor ordered that only Emergency maintenance was to be carried out on the Remote Sites, whilst the war was on. Most of the time the war was on I travelled from one site to another by helicopter. On the occasions I travelled by road during the conflict I had an armed escort (usually a Uruguayan).

One very interesting and vivid memory I have of the war was to travel up to Tel Aviv and visit the houses and flats destroyed by Scud attacks. It brought home the reality that the war was on our back doorstep.

After the war things went back to normal, no more low level chopper flights for me!. Also our back log of work orders did not take long to complete. I think people were glad it was over and were pleased to get on with life again.

I did have the opportunity to travel a bit. I visited Cairo and enjoyed the laid back attitude of the Egyptians. I toured Israel from head to toe and one can only be impressed by the beauty of this country.

Finally I have gained a lot of experience working with people from eleven nations. Of all my TOD's to date overseas, my TOD in the Sinai would have to be one of the best. I enjoyed working for the MFO and have very fond memories of the Sinai.

SSgt Pete de Breuk



There is a great deal of work to be done in the future.

The first step is to get a better understanding of the situation. This can be done by collecting more data and by consulting with experts in the field.

Once we have a better understanding of the situation, we can then develop a plan of action. This plan should be based on the best available evidence and should be flexible enough to be changed as more information becomes available.

The next step is to implement the plan. This will involve working closely with the relevant organizations and individuals to ensure that the plan is carried out effectively.

Finally, we need to evaluate the results of our work. This will allow us to see how well we have done and to identify any areas where we need to improve.

It is important to remember that this is a long-term process and that we need to be patient and persistent in our efforts.

With the right approach and the support of the community, we can make a real difference in the world.

Let's get started!



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## MURPHY'S LAWS OF COMBAT OPERATIONS

- \* You are not Superman.
- \* Keep it simple stupid.
- \* Automatic weapons - aren't.
- \* Recoilless weapons - aren't.
- \* Suppressive fire - won't.
- \* Incoming fire has right of way.
- \* If the enemy is in range, so are you.
- \* Don't look conspicuous, it draws fire.
- \* If it's stupid and it works, it ain't stupid.
- \* When in doubt, empty your magazine.
- \* The easy way is always mined.
- \* Try to look unimportant, they may be low on ammo.
- \* Teamwork is essential, it gives them somebody else to shoot at.
- \* Never draw fire, it irritates everyone around you.
- \* Anything you do can get you shot, including doing nothing.
- \* Never share a foxhole with anyone braver than you.
- \* If your attack is going really well, its an ambush.
- \* No battle plan survives contact with the enemy.
- \* You're weapon was made by the lowest bidder.
- \* The only thing more accurate than enemy incoming fire is friendly incoming fire.
- \* When you have secured an area, don't forget to tell the enemy.
- \* If you're short of everything but the enemy, you're in a combat zone.
- \* A sucking chest wound is nature's way of telling you it is time to slow down.

- \* Make it tough enough for the enemy to get in, and you won't be able to get out.

## HAMMERSLEY PARK SCHOOL

RRF Engr Sqn was tasked to build an adventure playground at Hammersley Park School. The construction went according to plan and the task was completed within the time allocated.

The sketch is a plan view of the playground obstacles. Ramps A, B and C were all designed to accommodate the width of a wheel chair for the disabled portion of the students.

Access to the higher level of the playground was along a tarseal path, to the top of the rise, on a man made hill. Ramp A is the entry point to the top level and at this level the obstacles you have are: slide, fire pole, chain net and high wire. Ramp B, under an overhead roof cover is the start point for the flying fox. There are also 3 ladders taking you to the lower level, this consists of a decked area accessed by Ramp C. Sand pits and gardens complement the layout of the playground.

The children, during their morning breaks and lunch, spent most of the time watching us build their new playground.

Video Dispatch of TVNZ came out to film the opening of the Adventure Playground, they caught our Task IC (Murray Henderson) sliding down the slide to officially open the Playground.

On the official opening day the Squadron supplied equipment for a display which was enjoyed by all.

Lcpl P.J. De Roo  
Task 2IC

## JOINT SERVICES

One reason the Services have trouble operating jointly is that they don't speak the same language. For example, if you told Navy personnel to "Secure a Building," they would turn off the lights and lock the doors. The Army would occupy the building so no one could enter. The SAS would assault the building, capture it, and defend it with suppressive fire and close combat.

The Air Force, on the other hand, would take out a three year lease with an option to buy.





## RESERVE DEMOLITION

As part of the SME Trade Training Wing Regimental training the wing conducted a reserve Bridge Demolition with Armoured elements, on 16 - 17 Jan 1991. With all the restrictions and such like the idea of being able to do a "live" demolition task appealed to most.

The staff at TTW started planning quite early, in fact it was Major Cobb who first okay'd the concept in late 1989. Cpl (Marty) Leach came up with the initial report but it was Cpl (Tony) Cole who finally put the bits and pieces together in late 1990.

The Tankies, QA and WaiWec Sqns, were keen (as even they had not conducted an exercise of this nature for some time) and there was even talk of an Infantry Company assisting. Well, due to a series of events (including the Scorpions being grounded) we eventually scheduled the exercise for mid January 1991 and decided to go ahead with APC support only. Lt D Strong's (RNZAC) APC's doubled as our troop carriers and the demolition guard. They did an admirable job and were even game enough to use one of their "Tin Cans" as the explosive carrier.

After an early trip to Waiouru, a quick marry up, orders and a joy ride out to location, the exercise started. The target was a NEB located west of the ford over Moawhango River. Some initial preparation work and orders took place on that afternoon but it was limited.

That night we harboured up with the APC's and night routine set in. Sgt (Bryce) Gurney, the Tp Sgt, had to keep an eye on Cpl (Tony) Cole who kept ducking into the "Tin Cans" for a smoke or something!. Apart from that the night was uneventful, but, typical of Waiouru, wet, windy and cold! The next morning the troop commenced work, and you guessed it, it was still wet and windy.

Cpl (Marty) Leach's section came up with an ingenious idea to use wedges of wood to hold explosives against the target. The other two sections, under the command of Cpl Hucker and Cpl Lark also achieved their tasks and State 1 in a professional and expedient manner! Even with the large number of sappers attacking the bridge the hands on experience was invaluable. Tp HQ chose one real firing point (an APC located 600m away) and a second notional firing point (just behind the bridge). Tp SSgt (PC)

Webb, issued the explosives from the back of the APC and generally kept control of the stores.

We even had a visit from Capt (Ged) Shirley who chipped in with the digging and hands on work, WO2 (Steve) Fantham who kept his beady eye on events and Sgt (Graham) Sweetman who just wanted to get away from Linton for the day.

Once the bridge went to State 1 the troops pulled back to the viewing stand and the Demolition Guard MBT's (pretending to be APC's) conducted a fighting withdrawal. Lt Buttenshaw and WO1 Clark assisted by a sapper, then set the bridge to State 2. After a short spell - trying to get the batteries to work in the RCI - and having been given the password, the call "look up, firing now" was given, and the gap was closed.

Those at the viewing stand had the best vantage point, but if you fancy watching it yourself the whole show was video taped and can be seen if you visit Demolition Wing, SME. All in all a great deal was learnt, especially in relation to All Arms co-operation.

## CONFIDENCE COURSE

The MAP Students from TTW SME have constructed a confidence course for the New Zealand Scout Association. The soldiers are here on a year long course as part of the Army's Mutual Assistance Programme. They have been in New Zealand since January and will return home in December. The year long course is designed to equip the soldiers with basic carpentry skills.

The construction of the confidence course, which was a two and a half week project, was excellent training for students as they can see the start and finish of the project. The team of six students completed the work under the guidance of Sgt Russell Palmer, with only a few problems in communications.

The students come from different areas of Vanuatu and speak in different dialects, all of them speak pigeon English. The only complaint from the soldiers is the cold weather, somewhat different from the warm climate of home.

The confidence course is to be used mainly by the Scout movement, for people of all ages. There are eleven obstacles comprising of a flying fox, six foot wall, tube tunnel, scramble net, parallel rope, tyre wall, balance beam, rope swing, burma bridge, monkey bars and incline log.



## RESERVE DEMONSTRATION

At part of the 1985 "Trade Forum" in London, the Conservative Party's economic spokesman, Lord Young, said that the party's policy was to "maintain the stability of the pound sterling and to ensure that the country's economic growth is sustained."

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## CONSERVATIVE POLICY

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## PLANT, ROADS, AIRFIELDS WING SME

Since the last liason letter, the PRA Wing has been kept fairly busy with courses and projects around and outside the Linton area. Tasks have ranged from the relocating of DC3 aircraft for both Army and the Air Force to flood relief work along the Massey University river boundary.

The biggest change around the PRA Wing has been the disposal of the older type plant and having them replaced by newer equipment. Turners Auctions undertook the task and it wasn't very long before a sizeable cheque arrived in the mail. The following machines went up for disposal:

- Cat 966c fork-lift
- 5500 grader
- Cat D4d dozer
- Case 350 dozer
- d/Pull Scraper

The Intermediate Plant Cse was next to grace our presence from 24 Oct - 12 Dec 90. This course involved the operation of cranes, graders, excavators and with a recovery phase thrown in for good measure. The recovery phase also involved plant recovery in NBC equipment to insul in the course the amount of restrictions you have when trying to work under NBC conditions. The new Cat excavators and graders were also available for the course which added to lesser downtime therefore enabling the course to run a lot smoother.

Although the new Cat equipment was a bonus for the course, we still had the old NCK crane to contend with. Still a good machine since her rebuild however, a cantankerous old bitch when she wants to be. I don't think there are any operators who have a soft spot for the NCK except maybe Smokey Bennington who probably signed for it and Podge Lowe who celebrates his birthday on the same day.

The following tasks were completed by the course which added to the expanding size of Linton:

- New fire trg pond
- Refurbishment of the Dems range
- Refurbishment of camp roads
- Camp drainage clearance
- New golf tees for the Golf Club

After marching the course out, it was time to enjoy a well earned leave break over the Christmas period before starting the 1991 trg year.

About a week after our Christmas break saw the Senior Plant Course march in on the 16 Jan - 27 Feb 1991. This course revolves around the supervisory aspects of plant and is all classroom orientated. Being back in a classroom tented to be a bit of a shock for some of the operators however, they all persevered to gain a qualification on the course. The course consisted of:

- Site survey
- Soils Analysis
- Plant output calculations
- Fuel consumption
- Servicing programmes
- Quality control of compaction

Two courses had elapsed, so it was time to conduct a 502 check. We run just about the best 502 check going as anyone will tell you who has had something to do with our checks. Don't let it be said that we're not efficient.

The Junior Plant Course was next to march in from 4 April - 6 June 91. This course involves the operation of scrapers, loaders, and bulldozers and is the most enjoyable of the plant courses for students as well as instructors.

It is here that all planties start their operating careers and is undertaken along the Manawatu River before they are set free on tasks around the camp area. About 3 - 4 nights are plotted into this course for night operation to give the students an idea of what its like to work in darkness. A totally different experience for the students which went without any prangs or dents sustained.

The course usually falls around the winter period which is good if you don't end up with a machine without a cab as it tends to get pretty cold around the nether regions, however, we survived so I'm sure they can too.

The tasks carried out by the course included:

- Flood repair work for Massey
- Scrub clearance along the Kahuterawa
- Levelling the SME plant dust bowl
- Minor clearing of the SME lagoon

# PLANT RECORD SUMMARY SHEET

Date

Enter the last three digits of the year in the space provided. This will help you to identify the year of the record.

The following information should be entered in the space provided: Name of the plant, number of the plant, and the name of the collector.

Collector's Name  
Plant Number  
Date of Collection  
Location of Collection

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Name of the plant  
Number of the plant  
Date of Collection  
Location of Collection



An enjoyable course for all which saw most of the taskings completed before march out.

Well, as you can see, for a small wing, we can safely say we've justified our employment over The PRA Wing only numbers 3, they are:

WO2 "Podge" Lowe  
Sgt "Timmo" Haami  
and myself Cpl "Whare" Wharepapa

Podge is posted to 25 ESS on 1 July 91 and is replaced by SSgt "Wobbly" Cannon posted in from a holiday (Military Plant Foreman Course) at the Royal School of Military Engineering, Chatham in England.

I myself am posted to the School of Regimental Training, (SRT) Waiouru and LCpl "Rue" Te Pahi will be replacing me from 25 ESS.

I hope you now have a better understanding of what we do in the Wing and leave you with a little phrase we have here:

#### THE PRINCIPLE OF WAR

The aim of any engagement with the enemy, whether offensive or defensive is to employ the artillery, the cavalry and the infantry in such a way as to clear a sufficiently large area of ground so that the SAPPERS may without let or hindrance,

#### DEPLOY THEIR PLANT!

Cheers Cpl "Whare"

#### STEWART ISLAND ADVENTURE PLAYGROUND STRUCTURE

It was lucky that the Medics were conducting a health survey of the Island otherwise this job would not have been approved. However it was and Spr "Red" Broughton, Spr "Dum" Parata and myself were tasked with the building of the structure.

After getting used to the fact that we would be working under command of the Medics we got down to work. It was the ideal working situation as the Medics didn't really know what we were doing so left us to ourselves to get on with the job.

At first we thought the plans might have been out a bit as the entire structure was only 1.5m high. Then on the first morning the prospective users turned up and it proved to be just the right height. That was because the users were only 1 to 5 years old. For the first week or so the kids were kept at bay by their mothers. Then once we had shifted the mound into position we had kids all over it whenever we finished for the day. The only problem we encountered in the construction was that the site used to be an old saw mill and we kept hitting buried timber when sinking the piles for the structure. This made using the post hole borer difficult if not painful. Once the piles were in position the rest of the structure just flew together with no problems at all.

With the playcentre operating twice a week we had plenty of company and the smoko's were excellent. Much to the disgust of the medics who had to walk through our job site to get to and from work. This fact probably stung the cooks into providing some reasonable smoko's for the medics after that.

We were told later that the turn out of mothers to that first morning and subsequent mornings was exceptional.

The locals proved to be very friendly and many an evening after work finished up at 2 or 3 O'clock in the morning. Leaving was quite a moving experience and one of the medics received some flowers to remember the job by, from who, he wouldn't say. Overall a very enjoyable and instructive 2 weeks, well worth the effort, and from all accounts well received by the locals.

Cpl S.W. Trodd

#### 25 ENGINEER SUPPORT SQUADRON

In 1990 25 Construction Squadron became 25 ESS. 4 Engineer Resources Troop, 6 Engineer Service Squadron a Troop from 1 Field Squadron and BD Troop were absorbed into 25 ESS. The diagram on this page shows the organisation of the unit.

25 ESS or the "Beast" or the "Regiment" is now a very large unit with a wide variety of capabilities. The RF strength is currently at 100% plus, TF strength (effective) is around 90.





A Long Term Development Plan has been drawn up and the unit has been working hard to achieve the first 2 or 3 stages. The new unit Smoko Room is well under way. Finance has been obtained for the new Q-store Complex and by the end of the new Training year (91/92) stages 1 - 5, excluding the carpenters work shop should be complete. The stages are as follows:

1. Unit Smoko Room
2. Ops, Res Tp, Conf Room
3. Q-store
4. Carpenter Wksp
5. Wks Cell/ Store

The unit now has a live Mascot with the demise of 6 ESS who had the only lice Mascot in the NZ Army, it was time for 25 ESS to take up the challenge. The NZ Hereford Association was approached to determine the feasibility of obtaining a Stud Bull as the unit Mascot. After some discussion Mr Don Robbie of Haunui in the Wairapapa has kindly agreed to provide a Bull from his Stud farm for any formal occasions that 25 ESS is involved in (Look out anyone following us in a Parade!!!)

If excitement is what you are after and the other remaining remnants of the Corps cannot provide it, the put in a posting preference to 25 - the biggest and the best.

Giddy from the 'A' side of the house, well whats happened in our neck of the woods? What with pay reviews and more pay reviews, PMIS, which should stand for PERSONAL MISMANAGEMENT IDIOTIC SYSTEM, marching pers in and out of the unit, day to day admin, Trg for being soldiers and Trg for being clks we have been kept quite busy.

The Orderly Room is slowly getting taken over by RNZEME type pers. Sonya Smith a Craftsman was posted into the Orderly Room from WTD Ex-Maternity leave in September 90 and now the resident comedian who did the article for the last letter has been posted out to FMG Wksp, replaced by Cpl Rebecca Hepi. So the staff are now:

Chief Clerk	Sgt Cooper (Buster)
RF Clerk	Cpl Cumming (Fay)
TF Clerk/Engr Wksp	Cpl Hepi (Bec)
Mail, gofor	Cfn Smith (Sonya)

Listed below is the postings in and out of the unit:

## POSTINGS OUT

Sgt Robinson	LCPL Duff
Lcpl Meredith	Ssgt Newton
Cpl MacMillan	Spr Reweit
Ssgt Nicol	Maj Gibbon

## POSTING IN

9 AUG 90	LCPL STROUD
18 SEP 90	CFN SMITH
4 OCT 90	SPR ARCHER, SPR WHITEMAN
9 OCT 90	SGT MCKAY
1 NOV 90	SPR WILSON
30 NOV 90	SPR GORDON
10 DEC 90	SAPPERS
	MATHESON, NEWCOMBE,
	PREDDY, STERICKER,
	N.TRAVER, TANGAROS,
	EVANS, D.TRAVERS,
	REID, ROLLS,
	HOLLARD, RIEDEL,
	HEDEMAN, BARNAO,
	CLIBBORN, DILLON,
	INDER, KRIPPNER,
	WHITE, " GELUK,
	MURRAY, ALLINGHAM, AND
	T. MCDONALD.

LCPL HOMER

CPL KANARA,  
CPL THOMSON

SGT MASI, SGT CHURCH

SSGT ALEXANDER,  
SSGT JACKSON

16 FEB 91	MAJ GATTSCHIE
	42 PERS EX 1 FD SQN
4 MAR 91	SSGT LEPOU
18 MAR 91	LCPL TEWEEHI
18 APR 91	SAPPERS,
	DAVEY, FLETCHER,
	HAMLIN, HERLIHY,
	HUTCHISON,PAGE,
	AND WALKER
1 MAY 91	LCPL VOOGHT
3 MAY 91	WO 2 LOWE
27 MAY 91	SGT LARK
4 JUN 91	CPL MCIVOR
	SPR S. FLETCHER, SPR
	LAIRD
15 JUN	SPR MCPHERSON,
	SPR WINDLEBORN
19 JUN 91	SPR TAMBLYN





## CONSTRUCTION TROOP 25 E.S.S

Over the past 12 months Construction Troop has been involved in a number of training exercises and work tasks. During this period the troop itself has also gone through some fairly dramatic changes in the area of manning.

The troop has been fully committed to, or supported the following exercises:

- a. Squadron exercise "Bulls Blood" Jul 90
- b. Squadron individual training, Sep 90
- c. Linton Camp open day, Oct 90
- d. National Special Olympics, held in Palmerston North
- e. Antarctica, construction work on Scott Base
- f. 25 ESS Troop Training, Feb 91
- g. Exercise "Ivanhoe", Feb/Mar 91
- h. 1 Bde Annual Field Exercise, Waiouru May 91.

In addition to the training commitments above Construction Troop has also been heavily committed to a number of vertical works tasks:

- a. 25 ESS Wksp's, the largest of the Troop projects this complex has caused the most head-aches, for all concerned. To a large extent the reasons for this can be attributed to the mighty dollar, which drives the army today. With a floor area of 1142 sq. meters, 251 cubic meters of concrete, 1688 meters of steel framing, and 1500 sq. meters of roof cladding however, it is easy to imagine that there will also be other problems with the construction. Well on the way to completion now though, this facility will be a welcome addition to the Squadron, and particularly those members with RNZEME corp belts.
- b. The AGI extensions involved a complete refit, expansion of existing canteen facilities, and construction of a new shop co-located in the same building. The new shop is for "dry goods" previously sold from the old AGI across from the gym.
- c. 25 ESS Lube Bay, a prefab type construction now complete except for the lube plant still to be installed.
- d. 25 ESS Lecture Room Using, as the shell, the old MIR building now located

in the Squadron area, this facility reflects the growing size of 25 ESS (and its shrinking budget) and will allow all Squadron members to be seated in the same room at the same time.

- e. Real-Estate House next to the camp pay office, was constructed by a Sapper job boss!!! The facility is now occupied by the camp Housing and Works cells.

An interesting thing to note about this is that while it was all going on Construction Troop had five releases, twelve postings out, and twenty one postings in. A sign of the times perhaps, who knows?

SSGT LIGHTBOURNE  
TP SSGT

## MEMO OF THE MONTH

Mouse Balls Available as Fru(field replacement unit)

Mouse balls are now available as a Fru. Therefore, if a mouse fails to operate or performs erratically, it may need a ball replacement. Because of the delicate nature of this procedure, replacement of mouse balls should only be attempted by properly trained personnel. Before proceeding, determine the type of mouse ball by examining the underside of the mouse. Domestic balls will be harder and larger than foreign balls. Foreign balls may be replaced by using the pop-off method. Domestic ball are replaced by using the twist-off method. Mouse ball are not usually static sensitive. However excessive handling can result in sudden discharge.

Upon completion of ball replacement the mouse can be used immediately. It is recommended that each replacer have a spare set of ball for maintaining optimum customer satisfaction, and that any customer missing his balls should suspect local personnel of removing these necessary items.

To re-order, specify one of the following:  
P/N33F8462- Domestic Mouse Balls  
P/N33F8461- Foreign Balls

-apparently an actual alert to IBM field engineers that went out to all IBM branch officers.





An enjoyable course for all which saw most of the taskings completed before march out.

Well, as you can see, for a small wing, we can safely say we've justified our employment over The PRA Wing only numbers 3, they are:

WO2 "Podge" Lowe  
Sgt "Timmo" Haami  
and myself Cpl "Whare" Wharepapa

Podge is posted to 25 ESS on 1 July 91 and is replaced by SSgt "Wobbly" Cannon posted in from a holiday (Military Plant Foreman Course) at the Royal School of Military Engineering, Chatham in England.

I myself am posted to the School of Regimental Training, (SRT) Waiouru and LCpl "Rue" Te Paki will be replacing me from 25 ESS.

I hope you now have a better understanding of what we do in the Wing and leave you with a little phrase we have here:

#### THE PRINCIPLE OF WAR

The aim of any engagement with the enemy, whether offensive or defensive is to employ the artillery, the cavalry and the infantry in such a way as to clear a sufficiently large area of ground so that the SAPPERS may without let or hindrance,

#### DEPLOY THEIR PLANT!

Cheers Cpl "Whare"

#### STEWART ISLAND ADVENTURE PLAYGROUND STRUCTURE

It was lucky that the Medics were conducting a health survey of the Island otherwise this job would not have been approved. However it was and Spr "Red" Broughton, Spr "Dum" Parata and myself were tasked with the building of the structure.

After getting used to the fact that we would be working under command of the Medics we got down to work. It was the ideal working situation as the Medics didn't really know what we were doing so left us to ourselves to get on with the job.

At first we thought the plans might have been out a bit as the entire structure was only 1.5m high. Then on the first morning the prospective users turned up and it proved to be just the right height. That was because the users were only 1 to 5 years old. For the first week or so the kids were kept at bay by their mothers. Then once we had shifted the mound into position we had kids all over it whenever we finished for the day. The only problem we encountered in the construction was that the site used to be an old saw mill and we kept hitting buried timber when sinking the piles for the structure. This made using the post hole borer difficult if not painful. Once the piles were in position the rest of the structure just flew together with no problems at all.

With the playcentre operating twice a week we had plenty of company and the smoko's were excellent. Much to the disgust of the medics who had to walk through our job site to get to and from work. This fact probably stung the cooks into providing some reasonable smoko's for the medics after that.

We were told later that the turn out of mothers to that first morning and subsequent mornings was exceptional.

The locals proved to be very friendly and many an evening after work finished up at 2 or 3 O'clock in the morning. Leaving was quite a moving experience and one of the medics received some flowers to remember the job by, from who, he wouldn't say. Overall a very enjoyable and instructive 2 weeks, well worth the effort, and from all accounts well received by the locals.

Cpl S.W. Trodd

#### 25 ENGINEER SUPPORT SQUADRON

In 1990 25 Construction Squadron became 25 ESS. 4 Engineer Resources Troop, 6 Engineer Service Squadron a Troop from 1 Field Squadron and BD Troop were absorbed into 25 ESS.

25 ESS or the "Beast" or the "Regiment" is now a very large unit with a wide variety of capabilities. The RF strength is currently at 100% plus!, TF strength (effective) is around 90.

As the day passed, the sun  
grew lower in the sky, and the  
light grew softer. The birds  
were silent, and the only sound  
was the rustle of the leaves.  
The man sat there, looking  
out at the world, and he  
thought of the things that  
had happened to him. He  
thought of the people he  
had met, and the things  
they had said. He thought  
of the life he had lived, and  
the things he had done. He  
thought of the future, and  
the things he would do.

And as the night came,  
the stars came out, and the  
moon rose in the sky. The  
man looked up at them, and  
he felt a sense of peace.  
He felt that he was at home,  
and that he was safe. He  
felt that he was part of a  
greater whole, and that he  
was loved. He felt that he  
was not alone, and that he  
was not forgotten.

And as the night passed,  
the stars grew brighter, and  
the moon grew larger. The  
man looked up at them, and  
he felt a sense of awe.  
He felt that he was looking  
at something that was greater  
than he was, and that he  
was not worthy to see it.

And as the night passed,  
the stars grew brighter, and  
the moon grew larger. The  
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## CIVIES SPIT THE DUMMY

It was a cold grey July morning as Jacko slowly eased the transporter through the fire training compound at the Palmerston North airport. The hot coffee about an hour earlier didn't do much to warm the insides against the cold Manawatu wind.

The ground was boggy from the downpour the night before which posed minor problems for Timmo as he positioned the AW410 crane. "One 2 legged chain should do," yelled Podge, as we positioned the crane hook over the centre of the plane.

Slings rattled and chains scraped the fuselage as we prepared the DC3 ready for lifting. "Take up the initial lift and I'll back the trailer under," yelled Jacko as Timmo slowly raised the aircraft off its supports. With a little jiggling around, the trailer was finally under.

"She'll have to go a further 500mm above the trailer so she'll clear the bridges," said Jacko, so up she went again. Once Podge and I had slid sufficient dunnage under, Timmo set her down, ready to be secured on.

Securing her onto the trailer was done with relative ease and she was now ready to be transported to her new home in Ohakea.

Before we could move the transporter out of the compound, the gates were blocked by the crash fire crews who claimed that they still owned the aircraft. The protesting crowd began to grow as talks between the Air Force and civilians over ownership continued.

Next to join the ever growing multitude were the civil police. Once they were in the picture on what was going on, lo and behold, the seas parted and without a single arrest being made, we drove out the gate.

Sam the next morning saw the DC3 winging its way to Ohakea amidst the arguing still going on over its ownership.

It's comforting to know that the RNZAF copped all the flack over the removal of the aircraft without a word being said about the RNZE involvement.

Cheers!

Whare

## MATAMATA BRIDGE CONSTRUCTION 21 JANUARY - 2 FEBRUARY 1991

Wsharoa a small community on highway 27, 5km north east of the Matamata township, played host to 10 sappers of the 1st Field Squadron RNZE, for the period of 12 days.

With the prevailing rains and the continuous flooding of the Waitoa river, dairy cattle and light tractors were finding it difficult to ford the river, consequently the farmers could not fully utilise their land to its full potential during the winter months.

The 10 sappers were tasked to upgrade and launch a prefabricated, steel truss, bottom supported farm bridge across the Waitoa river in anticipation of flooding during winter. This involved the repairing and addition of braces, trusses and panels to the bridge. While at the same time excavations and the development of wing walls and abutments on both banks were made. These were contracted from railway irons and railway sleepers. The total amount of backfill required for the abutments was 30 cubic metres. Probably the most laborious part, compacting the abutment backfill thoroughly with the use of two "wackers". Now that the bridge has been upgraded and the abutments completed comes the launching and locating phase.

Ten sappers sit perched on a hill from where they can view the bridge site, the distance the bridge has to travel and the gap the bridge has to cross. Without any special machinery how can we get a bridge that is 2 metres wide, 13.5 metres in length and weighs 5.4 tonnes to go where we want it, without twisting or damaging the steel structure, damaging machinery and setting a scene for disaster. After a series of discussions and reasoning the solution was simple "KIWI INGENUITY". Suffice to say the bridge was launched with precision and accuracy, coming to rest on abutment locating bolts. Ramp approaches to the bridge were formed and compacted in the same manner as the abutments. All that was left to do was landscape.

The sappers had established a tented camp adjacent to the construction site so maximum skills and security could be maintained, because of erratic rainfall, long hours were worked, particularly when there were fine periods. The average working day was ten hours. Morale remained high due to the increasing interest by



## THE NEW YORK TIMES

The New York Times is a daily newspaper published in New York City. It is one of the most influential newspapers in the world.

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THE NEW YORK TIMES

THE NEW YORK TIMES

the locals and regular visits from newspaper reporters and photographers.

On social scene the locals warmly greeted and accepted the team of sappers, usually with a bottle of beer in one hand and a handshake in the other. I guess it was because of the touch rugby game that the sappers so narrowly lost.

Since the completion of the task, two of the team of sappers have retired from the commonly called "system". They are currently forming a new life for themselves and their families in the civilian avenue. The squadron wishes them the very best of luck for the future and success in whatever they do. They will be sadly missed.

As the job boss of that task, it was indeed satisfying to read a comment written by the landowners on the Hand Over Certificate. It reads.....*"An excellent job far surpassing expectations....."*. It truly was a brilliant task and again I tip my hat to those other none sappers for their efforts and a job well done.

The exercise is part of the Army's continuing programme to provide assistance to the local community whenever it can be combined with realistic and cost effective training.

Corporal Danny White  
Task IC

### 1 BDE ANNUAL FIELD EXERCISE

On Monday 6 May 1991 1 Field Squadron loaded up and headed for Waiouru. We arrived in Waiouru at about 1530 hrs after a long haul. Waiouru had its usual welcome ready for us ..... cold wind and rain. We were accommodated at Helwan Camp for the first week of initial setting up. We spent the week establishing camp for the TF who were due to arrive on the following Sunday. We also set up a mock village made out of packing cases for the windows etc for them to shoot. The town was called TWIN PEAKS. The sign out the front read "TWIN PEAKS" Population 4000 - 3999. There was everything in this village a good SAPPER needs to survive. Everything from a pub, church to a brothel. Laura Palmer's head stone was beside the church.

On Saturday we moved down to the rubbish dump where we were to stay for the next two

weeks. We spent Saturday settling in and setting up. A couple of the lads came up with the brain wave of scrounging some timber from down at the dump to make a floor. But whilst down there we happened to stumble across a couple of comfortable looking beds. So quicker than a sapper to a shout, the beds were set up in their tent. Quite a good idea you might think. Well so did three certain sappers, UNTIL ..... a couple of minor abrasions appeared on the sappers. More commonly called ring-worm. Such a good idea though the hierarchy that one of the sappers is no longer a sapper, but a Lance Corporal. Sunday brought the arrival of the TF and ..... the SQMS .....yes, more moving everything a metre to the left or right. The following week was spent setting up numerous stands for the TF. Stands such as aerial ropeways, bridging tasks and boating. A water point was set up, down along side the Maowhango Dam. A Tarpaulin was set up for the lads to sleep under. A certain arsonist from Napier didn't like where the tarp had been set up so we decided to set it on fire. The water point was manned for 9 - 10 days which kept us busy by a steady flow of thirsty part camel gunners.

The third and final week was spent setting up Battle Noise Simulation. We also took part in a weapons effect demonstration. Where we simulated anti-personal mines and anti tank mines. Engineers as usual had the last say as we fired a cratering charge at the end of the demonstration. It threw up a wall of soil about 300 feet high and 40 feet wide, which just seemed to hang there. On Friday with Waiouru in the rear vision mirror (the way everyone likes to see it) we headed back to Papakura. We arrived back about 1730 and unloaded and cleaned stores on the Saturday and Sunday. All in all it was a learning exercise for everyone involved.

Sapper Dick Pryor (SHAG)

The birds and beasts were then brought  
together, and brought to the

The birds were then brought to the  
together, and brought to the

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# CHRIST IN FLANDERS

L.M.

September 11, 1915

This poem was written during World War I, apparently in France, by the author who merely signed his name as L.M. The poem was sent to a British newspaper "The Spectator" from which it was extracted and published in the Featherston Camp Weekly News. At the time Featherston Camp was the largest training establishment in New Zealand - borne out by the fact that it had the fourth largest Post Office in New Zealand.

We had forgotten You, or very nearly -  
You did not seem to touch us very nearly -  
Of course we thought about You now and then;  
Especially in any kind of trouble -  
We knew that you were good in time of trouble -  
But we are very ordinary men.

And there were always other things to think of -  
There's lots of things a man has got to think of -  
His work, his home, his pleasure, his wife  
And so we only thought of You on Sunday -  
Sometimes, perhaps, not even on Sunday -  
Because there's always lots to fill one's life.

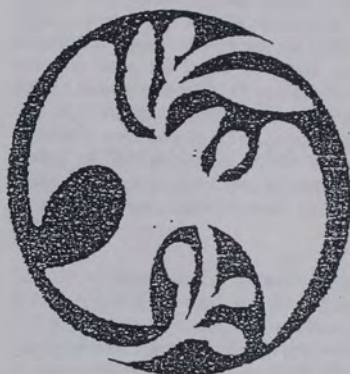
And all the while, in street or lane or byway -  
In country lane, in city street, or byway -  
You walked among us, and we did not see  
Your feet were bleeding as You walked our pavements -  
How do we miss Your footprints on our pavements -  
Can there be other folks as blind as we?

Now we remember; over there in Flanders -  
(It isn't strange to think of You in Flanders) -  
This hideous warfare seems to make things clear.  
We never thought about You much in England -  
But now that we are far away from England -  
We have no doubts, we know that You are here.

You helped us pass the jest along the trenches -  
Where, in cold blood, we waited in the trenches -  
You touched its ribaldry and made it fine.  
You stood beside us in our pain and weakness -  
We are glad to think You understand our weakness -  
Somehow it seems to help us not to whine.

We think about You kneeling in the Garden -  
Ah! God! the agony of that dread Garden -  
We know you prayed for us upon the Cross.  
If anything could make us glad to bear it -  
It would be the knowledge that You willed to bear it -  
Pain - Death - the uttermost of human loss.

Though we forgot You - You will not forget us -  
We feel so sure that You will not forget us -  
But stay with us until this dream is past.  
And we ask for courage, strength and pardon -  
Especially, I think we ask for pardon -  
And that You'll stand beside us to the last.





## RECRUITING REQUIREMENTS!

### Field Engineer

Fail entry exam for tradesman  
Can only drink two stoke fuel  
Can list three different  
makes of chainsaws and outboard  
motors  
Smokes "roll your owns" but uses filters  
Dreams about driving plant and big  
trucks  
Heard people talking about schools, but  
never  
knew what that school thing was  
Likes playing spacies.

### Plant operator/Driver RNZE

Able to tell the difference between all  
grades of oil by touch, smell, and taste  
Smokes "roll your owns" or menthol  
cigarettes  
Be able to scull a pint of diesel in 20  
seconds  
Be able to make a pair of overalls last all  
year regardless of how dirty they are  
May have passed the entry test for  
tradesman, but progressed no further  
than tea boy  
Can list all of the mighty Tonka series  
Knew about schools and where to find  
them  
Has a name like Podge, Diesel, Omar,  
Cuzz and JJJJJJacko.

### Carpenter (Tech, you get paid more) RNZE

Attended school  
Passed officer entry test but knew that  
Plant Operators or Field Engineers can,  
and have become Officers, and realised  
Spr carpenters get paid more than 2nd  
Lieutenants  
Smokes cigars  
Drinks beer  
Designs spacies programs

## PROJECT GABION

The Tokelau Islands are located approx. 3200km  
NNE of Auckland and are made up of three main  
atolls; Fakaofu, Nukunonu, and Atafu. The  
Tokelaus can only be reached by boat from  
Western Samoa, which is approx 500km to the  
south of Fakaofu. During the cyclone season of  
1989-1990 Cyclone Ofa raged through the Pacific  
Islands one group of which was the Tokelaus.

Three months after this the Sqn sent a Recon  
Team to access damage and list repairs required.  
This was followed later by a detailed Recon  
Team.

The deployment of the main body (44 pers) was  
from 14 Sept-18 Dec 1990. During the 3 months  
deployment, the troops suffered in many ways,  
ranging from parties & water skiing to steinies  
(often warm) at 20c a bottle. As well as this a  
considerable amount of work was put in finishing  
allocated tasks, the largest of which was the  
Adult Learning Centre (ALC) on Fakaofu Atoll.  
The ALC started 2 days after arrival and was  
finished 1 week prior to RTNZ. Apart from the  
400m<sup>3</sup> of hardfill hand-carted, the 2 concrete  
mixers managed to mix 110m<sup>3</sup> of concrete with  
no major problems, although, diesel mixers don't  
run that well on petrol.

Some of the other tasks carried out on Fakaofu as  
well as Nukunonu & Atafu was the construction  
of Fletcher Brown built store sheds, repairs to the  
local hospitals, schools & Government buildings.  
A major task started and passed on to the locals  
was the construction of Gabion Basket Seawalls.  
At the peak of collecting coral for the seawalls,  
the Atolls were using approx 1000 litres of OBM  
fuel a week.

Apart from the Engineers, other Corps involved  
were Sigs, Cooks, Mechanics, Medics, and  
Infantry. These pers, apart from carrying out their  
own duties, put in long hours assisting us to  
complete our tasks.

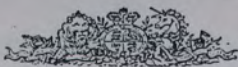
All in all an interesting Deployment with many  
lessons (especially logistical) learnt.

NB: It is TV special effects that show  
the high seas as flat and calm, it's not, especially  
in an assault boat.

Cpl B.K. Thompson  
Fakaofu Atoll







037134

New Zealand Permanent Force.

OFFICER COMMANDING DET., R.N.Z. F.

*ngm*

To *pers.*

*ngm.*

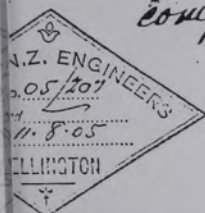
11. 8 - 1905

MEMORANDUM.

No 1087 Prob. Sapper H. Fritwell has this day completed 6 months service

*J. Symon Lieut*  
*ocw Rnzaf*

*Please on for 8th Regt.*  
*J.S.*  
*12. 8. 05.*



A small piece of history.

Looking through old Army files can turn up some interesting pieces of paper. This one shows that there was once a rank of PROBATIONARY Sapper which was held by a recruit for the first six to twelve months of his service. If that period was completed in a satisfactory manner the appointment was confirmed. The soldier was then given the rank of either 3rd Class Sapper or 2nd Class Sapper depending on his civil trade qualifications, and/or whether he had served efficiently for a specified period in a Volunteer Unit before joining the Permanent Force.

Notice the memo is from the Officer Commanding the RNZE Detachment to the Officer Commanding the Permanent Force. The office date stamps are also interesting in that they show the date despatched and received between the two points.

This meant that the memo travelled from Shelly Bay, Wellington (now occupied by the RNZAF) to the Permanent Militia Headquarters at Alexandra Barracks, Buckle Street, Wellington. These barracks were located at Mount Cook, Wellington about where the site of the present Dominion Museum is now located.

10/13/44

MEMORANDUM FOR THE RECORD

TO: SAC, NEW YORK

FROM: SAC, NEW YORK

SUBJECT: [Illegible]

DATE: 10/13/44

MEMORANDUM FOR THE RECORD

Re New York letter to Bureau dated 10/11/44, captioned as above.

Enclosed for the Bureau are two copies of a letterhead memorandum (LHM) dated and captioned as above.

Very truly yours,  
[Signature]



The LHM is being furnished to the Bureau for its information and for its use in the event of a future investigation.

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SERVICE WITH THE UNITED NATIONS  
TRANSITIONAL ASSISTANCE GROUP

IN

NAMIBIA

BY

Captain G.P. Shirley, RNZE

Captain Ged Shirley enlisted into the NZ Army as a Cadet in January 1979. After completion of a Carpentry Apprenticeship he attended OCS (NZ) and spent two years as a Troop Commander with 25 ESS. Prior to his "UNTAC" Tour, Capt Shirley was employed at SME as an Instructor.

INTRODUCTION

Over the past 25 years Southern Africa has been plunged into various guerrilla wars as a result of colonization and subsequent bids for independence. Namibia (or South West Africa as it was previously known) has suffered similarly and has been gripped in a 20 year guerrilla war as South West African Peoples Organisation (SWAPO) has struggled to gain independence from South Africa.

During the period 1987-1989 the war had reached the stage where SWAPO bases deep in Angola were being attacked and destroyed by South African Defence Force (SADF) units in an attempt to prevent guerrilla attacks into Namibia itself. This potentially volatile situation was exacerbated by the presence of some 50,000 Cuban troops in Angola whose advisors were increasingly becoming involved in the South African/SWAPO conflict.

In February 1989 after some ten years of negotiations the UN was finally able to effect South African agreement for a cease-fire. This would include a UN peacekeeping operation to oversee the withdrawal of the SADF from Namibia and the Cubans from Angola; plus a 'free and fair' election that would hopefully pave the way for Namibia's Independence.

UNITED STATES DEPARTMENT OF JUSTICE  
WASHINGTON, D. C. 20535

TO :  
FROM :

DATE: 11-15-1961

On 11-15-61, the following information was received from the Bureau of the Federal Bureau of Investigation (FBI) regarding the activities of the Central Intelligence Agency (CIA) in the United States:

REMARKS:

Over the past 12 years, the Central Intelligence Agency has been engaged in various activities which have been described in the following manner:

During the period 1949-1961, the CIA has been engaged in various activities which have been described in the following manner:

In February 1961, the CIA was engaged in various activities which have been described in the following manner:

### PRE-DEPLOYMENT TRAINING

The UN Force in Namibia was to be known as the United Nations Transitional Assistance Group (UNTAG) and involved many different nationalities, including a 300 strong Australian Army Engineer Contingent. After much negotiation it was finally agreed that a force of 14 RNZE soldiers would participate as an element of the Australian contingent. This was naturally met with great excitement, as few, if any of us had ever expected to be given the opportunity to serve in Africa. The New Zealand element consisted of one officer; one senior NCO; two junior NCO's; and ten sappers. Four weeks of earnest pre-deployment training began in Sydney on 7 August 1989. This training period proved invaluable during the TOD and covered such subjects as:

- \* demolitions,
- \* NBCD,
- \* mine warfare including vehicle mine incident drills,
- \* route and area clearance,
- \* first aid and infantry minor tactics.

### SERVICE IN NAMIBIA

We landed in Windhoek (Namibia's capital) on 26 September 1989 and were immediately dispatched north to Grootfontein which was to be the location of our Squadron Headquarters. Thereafter we spent 90% of our time based at either Ondangwa in Ovamboland or Rundu in Kavangoland. Our duties included both construction and field engineering support to the UNTAG, with the majority of our tasks being within a 200 km strip running parallel to the Angolan Border. All contingent members were required to be armed, with weapons in a loaded state when travelling and working out of the base perimeter.

From the moment we arrived in Namibia we were kept busy providing construction assistance not only to other UN military units, but to UN Civil Police (UNCIVPOL) who occupied makeshift Police Stations throughout North Namibia.





- \* Route clearance in response to several mine incidents on local roads. This usually required the clearance of the vehicle track for up to 500m either side of the area to confirm the absence of further mines.

In addition to the engineering tasks, we were also heavily involved during the election period (1-14 November 1989). This after all was the reason for our presence in Namibia and the outcome would determine whether Namibia embarked on a peaceful transition to independence, or resumed its guerrilla war. The period leading up to, during and immediately after the election was tense with much inter-party intimidation. Despite several riots and mine incidents, the elections were successfully completed on time and declared free and fair by all political parties. SWAPO won 58% of the vote.

Various incidents continued to occur for the remainder of the TOD including killings of white farmers. However these incidents, although serious, were isolated and did not affect the general move towards independence. A new constitution was eventually drafted and agreed upon, and independence declared on 21 March 1990.

The Tour to Namibia provided us with a unique experience to not only employ soldier and engineering skills, but to operate alongside different nationalities. Perhaps the most interesting of these were the South Africans, with whom we developed quite a close association, before their departure in late November. The SADF equipment is well adapted for fast moving operations and its vehicles are well designed to counter the mine threat.

Because our tasks were spread throughout the country we were able to see almost all of the Northern half of Namibia during the course of our duties. Namibia is bordered in the East by the Namib Desert and in the West by the Kalahari Desert. The conditions were harsh and the living areas spartan but adequate. There is very little external entertainment so it was fortunate that we had an extensive works programme. Leave over the first four months was limited to two Sundays per month and later became every Sunday as the tour drew to an end. We had a leave period of seven days during which most of us visited South Africa and Zimbabwe.





The type of tasks included:

- \* Reconnaissance and provision of essential services (ie. power, water, sewage) to UNCIVPOL stations.
- \* Construction of makeshift refugee camps for returnees from Angola, Zambia and Botswana, wishing to vote in the November elections.
- \* Reconnaissance and upgrade of access roads, plus construction of hardstandings and an airfield.
- \* Reconnaissance and preparation of polling station sites. As election time drew near we were responsible for the reconnaissance of 127 proposed polling station sites throughout the whole Northern region of Namibia between the Skeleton Coast in the West through the Caprivi Strip in the East.

Quite apart from the construction related tasks, (which on their own kept us fully employed) we spent much of our time completing Field Engineer tasks. These tasks were varied and provided a welcome change to construction whilst providing an excellent opportunity to employ skills learnt on courses and practised during exercises. Field engineering tasks included the following:

- \* Recovery and destruction of battlefield ordnance.
- \* Destruction of arms caches located by the South West African Police (SWAPOL) and CIVPOL.
- \* Various demolition tasks were undertaken; one in particular lasted three weeks and involved clearing a 900m channel on the Kavango River to provide water to operate a small electricity scheme for a mission station. This mission station provided the only medical care for an area the size of Taranaki.
- \* Field water supply tasks were conducted mainly in support of the Malaysian and Finnish Infantry Battalions who also operated in North Namibia.

The type of work involved:

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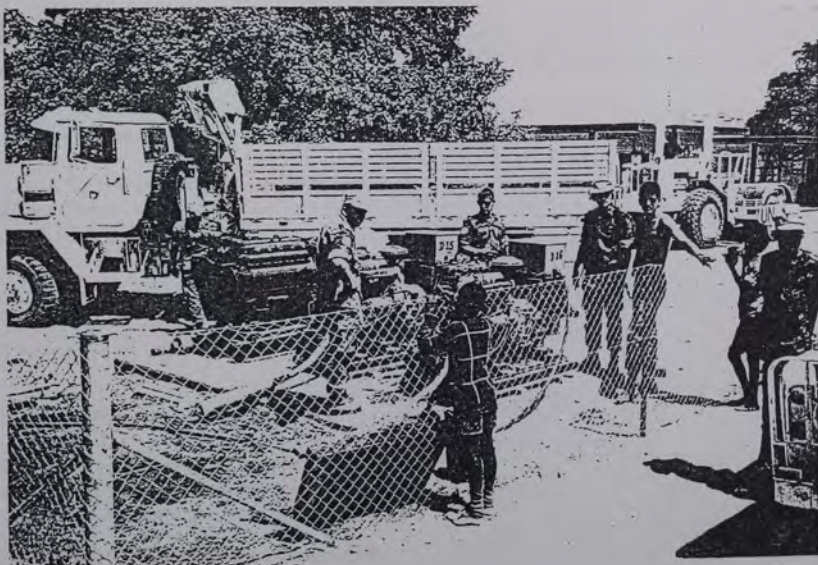
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In closing, this proved to be an excellent TOD which provided us with some invaluable experiences. It also tested our ability to work in an isolated environment where personal discipline is of utmost importance.

It gave me great satisfaction to observe the Kiwi soldiers, who as expected performed extremely well. Although our training system has its problems, it is comforting to know that when put in a given situation the Kiwi soldier will invariably perform as well as, if not better, than his foreign peers.

We were indeed fortunate to participate in this mission. Perhaps one of the best reasons was that (as with the Sinai) soldiers of private rank could participate. This can only be beneficial to the Army in the future. These opportunities are rare and extremely useful to all concerned. One can only hope that the Army can participate in similar future missions and hopefully on a scale involving a larger Kiwi component.







## *BITS AND PIECES*

Spr Grant Middendorf has been selected for a combined services Ski Team to Austria in 1992. This is a self-funded tour, and the team will compete in the British International combined Services Alpine Ski competition.

\*\*\*\*\*

Maj A.M. Skinner, has been appointed as the Engineer Officer at the UNAVEN Headquarters.

\*\*\*\*\*

Capt J.C. Flanagan, 1 Fd Sqn this year represented Counties in the Ranfurly Shield Challenge against Auckland at Eden Park on 27 July 1991.

\*\*\*\*\*

Lt Col S.G. Heaton has been selected to be the next DS(NZ) at the Joint Services Staff College, Canberra, Australia wef Dec 1991.

\*\*\*\*\*

Lt Col A.T. Beaver attended the 10th QWG Engineers Forum held at Fort Leonard Wood, Missouri, USA.

\*\*\*\*\*

SME winners of the CORPS Rugby for 1991.

\*\*\*\*\*

Did you hear about the young lad who believed that if he prayed long and hard enough to God for a new bike that he would get one.

He then found out that God does not operate that way so he stole a bike and then prayed for forgiveness.

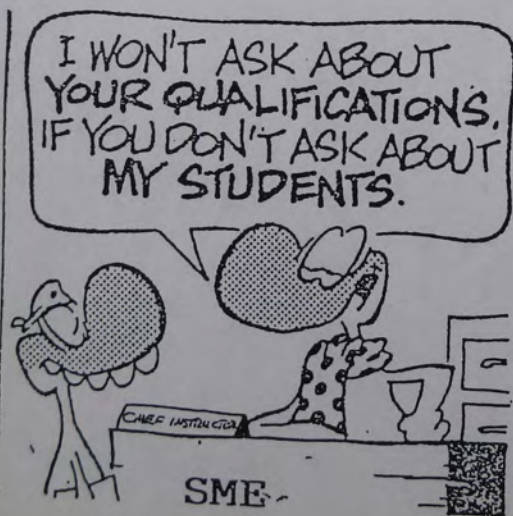
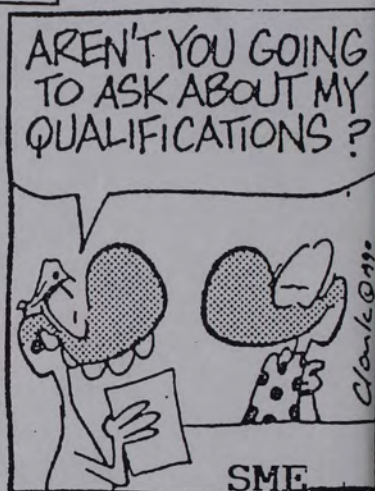
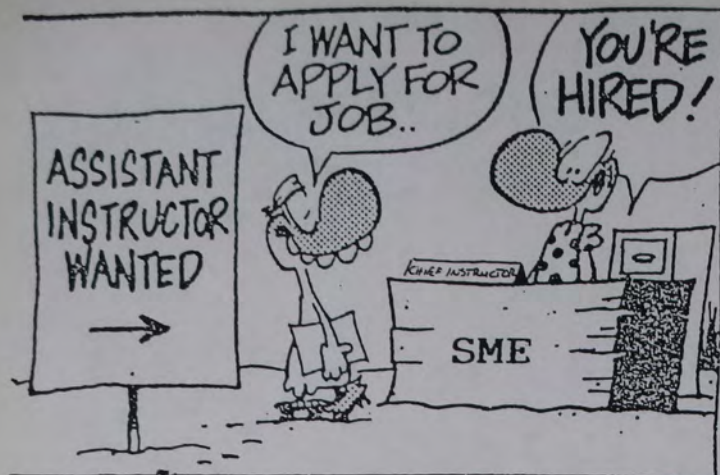






# ENGINEER LIAISON LETTER





THE CORPS OF  
ROYAL NEW ZEALAND  
ENGINEERS

LIAISON LETTER No 36

COLONEL IN CHIEF

Her Majesty Queen Elizabeth

The Second

COLONEL COMMANDANT

Col George Butcher, MC, ED, RNZE

QUO FAS ET GLORIA DUCUNT



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## FOREWORD

by

Colonel G.W. BUTCHER, MC,ED,RNZE

Colonel Commandant

The annual Liaison Letter provides a unique opportunity for any member of the Corps to publish items of interest to other serving and retired Sappers. In the future, copies will become an important source of contemporary information on Corps history and our heritage. It is a matter of regret therefore, that this edition only contains a single article on the RNZE role in Cambodia, currently the most important operation task the Corps is involved in. That this is not a new problem can be judged from the Preface reproduced below, that apologises for the "tardy appearance" of the publication and regrets the lack of contributions from "brother officers employed in India".

The Preface is reproduced in full below in the hope that it will prick the conscience of a number of tardy contributors and others to ensure a better response for the 1993 edition.

## PREFACE

I must apologise to the subscribers to the present Volume of the Professional Papers for its tardy appearance, caused in a great measure by my want of experience of the duties of Editor, and of the delays incidental to the Press.

The bulk of Papers III, V, VIII, X, XIII, and XIV, was originally read at the Friday Evening Meetings, at the Royal Engineer Establishment at Chatham, their writers having revised them for publication in their present form.

It will be observed with regret that with the exception of Paper X, there is no contribution from any of our brother officers employed in India.

C.S. HUTCHINSON,  
Captain, Royal Engineers,  
Editor.

September, 1862

## EDITORIAL

This is the second RNZE Liaison Letter that I have compiled for the Corps at SME. It has been a great pleasure to be involved with recording today's events as this will become the history of the Corps tomorrow.

Unfortunately the Editor has had to try and raise articles from units and personnel with disappointing results. The production of this Liaison Letter is made difficult when articles are sent to other magazines rather than the Corps' own newsletter. This has a direct bearing on the currency of the information between these covers.

### No Articles + lack of other input = No Liaison Letter

Where does the answer lie? Quite simply with YOU - Officers NCOs and Junior Ranks. The Editor, no matter who or where he/she is, cannot "crystal ball" all the articles for a production of this nature. Without your input there can be no magazine.

I wish to thank all Sappers who have taken the time to put pen to paper and send in articles, without you these pages would be blank.

Lastly Best Wishes to all Sappers for the coming year and I look forward to reading your articles as they come in for next year's Liaison Letter.



NOTES FOR THE GUIDANCE OF THOSE  
SUBMITTING ARTICLES FOR THE LIAISON LETTER

The Liaison Letter is designed as a vehicle for the dissemination of Corps related news, history, current activities, and movements. It is not designed to be a " PROFESSIONAL " Corps technical bulletin, though there may be times when items of a more technical nature maybe included.

\*\*\*\*\*

The articles presented for inclusion in the Liaison Letter should be written in an easy reading style, suitable for all rank levels to gain value therefrom. One should avoid long words where a shorter word would do, - the resulting impact is greater. Also writers should adopt a conversational tone as much as possible.

\*\*\*\*\*

Where possible articles should not include long lists of personnel. Credit where credit is due - but writers don't bore your readers.

\*\*\*\*\*

Finally articles for the magazine should preferably be submitted on a diskette using Wordstar 2000. This will greatly assist the Editor. It is the intention to publish as much as we can from as wide a field as we can.

\*\*\*\*\*

Articles published in the Liaison Letter are not necessarily the doctrine or policy of the Corps, or the opinion of the Editor.

\*\*\*\*\*

Researched, edited, typed and set, by  
S.M.E  
Linton Camp

## HISTORY OF MILITARY ENGINEERS

### Royal Engineers

The Royal Engineers trace their ancestry back to early Norman times, when Gundulphos, Bishop of Rochester was William the Conqueror's, 1st Chief Engineer. Various appointments were later bestowed on engineers in the King's service, such as 'Master of the King's Works' (1414), and 'Master Mason and Surveyor' (1513). Other important dates are:

- |      |   |
|------|---|
| 1716 | Corps of Engineers (Officers only) formed   |
| 1787 | Title of Corps changed to Royal Engineers (Officers only)   |
| 1812 | School of Military Engineering formed at Chatham  |
| 1813 | Formation of Royal Sappers and Miners (Other Ranks)   |
| 1856 | Officers and men joined in one corps of Royal Engineers as a result of their combined efforts during the Crimean War. |

From this date the Corps undertook many varied roles, including the formation of Telegraphic Troops, Submarine Mining Units, Balloon Sections, Air Battalions, Postal Services, Railway Construction and Operating Companies.

Other Corps and branches of the service owe their beginnings to the engineers, notably the RAF (the original RFC was formed from RE Air Units), and the Royal Corps of Signals (raised from RE Signal Companies).

### Royal New Zealand Engineers

During the settlement of New Zealand in the 1840's, units of the RE served in various capacities, and suffered more than one reverse when attempting to dislodge Maori soldiers from their well constructed forts (Pa). When Imperial troops were withdrawn from New Zealand, the many military engineering tasks devolved on the settlers, and our Corps dates its origin to the various Militia Units formed in the 1860's. Several sappers took their discharge in New Zealand, later serving in Sapper Volunteer Units.

### Date of Formation

The first unit of New Zealand Engineers to be raised was the Canterbury Volunteer Engineer Company, date of formation 1865. Permanent Force NZ Engineers evolved from the Torpedo and Engineer Corps. On 15 October 1902 No 2 Service Company, New Zealand Permanent Militia was granted the dignity and name of Royal New Zealand Engineers, which with royal assent, was changed to the Corps of Royal New Zealand Engineers on 3 September 1903. 'Sapper's Day' is celebrated each year on the 15 October with parades, sports, and other entertainments. If you are still serving or have served in the corps, you are welcome to attend any Sapper's Day function. 'Once a Sapper, always a Sapper'.

### HISTORY OF NZ ENGINEERS

- 17 Nov 1865 Canterbury Engineer Volunteers (CEV) formed.
- 15 Mar 1866 Auckland Engineer Volunteers (AEV) formed. (This was the only engineer unit to take active part in the Maori Wars.)
- 18 Jan 1867 AEV involved in the Whakamarama Campaign, near Tauranga. First NZ sapper, Pte T.E.Jordan (AEV) was killed on 18 Jan 1867. His memorial is in the Whakamarama School grounds.
- 18 Mar 1869 Thames Volunteer Engineers (TEV) formed.
- 5 Mar 1878 Napier Volunteer Engineers (NEV) formed.
- 10 Jul 1878 Hauraki Volunteer Engineers (HEV) formed.
- 1 Oct 1879 NZ Torpedo Corps formed
- 2 Mar 1881 NZ Torpedo Corps renamed NZ Engineer Corps of Submarine Miners.
- 1886 Defence Act changes the Armed Constabulary into the Permanent Militia which consisted of garrison artillery, field artillery, torpedo corps, engineer corps and rifle companies.
- 9 Jul 1894 Devonport Torpedo Volunteers formed.
- 2 Oct 1900 Wellington Engineer Volunteers (WEV) formed.
- 15 Oct 1902 No 2 Service Company Permanent Militia becomes RNZE.
- 1907 Submarine mining passed to NZ Division Royal Navy.
- 10 Oct 1907 RNZE absorbed into the Electric Light Section of the RNZA.
- 22 Nov 1911 Field Marshall Viscount Kitchener of Khartoum becomes Colonel-in-Chief of the Regiment of Royal New Zealand Engineers.
- 15 Aug 1914 Two sections of No 4 Company (Wellington) NZE departs for Samoa. 258 Railway Battalion sappers also joined this force.
- 15 Oct 1914 New Zealand Field Troop departs for Egypt.
- 15 Jan 1915 2 Field Company formed for service in Egypt and Gallipoli.
- 07 Aug 1915 First NZ sapper to be awarded the Victoria Cross - Cpl C.R.G.Bassett (NZE NZ Div Sigs Coy) at Chunuk Bair, Gallipoli.



- 24 Aug 1918 Second NZ sapper to be awarded the Victoria Cross  
Sgt S.Forsyth (posthumously) in France.
- 01 Jun 1923 The Regiment of Royal New Zealand Engineers  
becomes the Corps of Royal New Zealand Engineers.
- 1924 - 39 'The years of disillusionment' when the size of  
army was drastically reduced and training curtailed.
- 1939 - 47 NZ Engineer units serve in the Middle East, North  
Africa, Greece, Crete, Italy, UK, Pacific Islands  
and Japan.
- 12 Jul 1947 Regular and Territorial components of the Army  
designated the Corps of Royal New Zealand  
Engineers.
- 1948 5 NZ Engr Company in Japan as part of the Commonwealth  
contribution to the occupation forces.  
Withdrawn and disbanded.
- 26 Jan 1949 Construction Companies become Construction  
Squadrons.
- 1 Sep 1950 SME to be a unit of the NZ Army.  
Base Engineer Section RNZE departs for Korea.
- 1954 RNZE personnel withdrawn from Japan and Korea.
- 1955 Small number of RNZE personnel go to Malaya and  
serve with NZSAS (as part of 22 SAS Regt). These  
included LCpl G.D.Grieve (later WOII), and Tpr  
G.E.Goldsworthy (later Major RNZE).
- 1957 Individual members of RNZE serving with the NZ  
Regt in Malaya during the Emergency. The Corps  
has had a small number of personnel with each  
successive battalion since.
- 07 Feb 1959 Freedom of the Borough of Levin conferred on the  
RNZE.
- Dec 1959 RNZE personnel attached to DSIR for construction  
of accommodation and other buildings in Antarctica
- 1962 Integrated Regular and Territorial Force units  
formed.
- 07 May 1963 RNZE party departs for Tokelaus Islands on a reef  
gapping task. Parties continued to go there until  
1965.
- 28 Jan 1964 NZ Base Postal Unit formed at Linton with HQ staff  
drawn from SME. (dual appointments)
- 07 Mar 1964 2 Plant Troop departs for Thailand (Operation

Crown). Remains in area until 1965.

25 May 1964	NZ Aid Detachment (NEWZAD) RNZE departs for South Vietnam.
16 Dec 1965	5 Specialist Team (Road Construction) RNZE departs for Thailand (Feeder Road Project).
1967	RNZE personnel involved with 1 RNZIR and 161 Bty, 16 Field Regt RNZA in Vietnam.
Dec 1970	Construction Team departs for Chi Lang (South Vietnam) to construct quarters for the NZ Army Training Team.
22 Mar 1971	NZ Base Postal Unit handed over to RNZASC (now RNZCT).
Jul 1971 - Sep 1972	Small team departs for Tawara Island in Gilbert and Ellis Group to construct large water reservoir
1971	Hurricane 'Bebe'. RNZE personnel depart for Fiji to assist in rebuilding of schools and housing from Sep to Mar 1972.
1972	RNZE Construction Team departs for Fiji and Rotuma on hurricane relief works. Last team returns to NZ March 1973.
1974	RNZE detachment departs for Atiu Harbour Project.
1977	A small team had to return to Atiu, Cook Islands, to repair scour damage to harbour wall.
Jun 1977	2 Field Squadron including TF deployed to Fiji for civil aid projects.
Feb 1978	3 Field Squadron deployed to Chatham Islands for civil aid projects.
Aug 1978	Team departs for Moscow to refurbish the NZ Embassy for the Ministry of Foreign Affairs.
1979	1 Field Squadron deployed (29 Jan) to the Kingdom of Tonga to construct a causeway between the islands of Lifuka and Foa.
May 1979	Second team departs for Moscow.
Aug & Oct 1979	Third team deploys to Moscow.
Feb - Aug 1980	2 Field Squadron deploys to Solomon Islands
Aug 1981 - Feb 1982	Team deploys from 3 Field Squadron to Scott Base to complete Stage 3A (Accommodation Block) and to

erect stage 3B (kitchen/bar/dining area)

2 Mar 1982      Hurricane 'Isaac' 1 Field Squadron personnel deploy to Tonga for recon and reconstruction of essential services.

Jul - Sep 1982      RNZE personnel deployed to Tonga on diving tasks.

Aug 1982 - Jan 1983      Team to Scott Base to complete Stage 3B and to erect shell for Post Office/Admin Block.

9 Jun - 26 Jun 1983      The NZ Government was requested by the UK to assist with a reconnaissance of Pitcairn Island jetty damage. The request was made as RE were fully committed during the Falklands War. This was a much lesser known and indirect assistance afforded to the UK by NZ during the South Atlantic War.

1984      RNZE team deployed to Avatiu Harbour, Cook Islands Employed in removing coral to widen the harbour.

29 Jan 1985      Personnel from 1 Field Squadron journey to Fiji to assist with hurricane relief.

Oct 1985- Jul 1986      RNZE personnel deploy to Tokelaus Islands(Reef Busters). Coral removing and diving tasks.

1986      Completion of Argo Road in ATG, by 25 ESS, which commenced in 1968.

Feb 1987      6 ESS deploys to Chatham Islands to undertake civil aid tasks as part of their Annual Camp.

Mar - Apr 1988      Major assistance to Civil Defence in East Coast North Island, following Cyclone Bola by 1 Field Squadron, 25 Construction Squadron and SME.

Sep 1988- Feb 1989      Task constructing three houses in Rarotonga for Pacific Island patrol boats undertaken by 10 man team.

1989      First UN Mine Clearing Team deploys to Peshawar, Pakistan.

1989 - 1990      15 man team deploys to Namibia as part of RAE UN contingent.

Jan - Feb 1990      Assistance to Commonwealth Games and Op Waitangi.

Jan 1991      Weather station and concrete pad constructed above McMurdo Station in Antarctica by six man team.

Oct - Dec 1991      RRF Engineer Squadron sends team to provide hurricane relief on Tokelaus Islands.



- Nov 1991 Mine Clearing Training Team departs for Cambodia (22 pers).
- Dec 1991 Members of the RRF Engineer Squadron and 25 ESS send recon elements and response team to Western Samoa in wake of Cyclone Val.
- Jun 1992 Replacement team for UN Mine Clearing Training Team departs for Cambodia.

## HONOURS AND AWARDS

Since the last liaison letter was issued last year the following honours and awards have been made to members and ex-members of the Corps.

### ARMED FORCES AWARD

Capt G.E. Pullen

SME

### THE NEW ZEALAND ARMY LONG SERVICE AND GOOD CONDUCT MEDAL

Sgt B. Church	25 ESS
Sgt E.D. Tamou	SME
Sgt J.G. Fisher	25 ESS
WO2 R.H. Cockburn	25 ESS
Cpl R.T. Skudder	25 ESS
LCpl P.W. Gregory	SME

There are some who would say that the Long Service and Good Conduct medal "comes with the rations" but these awards are hard to get and easy to lose.

The minimum age that this award can be received is 32 and a half years, as service before 17 and a half is not counted.

### BRITISH EMPIRE MEDAL

Sgt B.C. Powell

NRSU

### CHIEF OF GENERAL STAFF'S COMMENDATION

Maj N.K. Gattsche

Maj K.M. Lang

### THE EFFICIENCY DECORATION

#### CLASP FOR THE EFFICIENCY MEDAL

Sgt C.L. Greenem

### THE EFFICIENCY MEDAL

Sgt C.J. Cullen	1 Fd Sqn
Cpl K.J. Skinner	
Cpl K.D. Moir	

### GENERAL SERVICE MEDAL

Lt Col J.A. Tymkin  
Maj P.W. Howard  
Maj N.K. Gattsche

Maj M.A. Oliver  
 Maj R.P. Cassidy  
 Capt S.H. Reynolds  
 Capt J.C. Flannagan  
 Capt D.B. Vautier  
 Capt J.W. Lock  
 Capt C.J. Faulls  
 Capt G.E. Pullen  
 Capt W.T. Wharewera  
 Lt N.J. Orr  
 WO2 G.T. Abernethy  
 WO2 W.J. Bryce  
 WO2 R.J. Kirton  
 WO2 J.P. de Breuk  
 WO2 G.R. Nicol  
 WO2 C.J. McKenzie  
 SSgt S. Peretini  
 SSgt R.I. Sinclair  
 SSgt B.W. Jackson  
 SSgt P.F. Le Pou  
 SSgt B.R. Newton  
 SSgt P.C. Webb  
 SSgt A.P. Williscroft  
 SSgt H.K. Lawrence  
 Sgt B.C. Powell  
 Cpl E.D. MacFarlane  
 Spr D.J. Waitere  
 LCpl A.J. Russell  
 LCpl P.W. Gregory

#### PROMOTIONS

Lt Col J.A. Tymkin	wef 1 Dec 91
A/Maj J.C. Flannagan	wef 20 Dec 91
Capt N.F. McGregor	wef 13 Jun 91
Capt W.J. Vince	wef 8 Nov 91
Capt G.P. Shirley	wef 20 Dec 91
Lt D.J. Hubbard	wef 22 Jun 91
Lt M.R. Harrison	wef 22 Jun 91
2Lt R.B. Gillard	wef 12 Dec 91
2Lt F.A. Steele	wef 12 Dec 91
2Lt D.H. Jones	wef 18 Jun 92
2Lt D.A. Hannagan	wef 18 Jun 92
WO1 B.M. MacDonald	wef 27 Jul 92
T/WO1 C. Whakatope	wef 16 Dec 91
WO2 P.J. Clark	wef 13 Nov 91
WO2 R.H. Cockburn	wef 23 Jun 92
WO2 M.J. Cavanagh	wef 27 Jun 92
T/WO2 P.J. Gardyne	wef 17 Mar 92
T/WO2 G.R. Nicol	wef 25 Jul 92
T/SSgt L.D. Dahn	wef 1 May 92
T/SSgt D.M. Robinson	wef 10 Mar 92
T/SSgt P.P.S. Albert	wef 16 Dec 92
T/SSgt D.G. Thomas	wef 28 Aug 92
T/SSgt G.S. Downes	wef 16 Jul 92
T/SSgt B. Church	wef 17 Sep 92



T/SSgt T.T.R. Morehu	wef 16 Dec 92
T/SSgt H. Matehe	wef 21 Jan 92
T/SSgt S.P.T. Peretini	wef 1 Sep 92
SSgt H.K. Lawrence	wef 14 Oct 92
SSgt R.J. Albert	wef 14 Oct 92
SSgt A.P. Williscroft	wef 3 Aug 92
SSgt G.D. Robinson	wef 23 Jun 92
SSgt J.D. Fischer	wef 1 Jun 92
SSgt P.C. Webb	wef 7 May 92
T/Sgt B.D. Grigg	wef 24 Aug 92
T/Sgt D.W. Hodgson	
T/Sgt G.J. Hucker	
T/Sgt E.W.T. TeTau	
Sgt D.J. McIvor	wef 14 Oct 92
Sgt C.M. Williams	wef 11 Oct 92
Sgt T.W. Gilbert	wef 20 Jul 92
Sgt B. Sweet	wef 8 May 92
Sgt M.D. Morey	wef 21 Apr 92
Sgt D.B. Lark	wef 2 Nov 91
Sgt M.D. Newdick	wef 16 Jul 91
Sgt R.G.K. Wharepapa	wef 13 Jun 91
Sgt A.R. Osborne	wef 1 Jun 91
Cpl G. McGahey	wef 15 Oct 92
Cpl G.I. Rowling	wef 10 Sep 92
Cpl N.A. Snalam	wef 6 Aug 92
Cpl A.W.A. Slade	wef 4 Aug 92
Cpl K.A. Horn	wef 3 Aug 92
Cpl B.D. Wilson	wef 3 Jul 92
Cpl C.D. Burnott	wef 26 Jul 92
Cpl D.A.P. Ligtenberg	wef 25 Jul 92
Cpl L.J. Sorenson	wef 23 Jun 92
Cpl N.H. August	wef 17 Apr 92
Cpl S.G. Vooght	wef 17 Apr 92
Cpl C.W. Manion	wef 2 Apr 92
Cpl M.D. Milne	wef 16 Dec 92
Cpl I.R. TePaki	wef 20 Sep 91
Cpl L.J. McLeod	wef 29 Jul 92
Cpl K. Wade	wef 8 Jul 91
Cpl D.S. Marshall	wef 4 Jun 91
LCpl S.K. Swainson	wef 5 Oct 92
LCpl R.D. Stewart	wef 10 Sep 92
LCpl A.J. Russell	wef 16 Aug 92
LCpl P.J. Greer	wef 28 Jul 92
LCpl C.D. Taylor	wef 28 Jul 92
LCpl T.J. Littlejohn	wef 15 Jul 92
LCpl G.W.R. Stevens	wef 1 Jul 92
LCpl J.B. Rolls	wef 18 May 92
LCpl C.P. Haywood	wef 8 May 92
LCpl J.A. Morrissey	wef 1 Apr 92
LCpl A.J.L. Shanks	wef 16 Jan 92
LCpl K.R. Cowsill	wef 16 Dec 91
LCpl D.C.R. Iti	wef 16 Dec 91
LCpl D.J. Murray	wef 16 Dec 91
LCpl T.A. Hay	wef 1 Aug 91
LCpl C.K.M. Noble	wef 16 Jul 91
LCpl N.G. Mason	wef 30 Jun 91
LCpl B. Ferris	wef 25 Jun 91

LCpl B. Ferris  
LCpl G.K. Tyler  
LCpl N.J. Calkin

wef 25 Jun 91  
wef 26 Jun 91  
wef 25 Jun 91

WO2 R.H. Cockburn receives the New Zealand Army Long Service and Good Conduct Medal.



# RNZE CORPS SUPPLIES

price list as at 1 October 1992  
current to this issue.

Available from: The School of Military Engineering  
Linton Camp  
NEW ZEALAND

Lapel Badge (RNZE Grenade)	2.20
Nametag shields (RNZE badge on Corps colour Shield Suitable for attaching to broach fitted nametags).	2.00
Plaque RNZE	17.00
RNZE Corps Jersey	58.00
Ribbon, Corps Colour	1.00
Corps Ties	13.00
Key keeper,	5.00
Single cheque holder,	13.50
Double chequebook holder	14.50
Card Holder with perspex window	11.00
RNZE Corps Crest car sticker	1.00
Beret Badge	
Badge, cloth, Corps (ER II) (Blazer pocket)	8.00
Badge, cloth, RNZE crest, full colour. (Blazer pocket)	9.65
Badge, bullion wire, RNZE crest. (Blazer pocket)	11.00
Sappers Association Book "Your Heritage"	15.00

Note Prices may change without WARNING.



SCHOOL OF MILITARY ENGINEERING  
ADVENTURE TRAINING 1992

Captain Buist and Sergeant Fee were overheard discussing a foreign concept in the later stages of 1991. This concept was not only foreign to the SME, many of the SME pers had forgotten what the concept was designed for. It generated much discussion and indeed before it was over there was much wailing and gnashing of teeth for there were those who would try to thwart these two industrious fellows in their endeavours. However they perservered and with great assistance from Sergeant Gilbert, adventure training for the SME became a reality.

It began with a simple statement from Sgt Fee, "Sir, what do you reckon about a longest day for the guys next year?" The response was equally as simple, "good idea, lets see what we can come up with." As a result a reconnaissance was planned, however to make it worthwhile other activities needed to be introduced and before long it was **bigger than Ben Hur**.

The recon occurred in the last weekend of March and involved Capt Buist, Sgt Fee, Sgt Gilbert and LCpl Duff. It was decided that the best way to conduct the recon for the longest day was to actually do it. So it was that in the early hours of a Lake Taupo dawn Capt Buist and Sgt Fee set forth to time the longest day. It proved invaluable to have a good estimate of time when it came to the finer details of coordinating meals and transport and its a lesson which was well learnt. After the longest day, recons were conducted at Motuoapa for the rock climbing and Reid's Farm for the kayaking. This was followed by a visit to the Outdoor Pursuits Center to organise activities and look at the tasks which they wanted done. Thanks must go to Sgt Fee's family for the use of their bach which was conveniently located just out of Turangi.

Problems occurred almost daily with phones becoming a means of delivering constant abuse to people who were not pulling their weight. However the day finally came around and it was 0830hrs on Friday 1 May when the advance party left for Helwan Camp. The main body followed and all was brisk preparation for the next day. After a brilliant meal (who said detached rationing was bad?) a briefing was held. Again there was much wailing and gnashing of teeth when it was discovered the day would begin with breakfast at 0615hrs. The brief placed particular stress on safety as it was going to be cold and wet!!!!

**The following articles have been written by the apprentices.**

The longest day started out with breakfast at 0615. The elements were already threatening to close in. A hearty breakfast greeted us as we rose and the mess tent slowly began to fill with the laughter and prospect of a day which was going to see high exhaustion, stress and freezing temperatures.

The prospect soon turned to reality as SME eagerly debussed the 22-28 at Accacia Bay to begin the first leg, the kayak across Lake Taupo. Twenty two SME competitors lined up in an array of different types of kayak and with the

command "go" headed off for Two Mile Bay. The kayaking took from 40 minutes to 73 minutes to complete, a quick change and then the 8km run along the shore of the Lake.

The longest day had now sorted out the serious competitor to the more relaxed entrant. The field was beginning to string out. The run ended at Five Mile Bay and the last leg began. This proved to be the make or break of everyone as it involved a 40km cycle which included a couple of "slight rises" in addition to a freezing wind and constant drizzle.

Sgt Paddy Fee proved too strong and was followed in by Spr Darren Armstrong and Maj Paul Howard respectively. WOII Big Steve Fantham and Sgt Chief Sweetman looked after all the young fellas, making sure that we made it by herding us from the rear!

The day concluded with a well deserved soak in the Tokaanu Hot Pools, much to the delight and relief of all concerned. Many thanks must go out to the organisers of the event which was enjoyed by all.

#### SAPPER PLUCK & SAPPER SWEENEY

Sunday dawned overcast and after the usual 0615 breakfast we headed away in the 2228 for a rock face just north of Turangi where group two was dropped off to test their climbing skills and group one continued on to have a go at kayaking on the Waikato River.

First on the list at the rock face was a 50 foot abseil under the instruction of LCpl Ferris with every one having one or two goes. Climbing was conducted on a wet and slippery face which was found quite difficult by most, but did prove climbable. The morning went quickly and after devouring the typical lunch, the groups changed over.

The water was warm and the current slow as we set off down the Waikato River for a three hour paddle. After a short lesson on some basic skills we were let loose under the watchful eye of Mr Wayne Cooper. The only mishaps were when Mac freaked out and Max head butted a rock. His eye puffed up like a balloon and was black as sin but at least it gave the medic something to do. After a few eskimo rolls or ditches in some cases we headed back to Helwan Camp for the big feed that was to follow.

#### SAPPER RICHARDS

Adventure training is all about building up self confidence and giving it a go and boy oh boy did the Outdoor Pursuits Centre provide us with that. We arrived early and as we pulled up in the 2228 several of the guys noticed the large number of young ladies that were roaming around. The conclusion was that this had the makings of a very good week.

Greeting us when we jumped off were two of the OPC instructors; Brian and Nikki. From there we were split into two groups and we started our day. Before we moved away we were warned to watch our language as there were ladies around. Well as soon as we saw our first challenge we knew this warning would not stick. We were looking at a rope swing that was potentially quite dangerous. The swing was up a tree that went out over native bush. You jumped off a platform and had a free fall of 6 to 10 feet before the rope took your



weight and you began to swing. At this point we forgot our warning and let out those swear words. DOBBED! There were seven of us in our group and we all did the swing and were now ready to face our next challenge.

This involved rockclimbing and abseiling. Even though we had only done this the day before it was still a harrowing time for most of us. After an hour or so of this we were lead away through the bush to try something which was guaranteed to make us soil our pants. We could see why we told this when we saw the obstacle. It was a wire rope about 10m in the air which we were to walk across by grabbing onto ropes which got harder and harder to reach. The general comment that came out was that we were glad to be back on the ground where our legs didn't shake and we were safe.

We moved on through the bush to the trapeze. This was another tree climb which involved a 10m climb a 3m walk/crawl on a wooden platform and a 2m leap to a steel bar. Looked easy, sounded easy but when we got to the top we were pleased we had been to the toilet before hand. The next ordeal was the drop down; you just let go and fell down like superman. This was another time when you were glad to be back on mother earth.

In the afternoon the two groups joined together and we got kitted up in our wetsuits and went to the gorge. This was when we realised that the morning was only a build up to the big event. We abseiled 40m into a freezing stream, it was a cold one. What made the time go quickly was the outstanding views and atmosphere between the whole group. When we got out no one was cold as everyone was on a high. Brian and Nikki said it was the fastest any group had done before and they were impressed with how well we had worked together and kept a good attitude.

It was a great experience knowing that we had taken everything that OPC had thrown at us. Overall the whole day was very rewarding and would be remembered for years to come.

SAPPER MACMILLAN & SAPPER MITCHELL

We couldn't see a thing, as we stood at the bottom and looked straight up. The mist was thick and the air was thin as we waited at the drop off point on Mt Ruapehu (Turoa Ski Field). We didn't have to wait long for our two instructors from the OPC (Brian & Nikki) to turn up, get a few gears distributed and then we were off. Yep! mostly trade training wing, some SME staff, a medic and our instructors headed straight up to the top with warm gears, boots, lunch, food and packs on our backs.

Being so early on in winter, May is not known as the middle of the ski season so we weren't displeased with the small amount of snow, but the fact that the chair lifts weren't operating was a downer.

Mt Ruapehu is not remembered by most as an easy climb. Everyone was starting to feel some pain at the half way mark owing to lack of oxygen and a certain amount of fitness so it wasn't surprising that we jumped at a chance to have a rest. Brian took this opportunity to show us how to use the ice axe to cut steps in the ice. We started off with a hiss and a roar but with Raisin breaking his axe and Steven tossing his half way down the Mountain with the excuse, "it slipped", we decided to flag it away.



Well we were nearly at the top with close to four hours climbing behind us when we heard this great rumbling noise!!! Yeah it was MacMillan letting off a couple of rippers and boy were they pearlers. It was okay if you were up front as they were out of range, but you had to feel sorry for Max and Sweens who were crawling up the Mt on all fours and when the smell hit them they couldn't see for the tears!

Lunch at the top was a brief stop, as we were hungry as hell, but damn it was cold. Then we started down. Everyone was waiting for the instructors to tell us the helicopters were on there way but it just didn't happen. Who said going down would be easier? The view was great and many of the group took time out to take photos.

Getting lower and lower with every step we couldn't resist the temptation. Pick in hand, pack on our back, and trousers on real tight we staggered out onto a great piece of ice. Using our axes as brakes and our trousers as cushions we went hell for leather and had a great free for all. Stopping at the bottom wasn't that bad as you generally crashed into someone, but on the way down it got pretty hot particularly for poor old Willy. He had smoke pouring out his arse and when he finally stopped his pants had changed colour and had two holes in them.

The adventure continued on the way down with a couple more slopes, but on finally reaching the bottom in ones and twos there were some pretty worn out and ratty individuals. The truck ride back to Waiouru gave us the chance to recharge our batteries for the next day and look back on the days activities. As with all of the activities that we did in that week, it was a new and challenging thing we had done. WE HAD CLIMBED MT RUAPEHU!

#### SAPPER HANDISIDES & SAPPER STEVENS

An early start to the last day of adventure training as we trucked off to the OPC. The days activities were to include rafting and caving. Once the rafts were loaded a group of twenty sappers were off down the Tongariro river in small four man rafts. Although the river was only grade 1 to 2 at the time much enjoyment was had by all.

The rafting was completed within two hours and we departed for OPC about lunch time. It was decided not to go caving due to the lack of time so the afternoon was spent testing the recently completed flying fox before returning to Waiouru. That night included an end of training function to bring a week of very rewarding adventurous training to an end.

#### SAPPER NIX & SAPPER ARMSTRONG

As part of the agreement between SME and OPC that allowed us to use their equipment and instructors we completed several tasks for them. These included a new activities course, two tracks and the repair of their flying fox. A special thanks must go to the staff who supervised the tasks and ensured their successful completion, as this allowed the younger members of the team more time for adventure training.

Thanks must also go to OPC for their invaluable assistance, 1MST for loaning us Jonesy our medic, Waiouru catering for loaning us a chef, AATC for their equipment, PT Wing for their equipment and instruction prior to our departure, Wayne Cooper for his assistance/instruction and the referee for the good clean game!

On behalf of myself and those who participated, I would like to extend a special thanks to Sgt Fee and Sgt Gilbert without whose significant assistance Adventure Training for SME would have remained only a concept and not become a reality. Lets hope that next year can be as good.

YRHWAEGLATC



## THE TWO WORLDS OF AN AIDE - de - CAMP

The Aide-de-Camp to the Governor General? What does this mean? The title comes from the French language, as many of military terms do, and originally meant an officer assisting a general by carrying orders. It is a position which is open to much confusion and misunderstanding by the military. It is often perceived as a posting which has little bearing on one's military development and is really just a tour of social delicacy. Anyway I will attempt to dispel the dark clouds of ignorance and shed some light on this posting.

The Aide-de Camp to the Governor-General is a military officer from the services with the equivalent rank of captain. The term of the Aide-de Camp is about a year and there are always two Aide-de-Camps from different services. The Aide-de- Camp joins the Governor-General's personal staff and assists the Governor-General in the execution of his/hers duties. At this stage it would be advisable to elaborate the role of the Governor-General. The Governor-General is, in title only, Commander-in Chief of the Armed Forces.

The Governor-General represents The Queen in New Zealand and as such stands outside the sphere of politics. The three main parts to the role of the Governor-General are her constitutional, ceremonial and social duties. In regards to the Constitutional role the Governor-General is very much guided by the Constitution Act 1986, Letters Patent constituting the Office of Governor-General and others Acts of the New Zealand Parliament. In simple terms these are the conditions defined by The Queen and Parliament that the Governor-General operates under. For example The Constitution Act 1986 empowers the Governor-General to summon and dissolve Parliament. The Governor-General, on advice of Ministers, exercises the Prerogative of Mercy and chairs meetings of the Executive Council, which regulations in council. She also appoints members of the Judiciary and Justices of the Peace as well as signing the Commissions of serving Officers in the Armed Forces.

The ceremonial role of the Governor-General is very much aligned with her position as representative of the Head of State. The main ceremonies presided over are: State Openings of Parliament, investitures, acceptance of Letters of Credence from foreign ambassadors: and the reviewing of military parades such as the presentation of colours of Officer Graduation. Other ceremonies of national importance include Waitangi Commemorations and ANZAC Day memorial services.

The most demanding and time-consuming role of the Governor-General is the social role. As the Queen's representative she is involved in holding formal receptions and dinners at Government House and receiving visiting Heads of State. There is much travel throughout the country to attend and participate in numerous activities such as official openings, delivering speeches and visiting various regions. As Chairperson of many trusts and Patron of over 300 different organisations the Governor-General maintains contact with people throughout the country. The ADC'S role in all of this is to accompany the Governor-General and see that every thing goes according to programme. When there are engagements at Government House the ADC acts as a host and aims to make guests feel at ease. As one can appreciate, Government House does have a very formal, austere atmosphere with red carpet and trappings of pomp and ceremony and so the ADC should make guests feel welcome. In some cases this can mean speaking in Maori to some of the old Maori recipients who have been decorated at investitures. During my time I have had the immense honor of meeting visiting Heads of State such as the Queen of the Netherlands, the King



and Queen of Malaysia and His Royal Highness The Duke of Edinburgh. One does get to meet on occasions the Prime-Minister, Ministers of the Crown, foreign ambassadors and many prominent people of society ranging from corporate Chief Executives to High Court Judges. However the main point is to remain humble and try not to delude oneself with any visions of self-importance. I suppose going back home to Ruatoria tends to put things back into perspective. In one world, you are dining under candle light surrounded by all the elegance that befits a formal dinner at Government House. In the other world, one is cooked over an open fire with a Coleman's Tilly Lamp hissing overhead while the native owls and cicadas provide the musical accompaniment. A case of two extremes!

I suppose being ADC is like being a duty-officer where one is on-call to the Governor-General. Duties can range from mixing drinks to picking up the ceremonial dart or rakau on her behalf when she being welcomed on to a marae. In the Maori setting the ADC can be likened to Nga Awaroa or the two personal bodyguards that the chiefs of old used to have. When the ADC is on tour with the Governor-General he is the first point of contact for the media, the organisers or anyone else who wants to meet with the Governor-General. If a crisis occurs whilst on tour then he is the one who is normally required to respond to it in the first instance. It is really a case of liaison and knowing who to contact. Fortunately I have never encountered any situations where I had to display initiative and try to establish some semblance of order.

At the time of writing I am coming to the end of my term as ADC and so in hindsight it has been a very enlightening experience. The insight that one gets into the constitutional and governmental processes is invaluable as it allows one to see the various levels of decision-making that are undertaken before legislation is passed or even military troops are committed. When travelling around New Zealand one gets to see that many social, cultural and economic facets that make up our country. When meeting people from overseas one gets an indication of how New Zealand is seen in a global context.

As I have had a strong Maori upbringing on the remote East Coast, the experience of ADC has helped one to see things from a totally different cultural perspective. A case of two worlds, one staunchly Maori, one strongly Pakeha with the historical links reaching back to the British motherhood. Somewhere in the middle there is has to be a meeting of the two, a reconciliation and appreciation of both. It can be likened to the English Rose and the native Kowhai, the beauty and symbolism of one does not detract the other. Open your eyes and admire both.

Thankyou for taking the time to read this.

"Me aata titiro noa. Tikarohia te mea pai, makaia atu te toenga".

"Look closely. Take out what is good and discard the rest".

From just me,

Hirini Reedy

## ENGINEER LIAISON LETTER

The new Linton Camp Fire Station was opened on the 6th of April 1990 by the Honorable P Tapsell, Complete with lecture room, 8 vehicle bays, a smoke and heat chamber and a hose drying and training tower. The structure is designed to facilitate the eventual takeover of all fire training for Army and Airforce.

Having a flash new station tends to attract visiting V.I.Ps, Its a must for camp tours, see some of the best specialist equipment in the country and If your lucky catch a demonstration. Since the station opened we've had what seems like a 1000 visits ranging from overseas dignitaries down to play groups.

The fire station is manned by 16 firemen, we run a two shift system so as to provide 24 hour coverage. We also have volunteer staff, there strength is currently 10 people. They have access to all our equipment and come together to train once a week, they help man the station and of course turn out to fire calls. Volunteer firemen have chances to attend courses with the civilian firemen and take part in any training exercises the permanent staff carry out.

Listed below is the Linton Station strength with recent movements and promotions within the unit as at 5th Sept 1992.

### CURRENT MANPOWER

Ssgt Owen	Spr Ruruku
Sgt Peretini	Spr Neverman
Sgt Te Tau	Spr Whistler
Cpl McLeod	Spr Bredenbeck
Lcpl Harvey	Spr Lawson
Lcpl Murphy	Spr Long
Lcpl Lightenberg	Spr Ballintine
Lcpl Hughes	

### SPORTS ARMY POCKETS

Cpl McLeod	-	Skiing
Lcpl Harvey	-	Bowls
Lcpl Hughes	-	Cricket

### COMBINED SERVICES

Lcpl Hughes - Cricket

### POSTINGS OUT

Cpl Birchall
Lcpl Silver
Lcpl Fothergill
Spr Hampton

### RETIREMENTS

WO2 Fanning
Cpl White
Lcpl Davies

### PROMOTIONS

To Lcpl	-	G. Hughes
		J. Silver
To Cpl	-	L. McLeod
To Sgt	-	E. Te Tau

The Linton fire station has two Scania fire appliances which carry a four man crew and two Hino rural fire appliances taking two man crews. Also co-located is the S.M.E. Hino and a T.K. Bedford.



For the past two years we've taken on two groups of three firemen from Vanuatu for a T.O.D. of three months. They receive valuable on the job training and are encouraged to get in and use our gear. Most of the equipment the firemen use in Vanawatu is from Australia and some of it is out of date, so they were lucky to have our wide range to train with. The V 2s were also a big help with the lunch time volley ball, not that we needed any help of course.

Area's of responsibility or our turn out area is firstly the Linton Camp and Housing area and Mako Mako ammunition area in Pahiataua. We also cover a large area out of Linton Camp if required by the Palmerston North Fire Service. Which includes the Manawatu prison, N.Z. Pharmaceuticals, Massey University, A petrol and LPG filling station. and about 15 km of highway.

Training is carried out on each shift as well as every friday where we all get together for drill, that's fire drill not left right left drill. Apart from the basic's such as hose running, B.A. wearing, ladder work, pump operating and rescues we organize familiarization tours around local establishments and risk areas. Training weekends are run to keep staff up to scratch with vital fire fighting methods and associated equipment.

Helicopters are sometimes necessary for rural fire fighting using them to fight the fire with monsoon buckets, or start controlled burns, or just as a spotter plane. Last year we had a helicopter training weekend covering the basic's of forest fires, helicopter safety, foams, firetrols, retardants and setting up and operating monsoon points. Both permanent and volunteer staff took part in the training.

The most recent outing we've had was to New Plymouth for hydrocarbon fuel fire fighting, run by the Hot Fire Training Group. 9 firemen from Linton and 4 from Waiouru attended the course. It taught us about fires involving LPGs, CNGs and flammable liquids, the making of the fuel, storage risks and techniques to fight a fire or leak. We had a morning of theory in the class room and the afternoon and night we were fighting LPG and CNG fires at a specially designed training pad. Imagine three jets of flame 15 feet long each going in different directions. The idea is to advance up to the fire with two high pressure hoses set on a wide spray, you then catch the flame in the spray and funnel it away while moving far enough forward so one person could reach a shut of valve and turn the fuel off. It sounded easy in class but moving into those jets of flame fair made your heart skip a few beats. Well after a quick drink and a change of pants we were into it again, the scenarios got larger and harder to fight, but the hole event was very worth while, it taught us alot and opened our eyes to the dangers of hydrocarbon fuels and their incredible force and power when involved in fire.

So you will all be happy to know that if there is a massive explosion involving thousands of litres we will be quite capable of dealing with it. Although I think I'll be on leave that day. Our second day at New Plymouth was spent touring bulk LPG and CNG holding plants, the ship filling station and checking out their fire protection set up. A methane plant was next on the agenda then it was of to Synfuel's huge plant which changes natural gas to produce methanol and gasoline, in doing so provides N.Z. with one third of our gasoline requirements.

Every now and then we have drills and exercises with other brigades, sometimes it's handy to know what equipment is on their vehicles and what training and experience they have. We've combined training and exercises with



Tokomaru, Himatangi, Pahiatua and Palmerston North. Towards the end of this year we host Ex Zulu which is a voluntary fire exercise operating over a whole weekend and involving 15 or more brigades from the Manawatu area. With little or no rest, they will be responding to 20 or more exercises and will be judged on each scenario and constructively critiqued.

Well readers I hope this letter has been informative and interesting and helped you to understand our job better.

and remember



THE FIREMAN IS A FRIEND!!  
SO DON'T STUFF HIM AROUND...

### ANOTHER GLORIOUS DAY IN THE CORPS

This year at the Levin AMP Show, two teams from SME, TTW participated in what has now become a bit of a tradition.

Every year since SME built the obstacle course at Levin in 1990 the SME has entered at least one team in what has been an extremely enjoyable event.

The event consists of a race over the obstacle course against various civilian teams. There was a good turn out by the locals with at least seven teams competing. Included in the local teams were members of the local rugby clubs, fire service, Carter Holt and the boys from Tom's Takeaways. By the look of Tom's boys they'd done a tad too much 'carbo' loading over the previous years for this event.

Two female teams were also present, although they had trouble negotiating one or two obstacles, they put on a good show worth watching.

Lastly but most importantly were the two teams entered from SME, lead by the indomitable Cpl August. Cpl August had no trouble securing volunteers for the race. Our heads and stomachs, from a Friday night at the bar, only spurred us on to greater heights.

Cpl August, despite his natural speed and agility, ignored our pleas to join the team around the course. Being the true leader he is, he opted to supervise and spur us on from the side.

In keeping with the spirit of the tradition, SME won once again as it has done every year since the course was built. This we achieved with a double header with our teams gaining first and second place.

The only thing to interfere with Team 1's demure before crossing the finish line after 4 mins 30 secs, was Spr Armstrong sharing the contents of his stomach with the rest of the world, at the top of the 12 foot wall. Talk about yellow rain.

So ended another glorious day in the corps.

### SME TEAMS

Captain/Coach/Manager/Goalkicker:

Cpl August

#### Team 1

Spr Maioha  
Pte Murliu  
Spr Ruddell  
Spr Nix  
Spr Armstrong  
Spr Wilson

#### Team 2

Spr Handisides  
Spr Mitchell  
Spr Stevens  
Spr Pluck  
Spr O'Toole  
Pte Edom



RNZE 20th REUNION (LEVIN)  
21 - 23 FEBRUARY 1992

History

Attached is a copy of a letter written to the RNZE Corps Historian. It records excerpts of correspondence in diary form written around 1984 spelling mistakes included. It will be advantageous to the reader to scan over the annex before continuing with this article.

Present

Late 1990 at a committee meeting in Levin, it was soundly tabled for record that sleeping under the grandstand and in the horse boxes of the Levin Racing Club was getting too hard on the bones. What's more it was proven difficult to recover after the long weekend of "reunion blues" as it had been in the past years. In addition the reunions were becoming popular again and the numbers of attendees were greater than eating, drinking, breathing and socialising, in the space provided at the Levin Racing Club.

The committee's challenge was to find space and comfortability for a reunion in 1992. To add to the test wives/girlfriends were to be included, a first for the "Levin" reunion. Nothing in Levin was suitable in covering all conditions. Tatum Park complex for example was ideal for our purpose less bed space. The objectives were loosely to accommodate, entertain, feed and formerly dine 100 - 150 ex and serving sappers, with their partners. Massey University was finally selected as the "place of happening". Possibly/probably it was luck that Massey was selected as the patronisation of the 20th RNZE (Levin) Reunion was better than expected.

Friday 21 February 1992 - Registration, Get together. By 1600 hrs Fri 21 Feb, 240 people had registered with approximately 160 accommodated from outside the Palmerston North area. The following "get together" lasted through to Saturday leaving the term "reunion" as an understatement. It was rumoured that two people turned up who a large number of sappers had sworn, died years before.

Saturday 22 Feb 92 - Late start for most. 1000hrs seemed an average time for faces or what once looked like faces to appear back on campus grounds. Once lunch had been attacked, five coaches transported the "reunionites" out to Linton Camp where an open day entertained all. The RNZE of course stole the day with an impressive and professional display of mobile and static displays. After a day of head nodding, appropriately displaying agreement on "that's the way we used to do it", and "the equipment's different but the principles the same as ours" the coaches returned. Unfortunately a number were left behind. However, thanks to a friendly Orderly Officer all returned to Massey eventually.

A seating plan for 280 personnel at the formal dinner wasn't enough. Although a head count wasn't taken, 290 people were receipted. (as a side issue some 100 plus personnel forwarded their apologies for not being able to attend for various reasons.) The guest speaker Lt Col (Retd) Joe Hollander gave an overview of the sapper today and how he saw the same sapper 20 years back. He then showed all of us just how fortunate we are to be Kiwis. He shared with us the facts from a non tourist perspective on the USSR and its



people after his "tour of duty" in that country. After dinner, drinks once again extended to the bewitching hour. All subjects of conversation were covered with a certain number of lies told as well as exaggerations of "when I was ...".

23 Feb 92, Sunday morning saw one and all dressed to suit the occasion for a church service. The Parade Marshall put all to the test by commanding the parade to turn to the left while they were still standing at ease. Without fault everyone turned and stood rigidly at attention. Only engineers could do that. I'm sure any other Corps would have fouled it up completely then moaned as they tried to blame somebody for their own blunder. The march to the Church Service Hall was never too far. However one more metre could have been the last straw for one or two people. Age I'm sure was not at fault. It was rather to do with the body which all human beings at times have trouble moving the morning after the night before.

After the church service Open Forum was agendered, covering items of interest from Corps matters through to future reunions. This was followed by final drinks where everybody dispersed without showing tears, but lumps in throats were prominent.

#### Future

The committee at the last meeting felt that the 1992 Reunion was successful. However once on the learning curve, points of adjustment were noted. In no particular order the following points were discussed;

1. There is to be a RNZE Corps (Levin) Reunion in February 1996 - venue Massey University, Palmerston North.
2. Massey is a complex which takes approximately 1.5 minutes to drive past. However once on campus it becomes akin to "Dr Who's" telephone booth and quadruples in size. Signs such as "SAPPERS THIS WAY" are promised at the next reunion.
3. Age shall not weary them nor the queue for refreshments. More and larger bars will be available next time.
4. Partners (wives/girlfriends) were well received by all at the reunion especially the Formal Dinner and Open Forum. This will continue.
5. The Registration Form with minor changes will be distributed to a wider community. Not withstanding this, word of mouth and personal communication can only be a great assistance to the committee.
6. More information on the 1996 Reunion will start appearing around New Year 1994.

NOTE: The RNZE Corps Reunion (Christchurch) 1994 is to take place 19-20 Feb.

## ANNEX

To Corps Historian  
Royal New Zealand Engineers

EXCERPTS FROM A LETTER FOUND IN ARCHIVES  
REFERENCE RNZE CORPS REUNION (LEVIN)

" I wish to place on record my personal recollections and impressions of the birth and progress of our National Reunions.

Firstly I desire to impress that I do not want to appear presumptuous or egotistical with some of my remarks.

The founder of the embryo was the late Bruce Hudson.

Around 1950 Bruce approached me to organise an 8th Field Company Reunion. At this stage I wasn't terribly interested, however, every time Bruce met me in the street, office, or socially, he would mention a reunion. By 1955 I succumbed and called a meeting by word of mouth with those we knew. The first meeting consisted of;

Bruce Hudson, Bub Bell, Fat Stewart and self.

The next meeting, about a dozen were present. I still couldn't see a reunion being a success with about 40 - 50 8th Field attending. At this stage some other ex sappers became interested and wanted to be included. Names I can recall are;

Pat Boggs, Bill Batten, Cec Lee, Bill Fraser, Bill Crombie, Arthur Free, Bill Perfect, Geo Sinkinson, Alan Watt, Les Malcom, Jack Ballinger, and ? Walker.

We used to meet in the old RSA Clubrooms (before charter) and always had a few bottles of beer. After a few meetings, I could see a fair amount of work was looming ahead. I also saw that with a little more effort and as all seemed keen, suggested a national reunion. Another couple of meetings and the idea caught on. We then started raffling a bottle of whisky at each meeting. The profits were used to advertise and write to our small list of names calling for other names. Our committee now began to grow - Rex Watson, Jim Cockburn, Constable, Foster, Sinkinson, joined us. Russ Currie who was Chief Engineer was enthusiastic and gave us much valuable support and encouragement. He introduced Colonel Andrew Murray who was CRE. It is rather remarkable that for the first two or three years, we did not keep minutes (perhaps not capable) but just odd notes. All our meetings were most informal and still are. We didn't have a chairman as such until about 1955. Our first organised meeting was advertised in the Chronical for 5 July 1955. About 25 turned up and Bill Fraser was elected Chairman.

Dates for a National Reunion were set for 4 - 5 february 1956. At this stage we had a roll of about 110. By October it had grown to 208, a month later 418 and December, 528. This was a hand written roll from which we sent



out notices of the reunion along with a card calling for further names. Today, our roll contains approximately 3000. Our first dinner was a hectic affair. It was held in most cramped conditions in our present bar. How the caterers and stewards coped I'll never know. Pat Faulkner with his trumpet whilst livening proceedings, didn't help smooth running. Poor Russ Currie who was MC got a noisy reception every time he rose to speak. Nevertheless, at the meeting on Sunday morning following approximately a one and a half mile march from the racecourse to the gardens and back for the laying of a wreath, all seemed to have enjoyed the weekend and wanted to return in two years. Our bar was then under the present 'old' grandstand. After dinner we showed 'stills' and a movie of scenes from the ME compered by John Watson. This was a hilarious and noisy affair.

During 1957, Bub Bell, Pat Stewart and Jack Ballinger ran a 'Calcutta' night at TeHoro and a two hundred pound (\$400) profit was made. At the 1958 show a blazer was demonstrated with a modified RNZE pocket monogram also Engineer ties. These were most popular and we took dozens of orders and had a contract with a local manufacturer. This show was also a success and over 340 sat down for the official dinner which was held in a marquee set up in the saddling paddock.

7 February 1959, the Borough of Levin granted the Freedom of the Borough to the Corps of RNZE. The Charter was accepted at a large parade at the Weraroa Cricket Ground. The third reunion was held on 6 - 7 February 1960 and was attended by about 355. Our sleeping accommodation still used the A & P Hall and racecourse building. Some chaps, for a little quietness, slept in the horse loose - box. The dinner was held in the A & P Hall. There was a small profit.

The fourth reunion was held on 24 - 25 February 1962. Christchurch was to run this one, but somehow things became unstuck for them, so we, after a late run, made it. This was a very hurried affair but we again managed a small profit. Christchurch ran the next year 1963, and from thereon the sequence alternated. Christchurch ran the 5th, 7th, 9th and 11th reunions.

Our reunions, 8th and 10th, were run on previous similar lines, being successful socially and financially and attended by 350 and 355. For this the 12th, 310 registered and a number attended for the first time. We trust you all have an enjoyable stay.

I consider the success of our reunions are due to the cooperation of all members of our committee who have given their dedicated help, the informal meetings and in particular Pat Stewart and Jim Cockburn and of course, by the large attendances of all those interested without whom we could not function and were always the inspiration to carry on. Others who have contributed to our success are Levin Racing Club, Highland and Levin Bands, Fire Brigade, RSA members, Transport Department, Police and A & P Association and caterers."



# REUNIONS

First	1956	Levin	
Second	1958	Levin	
Third	1960	Levin	
Fourth	1962	Levin	(was to be ChCh - got out of sequence)
Fifth	1963	ChCh	
Sixth	1965	Levin	
Seventh	1967	ChCh	
Eighth	1968	Levin	
Ninth	1971	ChCh	
Tenth	1973	Levin	
Eleventh	1975	ChCh	
Twelfth	1977	Levin	
Thirteenth	1979	ChCh	
Fourteenth	1981	Levin	
Fifteenth	1983	ChCh	
Sixteenth	1984	Levin	(Special Freedom Charter)
Seventeenth	1986	ChCh	
Eighteenth	1988	Levin	
Nineteenth	1990	ChCh	

M.A.PETTERSEN

Secretary/Treasurer

RNZE Corps Reunion Committee

(Levin)

## REPORT ON EXERCISE TASMAN EXCHANGE 92

Spr Robinson and I were TOD to 161 Bty RNZA for the period 17 Feb - 16 Mar 92 for Exercise Tasman Exchange 92.

On arrival at Holsworthy Camp in Australia we were attached to gun crews as gun numbers to bring each gun crew up to full strength, each gun holding a normal full strength of 7 pers.

The first week was involved with collecting stores, preparation for the field exercise and familiarization of the "New Gunners" to the guns. Expecting this familiarization to be nothing than how to carry ammo, we were surprised and impressed to be shown the individual actions and duties of every member of the gun crew, from assembling the rounds to laying on a target and firing.

These new skills were put to the test during exercise "Rampant Panther", a live firing exercise on the artillery range in Singleton. The highlight of this exercise was carrying out a complete lay and live firing the gun, as well as being able to witness, from a non-Artillery viewpoint, Battery operations in the field.

From the field exercise, after the normal stores cleaning and maintenance, the contingent moved to the Bunonia State Reserve for the period of adventure training. This included, caving, a 12km scenic tramp and abseiling, of which the highpoint was rappelling down a 330ft cliff face.

Once the adventure training was completed, the stores were cleaned one more time, handed back and the contingent was given a few days leave to see the sights of Sydney and do some shopping before returning to New Zealand on the 16 Mar 92, which was when we were released to our own unit.

C. HAYWOOD  
Sapper  
Construction Troop  
RRF ENGRS

## TURITEA TREE FELLING

Field troop was given the task of felling trees for the local farmer. Each section was given a group of trees and five days to clear the area. Once the trees were felled they were cut into 6m lengths for milling. The trees not worth milling were put in a separate pile for firewood. The area that was felled was clear of branches to allow the farmer to erect a fence. Some of the trees had to be winched over to stop them from going over the bank. In some parts there was no way of stopping the trees from going over the bank.

In conclusion the task was very good training for the section to allow the guys to become more confident in the use of chainsaws and the art of felling trees.

R.C. UNUWAI

## RRF ENGRS ADVENTURE TRAINING WHITIANGA

Thursday 23 Apr 92 saw the advance party depart, with 12 hours driving under our belts we were keen to hit the hay. We set the place up and got down to business was practicing our cenotaph party drills for the ANZAC DAY dawn parade. The parade was attended by 30 Navy personnel from the dive ship HMNZS MANAWANUI berthed there for the parade.

The training was structured so that each troop in turn had a week to attend the activities, everyone found new challenges in most of the activities particularly the abseiling. 78m straight down with a change over point half way (because the ropes weren't long enough!), then to negotiate through the reefs back to the beach could not be said to be the easiest of challenges.

The cycling phase wasn't to be a push over either, 56km ride over narrow winding undulating sealed roads. Then a steep grind up to Cathedral Cove, not a impossible task but difficult. Dependent on the weather and tidal conditions good days were few and far between but the ones experienced were some that were never forgotten. The activities that were under taken were good and well organised full credit should go to the guys in our training cell.

CHEERS RED.



## MINE CLEARANCE TRAINING TEAM CAMBODIA

After a short and sweet pre-training period at the School Of Military Engineering the three of us from RRF Engr Sqn, namely Cpl McMillan, Cpl Johnson and myself were told that we were on 7 days notice to move. Fine we thought, lots of time to get things organised. Wrong, when we were told to move it was a case of 'we want you in Auckland the day after tomorrow.'

So arriving in Auckland for our final concentration we found that we had a weight restriction on our luggage of 60 kg. Great, the list they had given us was at least 100 kg with our own personal gear as well. So after arranging to have some of our gear to go as unaccompanied freight we left the country and headed for Hong Kong, economy class of course, thinking we would be able to see a bit of Hong Kong. Wrong again we arrived in the early evening and by the time we had cleared customs and been bussed to the barracks we were staying in, it was quite late. The flight the next day was at about 7 o'clock in the morning, so we thought what the hell and went out on the town anyway.

The flight the next day was very quiet after most of us finishing the night at about 4 or 5 in the morning. Well we thought we might be able to get a good nights rest in Bangkok before being flown into Phnom Penh by the UN flight. Wrong again, upon arriving at Bangkok airport we were met by Col Beaver and told that we were flying out in two hours and why weren't we in uniform for the flight on the UN C160.

Having arrived in Phnom Penh we set about finding our way around the city which is about the size of Auckland or perhaps smaller. The traffic was the first thing we noticed, the only rule seemed to be drive on the right if you feel like it otherwise the bigger you are the more right of way you have.

Before we could really settle down to some work the local population decided it was about time they told the politicians they didn't like the way they were selling off all the government assets and pocketing the proceeds. Well of course the government took exception to this and before you knew it we had a 10 O'clock curfew and armed troops on the streets. Hardly a night went by when you didn't hear the sound of automatic fire somewhere in the city.

At this stage ourselves, the Australians and the French had to maintain a picquet on the UN Headquarters in case we needed to be evacuated. But by the end of December it had all quietened down and we could get back to normal work. By this time the teams had been dispatched up to Siem Reap and Battambang and were starting to get to know local military commanders in their areas.

Col Beaver spent alot of time flitting around the world at this time trying to get the UN to sort out it's Engineer planning for UNAMIC/UNTAC (United Nations Advance Mission In Cambodia / United Nations Transition Authority Cambodia). When he managed to get at least some semblance of a plan from the UN we found that we had three more members being flown out from New Zealand to join us in a new department called the Cambodian Mines Action Centre.

By now the training teams up country had got a TMP organised and were well on the way to getting the stores they needed through the UN system which could take months for things that could be found at the local markets. In the

end most resorted to buying what was needed and claiming back from the system. This also sent the UN system into a frenzy, what we were trying to do destroyed the whole stores system or something! Eventually the first course was run.

Well now we all had to change our status as we all became UNTAC with an Australian General in command. We had been getting on well with the Australians up till now and weren't going to let this change it. Especially as he decided that the UNAMIC military personnel hadn't done enough and put us all on 7 day working weeks. The only problem being that the civilians and the locals only worked 5 day weeks. Anyway working 7 days didn't change the weekly Happy Hour at the Hotel Cambodiana for most of the UN staff and alot of the local aid agencies. A good chance to get around and meet all sorts of people from all over the world.

By this time it was moving into the closing stages of our 6 month tour and many of the people we'd met in the first few months had now left or were leaving to make way for 16,000 or so others that were making their way into the country. So it was a bit of a relief to know that it was our turn to return home. At least this time they had given us a reasonable luggage allowance but still economy class.

Great we thought, get on the plane and home to some well earned leave. Wrong! First we had to have a medals parade, so we could have our UN medals presented. This happened at the airport and it was as short and sweet as these things should be, as we finished we were given a haka from the NZ Sigs to see us on our way. Then we marched straight onto the plane for our trip to Bangkok and Home.

All in all a very enjoyable trip and well worth it for the chance to work with other nations and find out how they do things.

BY CPL S.W. TRODD  
RRF ENGR'S



## DEEP FREEZE

The 1990/91 Antarctic trip started for everyone with a Antarctic Familiarisation Course run at Tekapo Camp by the DSIR Division. It was a six day course which involved, films and lectures about Scott Base, the Antarctic continent, living in freezing conditions, medical tips and living with the Americans. Most of this was done in the evenings after tea. During the day everybody was assigned to groups in which a round robin of events took place.

The events consisted of fire fighting, radio communications, food and cooking in frozen conditions, living in the field, practical first aid and roping techniques by the field staff. This was finished off by a night in the snow for the field parties and a day in the snow for the base support staff which covered, roping up techniques, self arrest with a ice axe, recognising crevice country. Every evening after the lectures " THE BAR " was opened and this was designed for everybody to relax and get to know each other. At the end of six days we all had a good idea of what was going to happen over the summer and each of us should have no problems in settling into Scott Base on arrival.

From there it was back to Christchurch where most of the base support staff underwent fire training at the Woolston Fire Station. Because of the dry conditions and proximity of the base, fire is the biggest hazard in the Antarctic. The training was good and gave everyone a fair idea of fire fighting. There were enough of us to make up two fire crews, which meant a week on, week off rotation. Throughout the summer there were plenty of fire drills, which resulted in a competent fire team always being ready.

October the 5th, the big day we at last climbed aboard the Starlifter which I thought was a huge version of a Hercules. Five hours later in our survival gear we disembarked in Antarctica. There was a good breeze blowing and it was about -30c. Finally I was there I knew it would be cold but not this cold, by the time I got into the transport my moustache was frozen solid, I was afraid it would break off if I touched it. From there it was a 20 minute trip to Scott Base, once inside and out of our gear it was like a big reunion catching up on things that had happened to everybody since Tekapo. We were given a tour of the base and shown to our rooms to settle in, then off to the bar for a few cool ones, at \$1 a can I knew this would be a good trip.

By midnight I was sitting in the corner with a beer at hand looking out the window at the sea ice and Mt Discovery, I have seen no sights better, and it was at last sinking in that I was at last in Antarctica the final frontier and that I was here to do my job and have a great time.

The next day I was shown around the workshop area, where I met the people that I would be working with and the machines we would be using which consisted of a D3, D5, D8 bulldozers and a 926 loader. Over the next few days I got familiar with the job of base plant operator which included loading and unloading stores from New Zealand, snow clearing of which there was plenty, and various other tasks. By this time the other plant operator had arrived and the season was under way.



Everybody that goes through Scott Base must do a field training course, which involves spending a night in the field and learning different techniques used in the field. As there was a snow train going out soon I was on the first course. We had a New Zealand instructor so we were in good hands. During the day we were on the sea ice learning to read the sea ice, recognising sea cracks and how to cross them, and other tips about travelling over ice. That evening we were dropped off in the snow where we set about digging a snow trench for the night. Four hours later we dug in and set for the night, after a meal it was into the sleeping bag which was really warm thank goodness as it was -31C. The next day the instruction included the wearing of crampons, roping up and rescuing each other from crevasses. It was a thoroughly enjoyable course in which I learnt that although the place was beautiful, mother nature was a harsh lady that gives no second chances.

Two days later we loaded up a snow train which consisted of the D5, a number of huts for a scientific party and a sledge carrying building materials for the refurbishing of the explorer Shackleton's Hut, on a dozer that plods along at five miles per hour which gives you a good opportunity to take in the scenery, of which I had seen nothing like in my life. There was Mount Erebus, the Barne Glacier, Castle Rock, Cape Evans, Cape Boyd and an inaccessible island with huge icebergs frozen in place in the sea ice. It was breathtaking so clean and beautiful yet still a harsh countryside.

The trip took three days in which we dropped off the huts for the scientists then the materials for Shackleton's Hut. We had a look around and when you walked into the hut its like walking back in time, everything has been left as if Shackleton's men were going to walk in at any moment. From there we stopped at Cape Evans to look at Scott's Hut and like Shackleton's Hut it was another trip back in time. The next day we stopped at the Erebus ice caves for lunch, there were some great sights to see in the ice structures of the caves. Then it was back to base to celebrate my birthday. There were other trips over the sea ice after that but that first trip will stay with me forever, it was out of this world.

Our daily work consisted of operating the machines and being general handymen around the place, there was always something that needed doing between the hours of 8am to 5pm, a few times it was longer as it was daylight the whole time but the extra did not cause any problems. When one is not working there is the choice of skiing, sightseeing, a quiet read in the library, sending heaps of postcards home or a few beers here or over at McMurdo Station, the American Base. There is heaps more to do if you wanted but the activities I mentioned seemed to be the most popular. Because of the close confines on base it is very important to get on with everyone as by the end of the summer you would have made a lot of friends and shared a few good memories.

The operations manager did a splendid job, if there were any spare seats on the choppers or vehicles taking out field parties those who could be spared got a trip. I was fortunate to get to Cape Boyd to look at the penguins, have a look at some crevasses the size of a cathedral and one of the huge lights, a chopper ride to Vanda Station where I joined the prestigious Vanda Swimming Club. This involved taking all your clothes off, getting into the water so your whole body was completely submerged then leaping out getting dressed and sprinting off to the huts for a cup of tea and scones.

The whole trip was an experience I will never forget and if possible I will go back some day. I saw sights of which there are no comparisons, I watched seals playing in the water, I watched killer whales swimming past the base while I was sitting on the beach. I made friends I'll never forget, and gained an experience in working in frozen conditions. I recommend this trip to everybody who has the chance and the DSIR are doing a great job in running the base in support of science on the Antarctic Continent.

Spr P.J. O'Connor  
Base Plant Operator  
Antarctic Summer 1990/91





## A NOTE ON CHINGIS KHAN AND THE OLD CAPITAL OF KHARKHORIN.

Kharkhorin, the old historic capital of Mongolia in the days of Chingis Khan, is situated some 385 km by road from the present capital, Ulaanbaatar (Red Hero). There are now very few relics of its former glory as the capital of the Mongol empire which in the 13th Century stretched from China in the east, to the Carpathians in the west, and to the Euphrates in the south.

In July of this year as a member of an FAO (UK) mission to Mongolia, I visited Kharkhorin to inspect sites for proposed development projects and took the opportunity to inspect the old capital. The town is now the centre of an agricultural area and one of the features of the tourist industry in the region. It has a population of about 15,000, most of whom are involved in agricultural and cottage industry. The photograph of the main street has the appearance of a shot of a Wild West town from a Hollywood movie. The walls enclosing the palace built by Ogedei, the son of Chingis Khan and later elected as the 2nd Khan, still exist. The photograph of the main entrance gives some indication of the form of construction and the problems involved in maintaining historic constructions. Little else remains, apart from the raised building platforms for the Palace and other structures and the 64 bases of the main columns of the Palace discovered during the excavations of the site in 1948.

After Kubilai Khan, a grandson of Chingis Khan, conquered the Sung empire to the south and reunited China, the Mongol capital was moved from Kharkhorin to the city which has now become Beijing. Kharkhorin became a backwater and eventually the area enclosing the Palace was converted into a Buddhist monastery.

In an effort to destroy the Buddhist religion, the communist Party in Mongolia adopted various programmes which in 1937 led to the looting and destruction of many of the 100 or more temples within the walls of the Monastery. For some unexplained reason, three of the temples were saved and these are shown in the photograph. The site has once again become a monastery and is being restored with many of the art treasures looted in 1937 being returned. The workmanship in the old structures is excellent as can be seen in the photograph of the eaves detailing. By contrast, modern structures built in Mongolia are crude and exhibit all the features of poor design and poor workmanship, clearly shown in the photograph of the uncompleted industrial structure from near Kharkhorin. An exception is the Gur, or in Russian the Yurt, the traditional round house or tentlike structure in which about 40% of the population of Mongolia still live. These are still constructed and decorated in the old way as can be seen from the photographs.

Chingis Khan was a remarkable leader and he and his subordinates were able to win resounding victories over their enemies, be they from the Muslim south or from Christian Europe, by their superior tactical skills and generalship. Mongolian warfare was probably unique in its time as it put great emphasis on detailed staff planning, reconnaissance, the use of maps, the use of intelligence sources including the widespread employment of spies, and consideration of the logistic problems involved. The Mongol forces employed were disciplined, well trained, and had great mobility and firepower. They had good communications and signals procedures using flags etc. and mounted messengers, and an efficient pony express network for messages and letters,



all of which enhanced their ability to manoeuvre and concentrate rapidly. These attributes, when combined with a good and experienced command structure, made the Mongol army in the 13th Century the best in the world.

A Mongolian army normally consisted of three or more light and heavy cavalry divisions, each of 10 000 men, one or more engineer regiments, each of 1 000 men, and a regiment of artillery. The role of the Engineers was bridging, rafting, mining and tunneling, for instance, under walls of fortified cities under seige, the building of dams on rivers for such purposes as the sudden release of water to inundate the defences of fortified cities and enemy positions, and the construction of facilities and fortified positions. Some of the tasks expected of them were huge, even by todays standards. For instance, in the siege of a fortified city in China in 1209, Mongolian army engineers tried unsuccessfully to divert the Yellow River, a massive undertaking.

Main street  
Kharkhorin



One of the  
main gates  
to the old  
historic  
capital.



The three remain-  
ing Bhuddist  
temples.

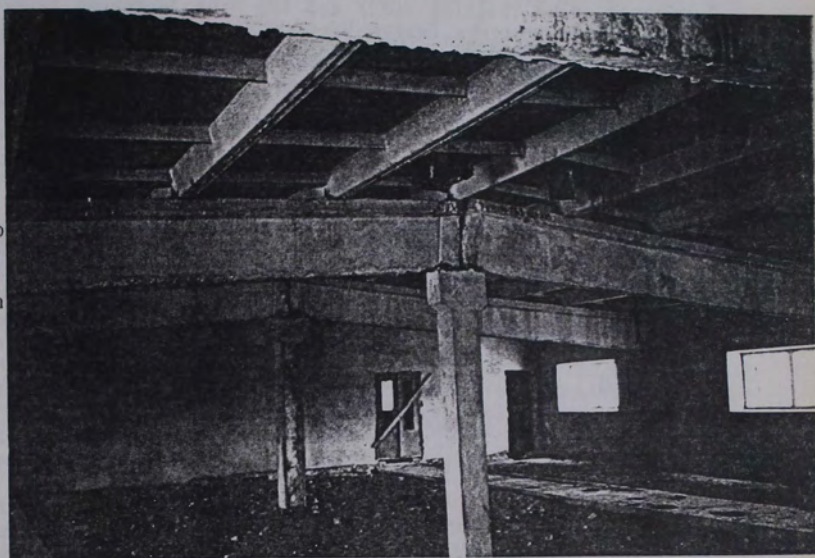


Example of  
the high  
standard of  
detail and  
workmanship.





Poor detailing  
and workmanship  
displayed by  
current forms  
of construction



G.W.BUTCHER  
Colonel Commandant



## OPERATION SALAM - TEAM THREE

### INTRODUCTION

Operation Salam was established under the auspices of the Office of the Coordinator for United Nations Humanitarian and Economic Assistance Programmes relating to Afghanistan (UNOCA). Included as part of Operation Salam, was the Mine Awareness and Clearance Training Programme (MACTP). MACTP encompassed Counter Mine Training (CMT) and the Mine Awareness Programme (MAP). The New Zealand Instructors United Nations Mine Clearance Training Team (NZIUNMCTT) were involved in the CMT conducted at Risalpur and Quetta.

Both Risalpur and Quetta had a multinational force demining headquarters commanded by a Lt Col. The HQ provided administrative and logistic support to the teams in theatre.

Team Three consisted of:

- a. Capt J.A.Hill;
- b. WO I K.C.Jones;
- c. SSgt P.Te Nana;
- d. SSgt T.K.Hokianga;
- e. Sgt B.D.McLean, and
- f. Cpl K.T.Fee.

Team Three arrived in theatre as the emphasis on training was being shifted towards getting the Afghan refugees organized into demining teams. Once completing their training, the refugees would deploy back into Afghanistan as part of a non political, Afghan controlled, non government organization (NGO). The three organizations to date are:

- a. Mine Clearing Planning Agency (MCPA). Responsible for the provision of mine field intelligence, reconnaissance and survey reports, to the controller MACTP, UNOCA Islamabad. Also monitored any UN funded demining operations.
- b. Afgan Technical Consultants (ATC). Responsible for the demining of areas surveyed by the MCPA once the controller MACTP, UNOCA Islamabad had given his approval.
- c. South West Afghanistan Agency for Demining (SWAAD). As for ATC.

### OPERATIONS

Team Three personnel were involved in the training , evaluation and modification of:

- a. The basic demining course (COMET) which was the first course a refugee attended.
- b. The Method of Instruction course (MOI), which trained selected Af-

ghans to be instructors.

- c. The Unit Leaders course, where selected Afghans were given further instruction on the leadership and planning involved in a demining task.
- d. The Pre Deployment course, on which nominated teams were given a final polish to their skills before deploying to Afghanistan, and
- e. The MCPA Reconnaissance/Survey course, where only the top students who had been recommended by the expatriate instructors would gain the skills required for them to produce reconnaissance reports. These were used by the ATC and SWAAD teams as well as any other agency conducting operations in Afghanistan.

#### THE LOCALS

Broadly speaking, the Afghans have a warlord mentality, this on many occasions resulted in the hijack of aid equipment and personnel. To gain influence in a village or area, a relatively unimportant leader may attempt to obtain by whatever means, anything that seems to show he is an influential person. This may involve road blocks where a toll is extracted or may be the visit of an aid representative to his area. The blood feud and revenge are great motivators to the Afghans as is the concept of Pukhtunwali or hospitality. Operation Salam pers involved with the mine awareness programme had occasion to witness this first hand when the family in a neighbouring house in a village they were visiting, were killed. However as they were guests, the hosts provided protection for the pers concerned.

Interacting with the Afghans went relatively smoothly, as long as a number of points of etiquette were observed. Basic politeness and patience went a long way to promoting understanding. If it was explained that a person was unfamiliar with their customs the Afghans made an effort to show how and why they conducted themselves in such a manner. The easy going natures of the Team Three personnel enabled them to form a rapport with the Afgans and Pakistanis that went a long way to ensuring a good working relationship.

#### CONCLUSION

The NZIUNMCTT Three was fortunately in Pakistan at a time when there was a positive move in the demining sphere. Working with Pakistanis, Afghans and the other contingents generated a flow of information and ideas. It also engendered a tolerance and appreciation for the different cultures. Some understanding was gained as to why the region is so unstable. The members of the team acquitted themselves professionally and were a credit to the New Zealand Army.

(Excerpts from the REPORT ON THE TOUR OF DUTY OF THE NEW ZEALAND INSTRUCTORS UNITED NATIONS MINE CLEARANCE TRAINING TEAM THREE by Capt J.A.Hill)



SUPPORT TROOP  
RRF ENGINEER SQUADRON

Just a short note on what Support Troop and it's personnel have been up to since the re-location of the Squadron from Burnham to Linton.

December 1991 saw the Squadron put on standby to deploy to Western Samoa after Cyclone Val. A 16 man team deployed on 12 December 1991 with LCpl Blair and Cfn Kennedy as part of this team. They were employed in carrying out repairs to generator equipment at the main hospital in Apia and other mechanical repairs. The team returned to New Zealand on 22 December.

Spr Mcleod spent six months at scott Base Antarctica working for the DSIR as a Plant Operator.

Cpl McMillan deployed to Cambodia as part of the New Zealand Engineer Contingent to train selected local people in mine identification and clearance. He returned after six months TOD June this year.

Sgt Beddis went to Australia on ANZAC Exchange over the period Feb - May 92. He was employed as the Troop Plant Sgt at his host unit.

During March and April members of support Troop took part in Exercise Lothlorien. This involvement was a Plant Operator and truck driver attached to Field Troop for the duration of the exercise. A plant section and support equipment attached to HQ RRF to supply plant support for the exercise. The Troop Commander and three other members of the troop carrying out battle simulation for the exercise.

SSgt Hudson went to Malaysia as an umpire on Exercise Taiaha Tombak over the period June - July 92.

Lcpl Tait departed New Zealand 14 July for the U.K. on Exercise Long Look.



## TRADE REFRESHER

As a result of concern expressed by the CI of SME at the decline of technical expertise in the RNZE, Trade Training Wing has issued the following reminder to all plumbers RNZE.

Some of our personnel appear to be experiencing difficulty in identifying pipes. The following represents brief instructions as a refresher to you, as the most efficient method of indentifying a pipe.

1. All pipe is to be made of long hole, surrounded by metal or plastic centred around the hole.
2. All pipe is to be hollow throughout the entire length - do not use holes of different length to those of the pipe.
3. The inside diameter of all pipe must not exceed the outside diameter - otherwise the hole will be on the outside.
4. All pipe is to be supplied with nothing in the hole so that gas and other stuff can be put inside at a later date.
5. All pipe should be supplied without rust; this can be readily applied at the jobsite. (NOTE: Some vendors are now able to supply pre-rusted pipe. If available in your area this new product is recommended as it will save a great deal of time on the jobsite.)
6. All pipe over 150 meters long should have words "LONG PIPE" clearly painted on each end so the crew will know it is a long pipe.
7. All pipe over three kilometres long must also have the words "LONG PIPE" painted in the middle so the crew will not have to walk the entire lenght of the pipe to determine whether or not it is short or long pipe.
8. All pipe over 15mm in diameter must have the words "LARGE PIPE" painted on it so the crew will not mistake it for small pipe.
9. Flanges should be used on all pipe. Flanges must have bolt holes quite separate from the big hole in the middle.
10. When ordering 90 degree, 45 degree or 30 degree elbows, be sure to specify right-hand or left-hand otherwise you will end up going in the wrong direction.
11. Be sure to specify to your vendor whether you want level, uphill or downhill pipe. If you use downhill pipe for going uphill the gas will flow in the wrong direction.

## THE LEVIN CONFIDENCE COURSE COMPETITION

The Trade Training Wing of SME sent two teams down to the Levin A.P. & I show, to compete in the confidence course competition.



THE TEAMS

The A team consisting of: Spr's Ruddell, Armstrong, Maioha, Wilson, Nix and Pte P. Murliu did the course in 2min 25 sec. Narrowly beating the B team consisting of Spr's Handisides, Mitchell, O'Toole, MacMillan and Pte E. Lending who finished 2min 27sec.

In third place was a civilian team from Michpine Timber Products who finished in 2min 40sec.

There were 13 teams in all who competed on the course that was originally built up by the SME apprentices in 1989. The course has ten obstacles including a rope swing, 12ft wall and high catwalk.

TTW has won the competition each of the three years it has been run.

By Spr Ruddell



#### MCKECHNIE TRAVEL AWARD

As a winner of the McKechnie Travel Award, I had the fortune to travel to Sydney on behalf of the McKechnie Metals Company of New Plymouth, who work in conjunction with the Masters Plumbers of MSW as the make-up of the award.

This consisted of two weeks in Sydney working in and visiting Plumbing related areas in the city and it's surroundings. Some interesting aspects of this trip was the large scale in which everything operates, the comparison of by laws etc, to that of NZ and also the quality of workmanship and materials used in the trade.

The Master Plumbers were great hosts for the duration of the visit and were very informative at all the areas visited. They gave me a broad knowledge of how the system operates in a large city to that of a lower scale here in NZ.

A very enjoyable learning experience, hopefully it will get put back into the trade one day.

BY SPR EVANS



## SINAI TOD

On the first leg of our journey was a stopover in Singapore where a few of us took the chance to sample the nightlife and do some shopping the next day. Then it was off to the airport and wait for our flight to Dubai and onto Cairo. We were met in Cairo by a few members of the last contingent, they loaded us onto the bus and it was off on a 5 1/2 hour journey to North Camp, which would be our home for the next six months. Great we thought a chance to get some rest but the present drivers twisted our arms quite violently so it was off to the Crown & Kiwi (British & NZ Bar) for a few beers.

The next week or so consisted mainly of getting to know the camp, getting our licences and driving on the wrong side of the road (which produced a few exciting moments. The camp itself is an old Israeli Air Force Base. The facilities provided on the camp are quite good a cinema, gym, take-a-ways, library, P.X. store, soccer, rugby and softball fields and a golf course.

The work we did as drivers would start at 6.15am when we would have to report to Transco (Transport Company) for roll call. The jobs we did could be anything from mail runs to the American Embassy in Israel, uplifting containers from the sea ports in Israel, bus jobs for those who had a bus licence, general freight runs around Israel and the Sinai and also ration runs to the Columbian and Fijian checkpoints.



### MOSCOW REVISITED

During the period August 1978 to June 1980, two teams of RNZE tradesmen completely refurbished the interior of the New Zealand Embassy in Moscow. The nineteenth century mansion, situated on Ulitsa Vorovskovo, was protected under Moscow's equivalent to our Historical Places Trust, indicating the age of the building.

The team transformed the building's interior to function as a modern office facility, however leaving much of the historical highlights intact if not upgraded. Members of the team still serving in the RNZE are:

Sgt B.Church ;

WOII J.P.De Breuk ;

SSgt N.T.Komene ;

SSgt P.J.Lightbourne ;

WOI M.P.Shelford.

In June 1989 further RNZE assistance was requested for, by the Moscow Embassy. Cpl K Fee (now Sgt) carried out further building alterations to the embassy during a six week TOD.

The corps was approached yet again when the position of Maintenance Officer, on the embassy's staff , had to be filled. I was the first to fill the the position followed by LCpl K.J.Lousley.

The position consisted of ensuring the smooth running of the embassy and associated facilities. This was achieved by constant monitoring of the building's services, strict adherence to maintenance programmes and immediate repairs where required.

I was assisted by four Russians with the maintenance of the building. Pyotr was the resident handyman and Yuri, Yuri and Khafiz were drivers. Their English was a thousand times better than my Russian, therefore communication posed few problems.

The work was relatively busy and extremely varied, as you can imagine a nineteenth century building is always full of surprises. The main difficulties found were:

- a. fitting in with the bureaucratic structure imposed on diplomatic missions by the local authorities;
- b. inability to purchase any building materials locally - all building requirements had to be purchased by mail order.

Life in Moscow is accurately portrayed by media coverage available in New Zealand, nothing is exaggerated. Food is very limited and the quality questionable. The average Muscovite's standard of living is low, however they have money with nothing in the shops to spend it on.



My nine months in Moscow were extremely interesting. It provided me with an insight into how another organisation operates and also enabled me to work closely with the locals and gain an understanding of their situation. It certainly served as a reminder of how fortunate, we in New Zealand, are.

Dave Hannagan.



*Awkwardity House – New Zealand Embassy, Moscow – originally built, it is said, by a merchant for his mistress towards the end of the nineteenth century. Sentry-box on pavement at left, the stables beyond.*





## RESOURCES TP AFE 1992

Resources Troop's young field engineers set out to prove their worth at 1992's TF Annual Field Exercise. A relatively new troop, we had a lot to attain. Led by our new Troop Commander and senior NCO's with added experience of established junior NCO's and several senior sappers.

Typically of RF field engineers, we headed out as the advance party to construct the squadron's living accommodations. First on the list of tasks was a fully camouflaged water point hidden from view due to "Cam" nets spread over No. 8 wire, and hoses dug into the ground. The added skill of "DAMCON" (Damage Control) fencing, was added to our list of extra jobs, thanks to experience instruction from our troop commander, a cow cocky from way back.

Next on the list was setting up of the conex for our outboard motors, in the middle of Wanganui. It proved an excellent asset by allowing us to leave the Lancers and two LTRs set up overnight for the duration of the exercise.

Everyday the LTRs shipped POL and vehicles up and down the river, to load and off load on the aluminium trackway set up by our intrepid troop sergeant. The last task was the camouflaging of the base camp's toilets.

During the entire exercise we had the LTRs and waterpoint to maintain. The only hazards suffered by the maintenance crew was total boredom, and the "Waterpoint Killer Rat", which escaped our ambush team, and an eel that was hauled away for interrogation by our troop Staff Sergeant never to be seen again.

The troop members maintaining the LTR at night had their own problems. The two LTRs were lashed together and moored under the Wanganui Rail Bridge. Two to four troop members slept on the LTR as a picquet. They suffered all night with the drunken ramblings of the drunkards from the local tavern, who also thought the hootchies we were sleeping under under the rail bridge urinals. Then there was the mysterious yellow mini that constantly, at five minute intervals patrolled the road beside the conex. The conex picquet determined the occupants were suspect, and eventually they stopped and allowed us to question them, repeatedly on most nights from then on in.

Eventually we had a Public Open Day, where the interested people of Wanganui could actually find out why an oversized raft carrying a 2228 Mercedes truck was powerboating up their river.

At the end of the exercise the TF engineers who had been using the LTR's during the day, lined up against our troop for a competition build. We completed our build in 19 minutes, narrowly beating the TF effort by 10 min.

After all the DAMCON and clean up was completed, Resources Troop was knocked off a well earned beer at Palmerston North's, New Royal Tavern.

#### RESOURCES TROOP : ARGON ROAD T.O.D. FEB - APR 1992

Our first task was the construction of culverts. Both sections had their designated parts of the road to work on. This often included clearing away the old wing walls, or building totally new culvert walls out of sandbags. Alternatively we poured concrete walls.

A typical day would see us arrive at the site just after 0700 hrs. We started work by filling sandbags, or preparing the culvert for wing walls. Once this was finished we would then pour or lay the culvert wing walls. Some of the culverts built by sandbags totaled more than 200 bags. This carried on every day rain, snow or weekend which happened several times.

Once we had finished for the day we would do a quick 45 minute boot run up the nearest steep hill, before heading back into camp. Our next task was to rip up the number two ford and build a new one in its place. Two sections did this while one section finished off the culverts.

One fatal lesson learned, is that concrete mixers (and F.E.'s) don't work well in the snow. However these problems were overcome thanks to some F.E. ingenuity and hard work. The TODs were finished on the 26 Mar 92 and Argon Road was left to the snow for another year.

P.S. Who told the troop sappers that concrete cannot be poured in the rain or snow?

## THE Q STAG

The three Engineer Units in Linton have between them about ten storemen and being All Arms storemen we have four different Corp Belts being worn these are RNZE, RNZEME, RNZAO and RNZIR.

In some places its like the mating call of the stag "WHERE's the bloody storeman!!", more often than not the storeman is away trying to jack up something for your benefit be it uplifting stores from another unit to getting your cut lunch for the range, and always without fail when the storeman is away somebody always wants him or in these days HER.

Its a sign of the times that there is an appearance of more female storemen, or is that storepersons, at present 25 ESS and Wksps have four female storepersons, three of these are Corporals. At present the trade of storeman All Arms have no female SNCOs (RF). I have no doubt this will change in the near future and before you know it your SQMS will be SQMS (W) think about it!.

Things have changed greatly since the days of Ron Huggins and the like of a few years ago and with this our excuses have changed as well from "you can't have it someone else might want it", to "I can't tell you that cause the computer's down".

We all know that storemen are always busy and somewhere else when you want him or her but try an do without your storepersons!!!!

STOREPERSON UBIQUE

SQMS

25 ESS



## EXERCISE TAIHAH TOMBUK 92

On June 7th, five sappers were told in 10 days time they were to deploy to Malaysia with 1 RNZIR. Third was to strengthen numbers for exercise Taiaha Tombuk. Knowing full well it would be a tough 4 weeks, we quickly prepared by familiarizing ourselves with infantry tactics. With ten days up our sleeves we knew we could learn them all and give ourselves 6 or 7 days rest before we departed.

As the days came nearer to leaving the country we said goodbye to our loved one's, sold everything we could lay our hands on so we would be prepared for whatever bar prices that lay ahead of us.

We left early Wednesday morning ready for our 18 hour trip, this would include 2 stop overs in Australia and one in Singapore. Everybody seemed to make it there alright and we were soon on trucks moving to Camp Sungai-Ara on Penang Island, thus giving us our first glimpse of the Malay driving skills. Our own driver was even good enough to show us first hand his precision by scraping alongside a car and then decided it was safe enough to leave our truck in the middle of the road while he argued for close to an hour.

For the next three days we went through our TIC course, starting with a quick half hour trek. Three hours later we made it giving us a taste of what was to come. In the TIC training we learnt how to cope with the extreme heat, and how not to touch any wildlife we might come across, but of course at the mere rustle of the bush, everybody would charge in investigate the noise, hoping to catch the odd snake so they would have some story to tell their kids on how they brushed with death.

Next was platoon on platoon, a period that would last six days. We were given our starting loc 4 km's away, and as I listened to the brief I wondered what transport they were going to offer us, truck, helicopter, 747. It took us most of the day to walk there, apart from the odd fire fight in which I did my best to impress any Hollywood talent scouts that might be about. The rest of the days were no different apart from the last day, where everybody fought everybody and indeed in some cases even their own section.

Then came our first couple of days off for R&R, we all managed to clean our gear in record time, and headed off to get in whatever sightseeing we could. Unfortunately it was too dark to see much so we all took refuge in whatever shop we could find, co-incidentally everybody came to the same shop and spent their first amount of present money.

After a couple of hours sleep we were ready for Exercise Taiaha Tombuk. We were prepared for what ever the Malay's would throw at us, maybe not the live rounds we found on them but certainly the contacts we knew we could expect.

First we had to have our opening parade, with approximately 3000 soldiers we knew it would run smoothly and of course we knew the Malay Commander would not take too long with his speech, as it was the middle of the day and we had not yet acclimatized. But obviously a half hour speech is not long, so we managed to come off the parade with only 9 or 10 men deciding to sit this one out.

The exercise itself was the least demanding of the time spent there. In fact the only real excitement apart from taking out bridges too early or getting enemy walking up to us and giving themselves up, was a mad dash of about 2 km in the middle of the night. The company getting the order to close up, sensed something was wrong, therefore sprinted up only to find HQ had found a nice Makahan stall to have a meal.

And so it all came down to the final assault, I knew that I could not let the corps down and so when the word was given I leapt into battle ferociously not fearing for my life what so ever, I was willing to take the odd round in the thigh or shoulder. After smashing through bunker after bunker and thieving rounds off the dead (and the odd smoke packet), it was finally over. I had come through unscathed and the enemy had scattered, it was victory once more.

R&R had arrived, it was a hard week, what with the sunburn and the water-logged ears. It was a relief that it went so fast. But we certainly learnt alot about their customs and I'm sure even a longer period would have been more beneficial.

So it was on the plane and as we headed home we all thought about the war stories we were going to tell and just how many people there were that robbed us and stole all our money for presents.

BY BUBBA MATHEWS.

#### SME

A day in the lives of the SME Clerks. The day starts like any other with the normal Good Morning greetings. God I hate my name I think I'll change it. Monday Morning Blues is always a @@@###, but at SME it's off to PT for the guy's and for myself it's work YAHOO !!.

Everytime a nigger the phone will ring for somebody who isn't here and the caller will say "But It's Urgent", Ha too bad I say, ring back later. After a two min silence away the phones go again, shall I answer one or four at a time, I can do some amazing things but not four at one time.

It's nine o'clock everyone is arriving back from PT and I've done nothing to put a dent in my IN Tray, maybe after smoko. Smoko at SME is something of a eye-opener as when I was over at HQ CRSU it was a case of GO DOWN THE DRY AND BUY YOUR OWN MAORI GIRL. At least here everything is provided and you don't even have to wash your cup afterwards, maybe even a quick game of pool.



# CONSTRUCTION TROOP RRF ENGR SQN

In December 1991 a group of guys were tossed together in Linton to form the Construction Troop of RRF Engineer Squadron. The troop was posted in from RRF Engr's Burnham, 1 Fd Sqn Papakura, 25 ESS Linton, and we even picked up one or two from SME. As you can probably imagine with a mixed bunch like this originating from near and far, most separated from wives or girlfriends some not really wanting to be in Linton or the RRF, it took some time for things to settle.

The work front was very slow for a start off. With buildings being taken on to keep people semi busy and try to improve our own lot. The major task in the early stages being the rebuild of a garage in the housing area, that was damaged by fire.

I'm not sure whether it was the end of the financial year approaching or Mr Turley (our Troop Commander) deploying to Cambodia in May that made the difference, but it was about this time things began to pick up. Ed took his section on a TOD back to Burnham, to dismantle vehicle shelters and ship them north to Linton. Shanksy had a crew working at this end pouring foundations for the ex Burnham shelters when they arrived. Phil had the remainder working on erecting our own shelters in the plant yard. We've also worked on re-roofing a explosive store house at Mako Mako and of course I had better mention moving the smoko room and new patio for RRF HQ.

Things for the future are looking very busy with the relocation of Papakura into Hobsonville about to go into full swing. The construction of a hanger at the Palmerston North Hospital, for the local helicopter, due to start early Sep. Golden Fleece first up next year and rumours saying there is money for new buildings for our Squadron this financial year. I'm sure the busy year coming up and the enthusiasm of the mixed up bunch will mould our new troop into the best troop in the RNZE.

B.R. NEWTON  
SSGT  
CONSTRUCTION SUPERVISOR.





SME RUGBY TEAM  
WINNERS 1992 INTRA-CORPS RUGBY  
TOURNAMENT

