

Who are these men?

Who are these men who march so proud,
Who quietly weep, eyes closed, head bowed?
These are the men who were once boys,
Who missed out on youth and all its joys.

Who are these men with aged faces
Who silently count the empty spaces?
These are the men who gave their all,
Who fought for their country for freedom for all.

Who are these men with sorrowful look
Who can still remember the lives that were took?
These are the men who saw young men die,
The price of peace always high.

Who were these who in the midst of pain
Whispered comfort to those they would not see again?
These are the men whose hands held tomorrow,
Who bought back our future with blood, tears and sorrow.

Who are these men who promise to keep
Alive in their hearts the ones God holds asleep?
These are the men to whom I promise again:
Veterans, my friends—

I will remember them.

This poem was written by a 12 year old English girl.



The Horse's Mouth

The Newsletter of the
RAEME Association
of WA (Inc.)

Spring 2001

This newsletter is the official journal of the **ROYAL AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS ASSOCIATION OF WA (INC.)**. Meetings are held on the first Thursday of each month, except for January, at 7.00pm, ANZAC House, 28 St. George's Terrace, Perth. Membership or other enquiries may be made to any of the committee members. A list is printed on Page 2 of this journal.

The RAEME Association of WA (Inc.)
PO Box 186, Bayswater, WA 6053

The RAEME Association Committee

President: John Klein 2 Wicks Street, Eden Hill Ph. 9279 3080
 Vice President: Chris Thomas 31 Kiandra Parade, Ballajura Ph. 9249 7321
 Sec/Treasurer: John Curtis 2 Whittaker Street, Bayswater Ph. 9271 4520
 Editor: John Curtis
 Welfare Officers: John Klein
 John Curtis
 Chaplain: Howard MacCallum
 39 Rogerson Road, Mt Pleasant Ph. 9364 4948

Colonel Commandant: Colonel Ian Stewart AM

General Committee:

Tom Harris	9445 4867	Don Gunn	9345 1998
Peter Humpston	9306 4549	Michael Kerrison	9379 2682
Mal McWhinnie	9305 0085	Geoff Sutherland	9377 5227
Norm Wells		Ron MacKenzie	9294 3044
David Cooper	9479 1149	Alan Stoner	9434 4753

DEADLINE

All contributions for the next edition of THE HORSE'S MOUTH must be with the editor no later than 20th of November 2001.

DISCLAIMER

Thoughts expressed in articles in THE HORSE'S MOUTH are those held by the writer/contributors and not necessarily those of the Association.

From the President,

Sitting at my desk after a spell in hospital and complete with a new knee I am back, thinking that we are already going towards Christmas and of course our Annual Corps birthday. As you will notice this birthday will fall exactly on the first day of December, the day the corps was formed 59 years ago.

We hope to make this dinner bigger and better, but that of course hinges on the turn out of the members and their visitors. So please start planning for this special occasion, the committee is

working very hard to make this a success. I am still hoping to have a better attendance at our meetings, but again it is up to you members. The point of sponsorship or advertising has raised it's head again, because we are in need of help to cover the postage. So if you know of anyone to come to the rescue, we can do with some extra revenue, because costs are continually rising.

John Curtis and myself are still very much involved with the Department of Veterans Affairs, serving as Ex-Service Officers for all veterans who require

Sounds Apropos to me.....

Senility Prayer

God grant me the senility to forget the people I never liked anyway, the Good Fortune to run into the ones I do, and the eyesight to tell the difference. Now that I'm 'older' (but refuse to grow up), here's what I've discovered.

ONE-I started out with nothing, and I have most of it.

TWO- My wild oats have turned into prunes and All Bran.

THREE- I finally got my heart together, now my body is falling apart.

FOUR- Funny, I don't remember being absent minded.

FIVE- All reports are in, life is now officially unfair.

SIX- If all is not lost, where is it?

SEVEN-Is it easier to get older than it is to get wiser.

EIGHT- Some days you're the dog, some days you're the hydrant.

NINE- I wish the buck stopped here, I sure could use a few.

TEN- Kids in the backseat cause accidents.

ELEVEN. Accidents in the back seat cause kids.

TWELVE-It's hard to make a comeback when you haven't been anywhere.

THIRTEEN- Only time the world beats a path to your door is when you're in The Bathroom.

FOURTEEN-If God wanted me to touch my toes; he would have put them on my Knees.

FIFTEEN-When I'm finally holding all the cards, why does everyone decide to Play chess?

SIXTEEN-It's not hard to meet expenses; they're everywhere.

SEVENTEEN-The only difference between a rut and a grave is the depth.

EIGHTEEN-These days, I spend a lot of time thinking about the hereafter...I go somewhere to get something and then wonder what I'm here after.

More Blonds

A blonde told her friend, "I was worried that my mechanic might try to rip me off, so I was relieved when he told me all I needed was blinker fluid."

Three blondes are walking through the forest when one notices a set of tracks. "These tracks belong to a young rabbit," says the first. "No, I think you'll find they're the tracks of a red squirrel," says the second. "You're both wrong," says the third, "they're the tracks of a young fox cub." They're still arguing when the train kills them.

Did you hear the one about the blond who thought that she was going to have twins because the two pregnancy tests she bought at the chemist shop both proved positive.

Answers To The Quiz ! !

- 1) How long did the Hundred Years War last? **116 years.**
- 2) Which country makes Panama hats? **Ecuador.**
- 3) From which animal do we get catgut? **Sheep and Horses.**
- 4) In which month do Russians celebrate the October Revolution? **November**
- 5) What is a camel's hair brush made of? **Squirrel fur.**
- 6) The Canary Islands in the Atlantic are named after what animal? **Dogs (Canares, from the Latin, meaning dogs).**
- 7) What was King George VI's first name? **Albert.**
- 8) What color is a purple finch? **Crimson.**
- 9) Where are Chinese gooseberries from? **New Zealand.**
- 10) How long did the Thirty Years War last? **Thirty years.**

"What do you mean, you failed?"

The Ant And The Grasshopper

THE CLASSIC VERSION

The ant works hard in the withering heat all summer long, building his house and laying up supplies for the winter. The Grasshopper thinks he's a fool and laughs and dances and plays the summer away.

Come winter, the ant is warm and well fed. The grasshopper has no food or shelter so he dies out in the cold.

THE MODERN VERSION

The ant works hard in the withering heat all summer long, building his house and laying up supplies for the winter. The Grasshopper thinks he's a fool and laughs and dances and plays the summer away. Come winter, the shivering grasshopper calls a press conference and demands to know why the ant should be allowed to be warm and well fed while others are cold and starving.

CBS, NBC, ABC and CNN show up to provide pictures of the shivering grasshopper next to a video of the ant in his comfortable home with a table filled with food. "America" is stunned by the sharp contrast. How can this be, that in a country of such wealth, this poor grasshopper is allowed to suffer so?"

Kermit the Frog appears on Oprah with the grasshopper, and everybody cries when they sing "It's Not Easy Being Green." Bill and Hillary Clinton make a special guest appearance on the CBS Evening News to tell a concerned Dan Rather that they will do everything they can for the grasshopper. He had been denied the prosperity he deserves by those who benefited unfairly during the Reagan summers, or as Bill refers to it as "Temperatures of the 80's."

Jesse Jackson stages a demonstration in front of the ant's house where the news stations film the group singing "We shall overcome". Jesse then has the group kneel down to pray to God for the grasshopper's sake.

Al Gore exclaims in an interview with Peter Jennings that the ant has gotten rich off the back of the grasshopper, and calls for an immediate tax hike on the ant to make him pay his "fair share."

Finally, the EEOC drafts the "Economic Equity and Anti-Ant Act, "retroactive" to the beginning of the summer. The ant is fined for failing to hire a proportionate number of green bugs and, having nothing left to pay his retroactive taxes, his home is confiscated by the government.

Hillary gets her old law firm to represent the grasshopper in a defamation suit against the ant. The case is tried before a panel of federal judges that Bill appointed from a list of single-parent welfare recipients who can only hear cases on Thursday's between 1:30 and 3:00 PM when there are no talk shows scheduled.

The ant loses the case. The story ends as we see the grasshopper finishing up the last bits of the ant's food while the government house he is in, which just happens to be the ant's old house, crumbles around him since he doesn't maintain it.

The ant has disappeared in the snow. And on the TV, which the grasshopper bought by selling most of the ant's food, they are showing Bill Clinton standing before a wildly applauding group of Democrats announcing that a new era of "fairness" has dawned in America.

The grasshopper is found dead in a drug related incident and the house, now abandoned, is taken over by a gang of spiders who terrorize the once peaceful neighborhood.

assistance with claims for any disabilities. Do not hesitate to contact your Association's own Welfare Officers. In closing, let's see more of you at our monthly meetings,

John Klein

**Arte Et Marte
(By skill and by fighting)**

**Centenary of Federation & the Australian Army Dinner
Saturday 29th of September 2001**

Due to the lack of response the Dinner has been cancelled. All persons who have paid for seats will have their moneys refunded in due course.

The Army Museum Needs Your Help.

The Army Museum at Fremantle is asking the Association to assist them in two projects.

The first is a Saracen which, until recently, was a working vehicle. They urgently need someone who has experience with the vehicle type to inspect and advise them on the requirements to return the vehicle to a mobile exhibit. Unfortunately they cannot pay the inspector, but have offered acknowledgement for the very valuable contribution that the person or persons will have contributed to the overall success of the project.

The second project is a Twin Boom Wrecker (Mk5) which, until recently was still serving with the system (113 Fd WKSP). They would like to get volunteers to help refurbish the

vehicle and return it to its original condition. This includes panel beating; bogging and repainting; maintenance of the engine and general maintenance of the Recovery equipment that the vehicle has on board. Again the Museum cannot offer any payment for services. What you will get is the undying appreciation of the people who see a piece of Military equipment look as bright and shiny as if it had just come out of the showroom. More importantly, the vehicle is special to the Corps of RAEME as it is a Corps specific vehicle.

If you feel that you can help, even for one day, please get in touch with the Army Museum at Fremantle and offer your services. Or, alternatively you can contact the Secretary of the Association. Please help the Museum and protect our military heritage.

World's Easiest Quiz

- 1) How long did the Hundred Years War last?
 - 2) Which country makes Panama hats?
 - 3) From which animal do we get catgut?
 - 4) In which month do Russians celebrate the October Revolution?
 - 5) What is a camel's hair brush made of?
 - 6) The Canary Islands in the Pacific are named after what animal?
 - 7) What was King George VI's first name?
 - 8) What color is a purple finch?
 - 9) Where are Chinese gooseberries from?
 - 10) How long did the Thirty Years War last?
- (Continue on to Page 31 and check your answers)

Darwin Bombed

As witnessed by John Roberts

My "In-family claim to fame" as expressed by a brother-in-law years ago is that I am "fleet footed" and thus a survivor not a casualty. I arrived in Darwin 10 days before the first air raid on Australian soil that occurred on 19th February 1942. I was transferred from Adelaide City Telegraph Office as an acting telegraphist, a 20 year old. My transfer must have been considered to be important, it was unheard of for one so young to be flown anywhere on a military movement order, the night took 2 days, an overnight stopover at Alice Springs. I saw very little of Darwin in that time I had little spending money and was waiting for the next payday. In fact, the air raid came before the payday, which meant also that I didn't pick up the new pair of shorts I had ordered to add to my stock, 1 pair. I didn't enjoy one payday during my approximately 9-month stay in the Darwin area; instead the Department forwarded monies due to me to my mother in Whyalla SA. Mother used to send me small amounts enclosed in her letters, we didn't have many occasions to spend in any event.

There was an expectation in Darwin in those days just prior to the first air raid that Darwin would eventually be attacked. That expectation became a certainty the day before the first raid when a convoy bound for Timor came back into port having been turned back by Japanese air attack. Next morning without warning sirens the first attack developed, aircraft initially noticed flying towards Darwin from the south. At that time I was on duty operating a Murray Multiplex perforator, a fairly noisy operation. Just before 10 am I heard a succession of explosions, then almost immediately a much heavier explosion. I turned around to ask what was that and found that I was alone in the

telegraph office. I went to the front door of the office to see what was going on and everybody I could see was running. Instinctively, I did the same.

In my progress away, I hurdled the front fence of the office, crossed the Esplanade and began to scramble down the steep slope to the water's edge of the Darwin harbour. My progress down this slope was halted a few metres down by an explosion above me that flattened me under a downfall of rubble. Fortunately, the larger pieces missed me. After the dust settled I dug myself out, minus one sandal and continued down to some light cover where I joined a few others sheltering there.

From there we had a view out over the harbour and witnessed the dive bombing and strafing of shipping. At the time I think I counted the sinking of 8 ships, though there were more than that sunk during this raid.



Supreme Kitchens

If you want a first class job done on any of your kitchen furniture, call Supreme Kitchens and be very pleasantly surprised at the cost.

Supreme Kitchens are situated at 2 Cullen Street Bayswater. Call Don Gunn on 9272 4422, and ask for a quote.

Don is a committee member of the Association.

the several flights of stairs to the street to escort the paramedics to her husband. After the ambulance arrived and transported the man to the hospital, the wife up righted the motorcycle and pushed it outside. Since gas was spilled on the floor, the wife got some paper towels, blotted up the gasoline and threw the towels in the toilet. The man was treated and released to come home. Upon arriving home, he looked at the shattered patio door and the damage done to his motorcycle. He became despondent, went to the bathroom, sat down on the toilet and smoked a cigarette. After finishing the cigarette, he flipped it between his legs into the toilet bowl while seated. The wife, who was in the kitchen, heard the loud explosion and her husband screaming. She ran into the bathroom and found her husband lying on the floor. His trousers had been blown away and he was suffering burns on the buttocks, the back of his legs, and his groin. The wife again ran to the phone to call the ambulance. The very same paramedic crew was dispatched and the wife met them at the street. The paramedics loaded the husband on to the stretcher and began carrying him to the street. While they were going down the stairs to the street accompanied by the wife, one of the paramedics asked the wife how the husband had burned himself. She told them and the paramedics started laughing so hard, one of them slipped and tipped the stretcher, dumping the husband out. He fell down the remaining stairs and broke his arm.

Felling better yet!

The average cost for rehabilitating a seal after the Exxon Valdez oil spill in Alaska was \$80,000. At a special ceremony, two of the most expensively saved animals were released back into the wild amid cheers and applause from onlookers. A minute later, in full view, a killer whale ate them both.

After this one you should start feeling fine!

A psychology student in New York rented out her spare room to a carpenter in order to nag him constantly and study his reactions. After weeks of needling, he snapped and beat her with an axe leaving her mentally retarded.

Still not there yet!

A woman came home to find her husband in the kitchen, shaking frantically with what looked like a wire running from his waist towards the electric kettle. Intending to jolt him away from the deadly current she whacked him with a handy plank of wood by the back door, breaking his arm in two places. Until that moment he had been happily listening to his Walkman.

Maybe this will do it!

Two animal rights protesters were protesting at the cruelty of sending pigs to a slaughterhouse in Bonn Germany. Suddenly, the pigs, all two thousand of them, escaped through a broken fence and stampeded, trampling the two hapless protesters to death.

If after this one you don't feel better now I give up

And finally . . . Iraqi terrorist, Khay Rahnajet, didn't pay enough postage on a letter bomb. It came back with "return to sender" stamped on it. Forgetting it was the bomb; he opened it and was blown to bits.

A Blond

A blonde walked up to the front desk of the library and said, "I borrowed a book last week, but it was the most boring I've ever read. There was no story whatsoever, and there were far too many characters!" The librarian replied, "Oh, you must be the person who took our phone book."

Why do you need a driver's license to buy liquor when you can't drink and drive?

Why isn't phonetic spelled the way it sounds?

Why are there Interstates in Hawaii? Why are there flotation devices in the seats of planes instead of parachutes?

Why are cigarettes sold at gas stations where smoking is prohibited?

Have you ever imagined a world without hypothetical situations?

How does the guy who drives the snowplow get to work?

If the 7-11 is open 24 hours a day, 365 days a year, why does it have locks on the door?

Why is a bra singular and panties plural?

You know that indestructible black box that is used on airplanes? Why don't they make the whole plane out of that stuff?

If a firefighter fights fire and a crime fighter fights crime, what does a freedom fighter fight?

If they squeeze olives to get olive oil, how do they get baby oil?

If a cow laughs, does milk come out of her nose?

If you are driving at the speed of light and you turn your head lights on, what happens?

Why is it that when you transport something by car it is called shipment, but when you transport something by ship it's called cargo? Why don't sheep shrink when it rains?

What would Geronimo say if he jumped out of an airplane?

Why are they called apartments when they are all stuck together?

If con is the opposite of pro, is Congress the opposite of progress? (YES!)

If flying is so safe, why do they call the airport the terminal?

Why are there Interstate highways in Hawaii?

Having a bad day?

One shouldn't laugh at the misfortunes of others but here goes anyway.

This article was taken from the California Examiner, March 20, 1998. Fire authorities in California found a corpse in a burned out section of forest while assessing the damage done by a forest fire. The deceased male was dressed in a full wet suit, complete with scuba tanks on his back, flippers, and facemask. A post-mortem revealed that the person died not from burns but from massive internal injuries. Dental records provided a positive identification. Investigators then set about to determine how a fully clad diver ended up in the middle of a forest fire. It was revealed that on the day of the fire, the person went for a diving trip off the coast some 20 miles from the forest. The fire fighters, seeking to control the fire as quickly as possible, called in a fleet of helicopters with very large dip buckets. Water was dipped from the ocean and then flown to the forest fire and emptied. You guessed it. One minute our diver was making like Flipper in the Pacific, the next he was doing the breaststroke in a fire dip bucket 300 feet in the air.

Still think you are having a bad day?

Taken from a Florida Newspaper: A man was working on his motorcycle on his patio and his wife was in the kitchen. The man was racing the engine on the motorcycle when it accidentally slipped into gear. The man, still holding onto the handlebars, was dragged through the glass patio doors and along with the motorcycle dumped onto the floor inside the house. The wife, hearing the crash, ran into the dining room and found her husband lying on the floor, cut and bleeding, the motorcycle lying next to him and the shattered patio door. The wife ran to the phone and summoned the ambulance. Because they lived on a fairly large hill, the wife went down

I probably missed some events by having to duck, or the scene was obscured by smoke and flame of which there was plenty. A tanker not far out in front of us was far-gone in the midst of a sea of flame. A destroyer, the US Peary was badly damaged and sinking with only the bow visible with a solitary gun being fired from its bow. I did not witness the final moment of the Peary or of that lone gunner because it sank soon thereafter. Similarly, I wrote off the survival chances of another man I saw singlehandedly driving a small lifeboat around the harbour in the midst of being strafed by Japanese Zero fighter planes, attempting to pick up some of the survivors from the ships that had been already sunk.

It was good to learn on my most recent visit to Darwin (the anniversary of the first air raid on 19th Feb. 2001) that both these men survived. The lifeboat driver was an officer on the hospital ship Manunda that suffered attack during that air raid. I was privileged to meet the gunner referred to above, Melvin Duke, at the anniversary celebrations in February but sorry to bear since that he has passed away. Eventually it appeared that the raid was over, I can't recall hearing an All Clear siren.

We commenced our climb back to the Post Office, but did not progress very far before we were stopped by the greatest-explosion of the morning, which we found out later was the ship Nuptuna blowing up at the wharf nearly a kilometre away from us. We were conscious of debris flying over us. We eventually arrived at the Post Office to find the devastation and be told of the casualties, not by name and number which we later found to be 10 killed and a similar number injured and unfit for duty. The staff in the Darwin area at that time was approximately 80 of all classifications. The majority reported for duty promptly despite being badly shocked and carrying minor injuries. In fact, these post office casualties were

the numbers given in the press in the capital cities as being the total suffered. Years later the estimated figure was given as 243+

Also it was advised much later that the Japanese task force which attacked Darwin was the same force which devastated Pearl Harbour and brought the United States into the war. My own escape was by a small margin. From the commencement of my run to being covered by rubble was about 10 seconds. I found on my return to the post office that 3 large bomb craters fell across my route, if they had fallen a few metres further over the edge of the cliff, there would have been quite a few more casualties. Shortly after our gathering at the site of the old post office we were directed to assemble at the nearby lands department office. Our telegraph supervisor Bill Duke and the resident senior telephone engineer contacted central telegraph office Adelaide on an emergency telegraph set for instructions and to give advice of the damage and casualties.

The whole of the Telephone operating staff had been killed whilst sheltering in the same slit trench.

In the midst of this, a warning siren sounded and aircraft again could be heard going overhead, this time the nearby RAAF Base was hit and severely damaged as were the telegraph lines passing nearby.

Due to the damage to the post office buildings and because of the effects of Japanese jamming of radio communications, it was decided that telegraph staff should salvage as much of personal effects as could be found. They should then prepare to be transported to a site 10 miles south of Darwin beyond the damaged telegraph lines near the RAAF base. A temporary telegraph office was to be set up using an emergency kit to work Morse under canvas, operating on battery power fed up line from Larrimah, the- nearest

repeater station to the south. One truck was provided for the transfer of operations and tent flies by the army. Our cook from the overland telegraph mess salvaged mess gear and he commenced preparing a stew for the evening meal that night. From then on it was substantially bully beef and hard biscuit for a period until we were placed on the end of an army ration truck delivery line. Sometimes the meat we received didn't need much help to get off the truck. We were generally young chaps-with healthy appetites. On the second or third day at the 10-mile, not that far from the RAAF base just out of Darwin, we heard what sounded to be another raid and headed for shelter in the surrounding scrub. It is remarkable how one can traverse prickly ground with no discomfort on the barefooted run. But on return at a careful walking pace one makes contact with anything at all sharp.

We had nearly established ourselves at the 10-mile when we were directed to move further south to the 22-mile camp with military camps nearby and welcome usage of showers. Working this time in a Sydney Williams hut, together with other forces signals staff. Later again we were moved down to Adelaide River in similar accommodations.

During the whole period since the air raid we handled exclusively military traffic for the 3 services. Handling of Civilian traffic was forbidden. Outgoing signals for the armed forces were delivered to us by despatch riders. Inward traffic was delivered by them on their return to the various headquarters. Our line, eventually duplex, was operated 24 hours per day 7 days a week. At the end of our service in the Darwin area our staff totalled 6 telegraphists and a supervisor. Over the final weeks I did the midnight to 0800 shift, being the only one with a clear enough conscience that I could sleep through anything

during the daylight hours. My tent fly was right alongside a road with trucks passing close by throughout the day. On one occasion a shot fired at a driver who refused to stop at a checkpoint nearby, didn't wake me up.

Approximately 9 months after the first air raid, the Australian Army recruited a unit of telegraphists to relieve all civilians to return to our respective states. We were transported initially in cattle trucks behind a steam engine on the old railway line south to Birdum. Thence by army convoy on road to Alice Springs, a further three days away. After a wait in Alice Springs we were given accommodation on the Ghan south to Quorn then two further changes to Adelaide. Over all, ten days travel to return home.

JOHN ROBERTS.

John is a survivor. He is now a member of a group called the Morsecodians. Their intention is to preserve the use of Morse Code for communication purposes. We thank John and the Morsecodians for allowing us to reprint his adventures in Darwin during World War II.

Who Are We?

Often times members of any association who do not have a great deal of input into the group, ask about the committee members of that association. The committee of the RAEME Association are a group of people, some still serving and some retired, who have the interests of the members and the Corps at heart.

Over the next few issues we are going to profile various members of the RAEME Association of WA committee. This issue we profile one of our REEM members of the Association who has been just about everywhere and then some.

he happily retired. Several years later the company contacted him regarding a seemingly impossible problem they were having with one of their multimillion dollar machines. They had tried everything and everyone else to get the machine to work but to no avail. In desperation, they called on the retired engineer who had solved so many of their problems in the past. The engineer reluctantly took the challenge. He spent a day studying the huge machine. At the end of the day, he marked a small "x" in chalk on a particular component of the machine and stated, "This is where your problem is". The part was replaced and the machine worked perfectly again. The company received a bill for \$50,000 from the engineer for his service. They demanded an itemised accounting of his charges. The engineer responded briefly: One chalk mark \$1. Knowing where to put it, \$49,999.

Lesson Five

What is the difference between Mechanical Engineers and Civil Engineers? Mechanical Engineers build weapons, Civil Engineers build targets.

Lesson Six

Three engineering students were gathered together discussing the possible designers of the human body. One said, "It was a mechanical engineer. Just look at all the joints." Another said, "No, it was an electrical engineer. The nervous system has many thousands of electrical connections." The last said, "Actually it was a civil engineer. Who else would run a toxic waste pipeline through a recreational area?"

Lesson Seven

Normal people ... believe that if it ain't broke, don't fix it. Engineers believe that if it ain't broke, it doesn't have enough features yet."

Lesson Eight

An architect, an artist and an engineer were discussing whether it was better to spend time with the wife or a mistress. The architect said he enjoyed time with his wife, building a solid foundation for an enduring relationship. The artist said he enjoyed time with his mistress, because of the passion and mystery he found there. The engineer said, "I like both." "Both?" Engineer: "Yeah. If you have a wife and a mistress, they will each assume you are spending time with the other woman, and you can go to the lab and get some work done."

Lesson Nine

An engineer was crossing a road one day when a frog called out to him and said, "If you kiss me, I'll turn into a beautiful princess". He bent over, picked up the frog and put it in his pocket. The frog spoke up again and said, "If you kiss me and turn me back into a beautiful princess, I will stay with you for one week." The engineer took the frog out of his pocket, smiled at it and returned it to the pocket. The frog then cried out, "If you kiss me and turn me back into a princess, I'll stay with you and do ANYTHING you want." Again the engineer took the frog out, smiled at it and put it back into his pocket. Finally, the frog asked, "What is the matter? I've told You I'm a beautiful princess, that I'll stay with you for a week and do anything you want. Why won't you kiss me?" The engineer said, "Look I'm an engineer. I don't have time for a girlfriend, but a talking frog, now that's cool."

Things to ponder!

Why doesn't glue stick to the inside of the bottle?
Why is it called tourist "season" if we can't shoot at them?

Life According to Perry

Here is the latest offering from our own home spun Philosopher Perry.

Comprehending Engineers

Lesson One

Two engineering students were walking across campus when one said, "Where did you get such a great bike?" The second engineer replied, "Well, I was walking along yesterday minding my own business when a beautiful woman rode up on this bike. She threw the bike to the ground, took off all her clothes and said, "Take what you want." The second engineer nodded approvingly, "Good choice; the clothes probably wouldn't have fit."

Comment. This lesson is obviously wrong. The Engineer would have taken both the bike and the clothes. The clothes may have fitted his/her partner and the bike is useful for the quick get away.

Lesson Two

To the optimist, the glass is half full. To the pessimist, the glass is half empty. To the engineer, the glass is twice as big as it needs to be.

Lesson Three

A pastor, a doctor and an engineer

were waiting one morning for a particularly slow group of golfers. The engineer fumed, "What's with these guys? We must have been waiting for 15 minutes!" The doctor chimed in, "I don't know, but I've never seen such ineptitude! The pastor said, "Hey, here comes the green keeper. Let's have a word with him."

[dramatic pause]

"Hi George. Say, what's with that group ahead of us? They're rather slow, aren't they?" The green keeper replied, "Oh, yes, that's a group of blind fire-fighters. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime." The group was silent for a moment. The pastor said, "That's so sad. I think I will say a special prayer for them tonight." The doctor said, "Good idea. And I'm going to contact my ophthalmologist buddy and see if there's anything he can do for them." The engineer said, "Why can't these guys play at night?"

Lesson Four

There was an engineer who had an exceptional gift for fixing all things mechanical. After serving his company loyally for over 30 years,

Can We Help You

The RAEME Association is concerned about the welfare of RAEME members in Western Australia, Particularly if they have a disability or getting a bit on the elderly side. We would like to set up a practical help and support group who can provide a voluntary service such as gardening, home help, transport, or assistance with shopping, etc.

So, if you are fit and healthy and are willing to give a little of your time to help other members of the Corps, contact the Secretary and let him know. We will maintain a database of helpers and expertise.

If you need assistance because of age or infirmity, let us know. We will be only too glad to make sure that you have the help you need. And the best part of it is that it is all part of the service.

This then are the people who have a great deal of interest in preserving our Corps in this State.

Profile: Mal McWhinnie **Ex-Warrant Officer Class 2** **(Artificer Quartermaster** **Sergeant)** **Royal Electrical and** **Mechanical Engineers**

Enlisted at the Army Careers Office in Preston Lancashire on 7 April 1970.

Army Apprentice College, Arborfield
5 May 1970 - Apr 72.

Carried out training as Vehicle Mechanic passed out as VM (provisional class two) Highlights: Played Tenor Horn in the college Brass Band. Attended camp at the Royal Marines Training Centre in Devon where we were put through the Marines training courses.

School of Electrical and Mechanical Engineering,
Bordon Hampshire(SEME)
May 72-Jul 72.

Equipment training on Wheeled and Tracked 'A' Vehicles as these equipment's were not available at the college.

60 Squadron, Royal Corps of Transport
Jul 72-Oct 75.

Initially located in Ripon North Yorkshire we moved to Catterick after a tour in Northern Ireland. Granted Class Two VM status in Dec 72. Promoted LCpl in 74. Highlights: Northern Ireland Sep 73-Feb 74, Cyprus: Jan 73 & Nov 74-May75 (UN) also exercises in Germany.

45 Medium Regiment Royal Artillery
Oct 75-Dec 77.

Paderbom, W Germany.
Attended first class training at SEME, promoted to Cpl. Employed in Battery fitter section first of 170 Mortar Battery. This Battery was with the Gloster Regiment at the battle of Imjin during

the Korean War. The second Battery being 34. Equipments 110 & 109 SP Guns. Highlights: Marrying Denise in Apr 76. Training in Graffenwohr in Bavaria in the American zone.

25 Field Regiment Royal Artillery
Jan78-Sep79

Paderbom, W Germany
Easy transfer this the unit came to us due to an Arms Plot move. Equipment now Abbot SP Guns. Attached 54 Battery. Highlights: Daniel born Aug 78. Trip to Alberta, Canada for alarms training (live firing exercises). Senior Military Training Course in Arborfield Feb-Mar 78.

Royal Artillery Range - Hebrides
Oct 79-Mar 81

Benbecula Outer Hebrides, Scotland
Employed in the unit workshop in support of the range and visiting troops on a variety of equipment up to base type repairs. The range is a guided weapon launch facility. Promoted Sgt. Highlights: Trip to the most westerly post in the British Isles at St Kilda an Island 50 miles west of the Hebrides used as a tracking station for the range. The island was evacuated of people in the 1920's.

SEME

Apr 81 -May 83
Attending Artificer training which resulted in promotion to SSgt.

1st Battalion Green Howards
May 83-Sep 85

Osnabrueck, W Germany
First posting with Infantry, equipped with APC'S. Highlights: Trip to Canada for all arms training Jul-Aug 84. Tour of the Falkland Islands Oct 84-Mar 85. Our first taste of the Aussie lifestyle when the Battalion hosted troops from 3 RAR on an exchange, this sowed the seeds for our eventual migration.

4 Armoured Workshop REME
Oct 85-Oct 88

Detmold, W Germany
This was a shock to the system, 450

REME types all in one location, only experienced before at training establishments so a bit dog eat dog. However a variety jobs made life interesting, SNCO i/c Inspections, Assistant production planner, W0/2i/c Vehicle Platoon. Carried out up to 2nd repairs on all equipments, some 3rd line on specific equipments (ECE/Inst) Highlights: Promotion to Warrant Officer, introduction to Military rallying and becoming the runner-up to the champion driver in my second season. PEC and PMC of the Sergeants Mess. An extremely cold winter experiencing freezing rain and temperatures to -40C.

1st Battalion Kings Own Scottish Boarders (KOSB)

Oct 88-May89

Berlin

Employed as WO i/c REME attached to the battalion consisting of 4xArmr,1xInst Tech, 2xVeh Elect, 15xVM's. Equipment was basic Inf Bn issue plus APC and Scout Cars. Highlights: The unbelievable fact that there were around 3000 Jews still living in Berlin at wars end.

1st Battalion The Light Infantry

May 89-Jul 91

Berlin

Only the personnel changed the role remained as Border Patrols and Readiness Exercises. The LI arrived after a traumatic tour of Northern Ireland and took a while to settle. Highlights: A beautiful city. The demise of 'The Wall', an unforgettable period. Free access to the former East Germany and discovering the likes of Sachsenhausen Concentration camp only 40 minutes drive from the centre of the city. The quantities of Russian and East German troops and equipment just over 'the wall'.

1st Battalion The Gordon Highlanders

Jul-Dec91

Berlin

I was fortunate to last three years in

this plum post and serve three Battalions the Gordons arrived to disjointed times as the role was very much over since 'the wall' came down and the powers that be were striving to justify their existence.

Royal Monmouthshire Royal Engineers (Militia) Workshop REME (Volunteers)

Dec 91-Sep 94

Newport, South Wales

If you think the workshop title is long winded spare a thought for the RAOC Stores Section attached to the workshop, only four Royals in their title [a record?]. This was the senior unit of the Territorial Army due to the Honourable Artillery Company having joined the 'wrong side' for a short period during the Civil War. The unit was well spread geographically with out stations in Walsall & Cannock in the Midlands, Bristol, Cardiff, Cwmbran, Swansea and Headquarters in Monmouth. All these outstations required regular visits. My main tasks were Training (Military & Trade), Pay, Budgets, Equipment Holder & 'Gopher'. The hardest task being to keep a tight rein on things during training night and weekends, Territorial Army soldiers don't like cleaning up after themselves.

I was discharged from the Army on 30 September 1994 having served a total of 24years 177days for Queen and country. On reflection, during all those boring exercises on or near the border of then W Germany when it was wet and at times very cold with the occasional sunny period. The demise of the wall was brought about by the persistence of the allies in containing the threat from the east. The side trips to other parts of the globe were a welcome sideline although the Far East would have been nice maybe I should have been a few years older.

I regret none of the times be they good or bad and given the opportunity would do it all again.

Jim's Life in the US

Jim's column will be on a serious note this issue. He sent us a message that would be of interest to most Vietnam Vets. We think that it is important enough to dispense with the jokes this issue. **Thanks Jim for your interest in us.**

US Veteran's Administration Scoop

This does not apply to the Australian Veterans of Vietnam and South East Asia. But it is of interest that the US Government has seen fit to make such a decision.

Vet News/

Declared By Congress, All Vietnam Veterans Exposed To Agent Orange , from 2/28/61-05/07/75

CONGRESS DECLARES ALL VIETNAM VETERANS WERE EXPOSED TO "AGENT ORANGE" (1)Congress has declared ANY service member who served in Vietnam during Feb. 28th 1961 through May 7th 1975 was exposed to Agent Orange and such exposure may have caused several types of cancer. Diagnosis of any of these conditions will be considered "service connected" by the Dept. of Veteran Affairs (VA).

(2) The veteran may be entitled to compensation up too \$2000.00 per month. If the Veteran is retired from the military, this could change him/her to tax-free status. ALL VIETNAM VETERANS should get a complete physical examination, compliments of VA.

(3) If a VIETNAM VETERAN afflicted with the following, it will be "service-connected" Even if it happens many years after service.

- * LUNG CANCER
- * MULTIPLE MYELOMA
- * HODGKIN'S DISEASE
- * LYMPHOMA
- * PROSTATE CANCER
- * CHLORACNE (A SKIN DISORDER)
- * PORPHYRIA CUTANEA TARDA

- * ACUTE OR SUBACUTE PERIPHERAL NEUROPATHY (A NERVE DISORDER)
- * NON-HODGKIN'S LYMPHOMA
- * SOFT TISSUE SARCOMA
- * PROSTATE CANCER
- * RESPIRATORY CANCERS (LUNG, LARYNX, TRACHEA, AND BRONCHUS)

(4) Vietnam Veteran's children with the birth defect "Spina Bifida" are eligible for certain benefits and services.

(5) Call 1-800-827-1000 for a claim form and submit to the nearest VA facility. If difficulties are encountered, call your local chapter of any service organization for free help (i.e. VFW, American Legion, Disabled American veterans, Marine Corps League, Military Order of the Purple Heart, AMVETS, or Vietnam Veterans of America).

AGENT ORANGE AND DIABETES LINKED

WASHINGTON, D.C. Vietnam Veterans with Type-II Diabetes will now be eligible for disability compensation from VA based on their presumed exposure to Agent Orange or other herbicides. This information provided by Rolling Thunder (National member Larry Gugle) ROLLING THUNDER(INC. NEWSLETTER

The matter of Agent Orange and Diabetes has been agreed upon by the Repatriation Medical Authority. The medical Statement of Principles for Diabetes has been amended. Contact a Welfare Officer if you think that your Diabetes is connected with your service in Vietnam. Remember any addresses or phone numbers are for American Veterans Only.

Norforce Troops Celebrate 20 Years Service

Soldiers from one of the Army's most culturally diverse units will celebrate 20 years' service to the Top End when it exercises its right to the freedom of entry to the City of Darwin tomorrow, 4 July 2001.

Almost 260 soldiers from the regional force surveillance unit NORFORCE (North West Mobile Force) have concentrated in Australia's northern capital for the event, which will mark the 20th anniversary of the raising of the unit. The unit plays an important role in safeguarding the security of Australia's northern coastline, and has its roots in the famous World War Two-North Australia Observer Unit - or NACKEROOS.

NORFORCE comprises 600 troops, the majority of which are part-time members who conduct surveillance operations throughout the Top End. Almost 50 per cent of the soldiers are Aboriginal, with 80 per cent of these coming from remote northern communities.

Through its close links with the indigenous communities that provide many of its soldiers, NORFORCE plays a vital nation building role.

The Parade will start in Darwin City at midday, marching along Knuckey Street to the Cenotaph in Bicentennial Park on the Esplanade. In accordance with tradition, NORFORCE will be "challenged" by the Northern Territory Police before being allowed to proceed. It will further be challenged by Elders of the Larrakeyah People - the

traditional owners of the Darwin area. The inclusion of the Larrakeyah Elders in the ceremony represents the close ties between the indigenous communities of the Top End and NORFORCE.

The parade will be reviewed by the Right Worshipful the Lord Mayor of Darwin Mr. George Brown. The Chief of Army and Australian of the Year Lieutenant General Peter Cosgrove will be the principal guest. A number of veterans of the original NACKEROOS will also be attending the parade.

Background on NORFORCE

NORFORCE was raised in 1981, with its history founded in the North Australia Observer Unit that patrolled the Top End in anticipation of a Japanese invasion during World War Two. Today, NORFORCE operates in an area covering 1,800,000 square kilometres - around one quarter of the Australian landmass. The area stretches from the Red centre to Broome in the west, the Gulf of Carpentaria and the wetlands of Arnhemland. NORFORCE soldiers operate in small groups, called patrols, using specialised vehicles, small boats and on foot. Like their predecessors, their role is not to engage a hostile enemy, but instead to locate and observe them. With a core of 50 full-time personnel, most of NORFORCE's 600 soldiers are Reservists, and almost 50 per cent are Aboriginal. These Aboriginal soldiers play a vital role in teaching survival skills and gathering information from the many remote communities. In return, they benefit from the technical training they receive, from leadership and management skills they learn, and the high status of soldiering in their communities.

Don't Forget

The HORSE'S MOUTH welcomes any correspondence, letters to the Editor, moans or groans. If you have a point of view, let us know. You can send contributions to the Editor at the address on page 2. Remember that you are responsible for what you write. The journal has a disclaimer, also on page 2. So let's have the articles and points of view that are just busting to get out.

ARMY NEEDS MORE RECOVERY MECHANICS

THE JOB:

- * **Operating in a small team environment**
- * **Operating independently and at a distance from parent units**
- **Applying practical, hands-on skills to recover A, B & C vehicles and equipment from difficult situations**

TRAINING:

Approximately 18 weeks initial training in recovery techniques Further opportunities in shallow water diving, crane operation, advanced recovery and driving techniques

TOOLS OF THE TRADE:

- * **Medium recovery vehicle (new equipment type)**
- * **Heavy recovery vehicle (coming into service in 6-12mths time)**
- * **ASLAV recovery variant**
- * **Armoured recovery vehicle light (M113 variant)**
- * **Armoured recovery vehicle medium (Leopard variant)**
- * **Tadano crane**

If you are interested, call WO2 Jordie Burgess on (03) 9282 5444.

This advert was in the copy of the Army News dated 16th of August 2001. If you know of somebody who may like a career, let them know about this advert.

Definition of Outdoor Barbecuing

It's the only type of cooking a "real" man will do. When a man volunteers to do such cooking, the following chain of events is put into motion:

- (1) The woman goes to the store.
- (2) The woman fixes the salad, vegetables, and dessert.
- (3) The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils, and takes it to the man, who is lounging beside the grill, drinking a beer.
- (4) The man places the meat on the grill.
- (5) The woman goes inside to set the table and check the vegetables.
- (6) The woman comes out to tell the man that the meat is burning.
- (7) The man takes the meat off the grill and hands it to the woman.
- (8) The woman prepares the plates and brings them to the table.
- (9) After eating, the woman clears the table and does the dishes.
- (10) The man asks the woman how she enjoyed "her night off." And, upon seeing her annoyed reaction, concludes that there's just no pleasing some women.



Recovery Task in East Timor

Military Board of Inquiry Findings - Death of Corporal Stuart Jones

A Military Board of Inquiry investigating the circumstances surrounding the death of Corporal Stuart Jones in East Timor last year has today released its findings.

On 9 August 2000, Corporal Jones, of the Second Cavalry Regiment, sustained a fatal gunshot wound to his chest. Corporal Jones was on an operational tour in East Timor and was travelling in the rear of an armoured vehicle at the time of the incident.

President of the Board, Colonel Wayne Bowen, said that this was a tragic incident and that the thoughts of Army are with the family and friends of Corporal Jones.

Corporal Jones and other members of a Reconnaissance Scout Section had been patrolling along a creek bed in East Timor. In the afternoon of 9 August 2000, the section entered an armoured vehicle that was going to take them to a new patrol area.

As the vehicle moved off there was a loud noise and it was discovered that Corporal Jones had been shot. The vehicle stopped, first aid commenced immediately and emergency medical assistance was called.

A medical team arrived and treated Corporal Jones at the scene. Corporal Jones was then flown in a medivac helicopter to the UN Military Hospital in Dili. While the aircraft was flying to the hospital Corporal Jones died.

The Board found that equipment failure (including weapon or ammunition) did not cause or contribute to the incident.

The Board made recommendations about a number of matters including training and procedures for the handling of weapons, recognition of the effects of fatigue, modification of manuals and

recognition of personnel who rendered assistance to Corporal Jones.

The Chief of Defence Force, Admiral Chris Barrie, has reviewed the recommendations and Defence is now in the process of implementing changes to procedures based on the recommendations.

A recommendation concerning communication with emergency evacuation teams has not been accepted, because the current practice is considered more practical and effective.

Consideration is being given to whether disciplinary and/or administrative action is appropriate in respect of any soldier involved in this incident. It would not be appropriate to comment further on the matter at this time.

Findings of the Board of Inquiry

The Board has determined that:

- * The incident was not the result of malice or a deliberate act
- * Equipment Failure (including the weapon or ammunition) did not cause or contribute to the incident.
- * No extraordinary movements of the vehicle caused or contributed to this incident.
- * Poorly defined and misunderstood orders and Standard Operating Procedures for Weapon Readiness States when embarked in armoured vehicles did contribute to this incident.
- * Lack of supervision and failure to follow 'understood' Standard Operating Procedures did contribute to this incident.
- * Failure to regularly reinforce weapon control and safety awareness in task orders did contribute to this incident.
- * The failure of one individual to maintain close personal control of his weapon while in an armoured vehicle is the primary cause of the incident.
- * The weapon most probably discharged as a result of the trigger

"I am confident that the senior leadership and chain of command of the Australian Defence Force will continue to uphold the principles of justice and fairness in the administration of the military justice system", Mr. Scott said.

Defence Health and Fitness by Sgt Rob Orr

Courtesy Army News

At some stage in your life you would have sustained a physical injury, whether it be a sprain, strain or a more telling ailment. It is at this stage that your fitness training and healthy lifestyle becomes of extreme importance.

First, it is important to note that with a physical injury active rest is required. "Active Rest" being rest of the injured area (which should be undergoing rehabilitation) whilst remaining as active as safely permissible.

Even though this rest is active it is still rest and therefore there is a decrease in physical activity, thus a drop in metabolic (energy burning) rate.

This means that you are burning less of your food calories than prior to your injury. Without modifying the amount of calories you consume, you will begin to put on fat.

This has a two-fold effect. Firstly, fat decreases your fitness, in particular your 'relative strength' (required for push-ups, sit-ups and even running) and more importantly it increases the load on your joints and muscles.

This means that the rest of the body having to already carry a greater load, whilst your body shifts stress from the injured sight, now has to cope with additional fat mass.

Thus the full recovery of the injury becomes an even steeper uphill battle.

A classic scenario would be shin-

related problems. With shin pain normally comes a decrease in physical activity, whilst the dietary intake remains the same.

Over the next several weeks of recovery fat mass is increased, whilst you diligently avoid returning to your run training too soon.

But your muscles and joints are now coping with moving this extra weight around all day ... which includes walking.

Your body weight increases, in turn increasing skeletal impact, thus placing the shins under more stress whilst trying to recover.

The recovery of your injury slows down or stops, the fat mass increases and the snowball rolls downhill.

Therefore the following advice is given to optimise your recovery and return to functional fitness:

- See medical staff / physiotherapists immediately after injury.
- Carry out the exercises given to you by physio staff diligently, thus ensuring the injury recovers quickly and effectively (whilst also keeping your metabolic rate at a slightly higher than 'doing nothing' level).
- Consult with your PTI staff (who will also consult the physio dept/ medical staff) and discuss how to remain active and what sort of physical training you can still perform.
- Decrease your calories without compromising your nutritional needs (in particular protein). The best way to do this is to limit or stop all junk food whilst recovering.
- Remain as active as safely possible and watch your eating habits thus making the injury a speed bump rather than a mountain.

In Mr Harrison's case, VVRS helped him secure a position with SOCOG. When that contract finished ' VVRS helped him to obtain his present position as a computer support officer with an Adelaide mining company. CRS Australia case managers discussed his skills and background, advised him on his career options and assisted with resume writing, applying for jobs and course information.

"We did a stocktake of my skills, the case manager devised a plan of attack and 1 completed an IT course," he said.

CRS Australia kept in contact with him during his time at SOCOG and when he returned to Adelaide, again assisted him to find employment there.

"Without the support of the VVRS and CRS Australia 1 wouldn't have got these jobs and I don't think I would have had the motivation to keep looking for work."

Details on the VVRS are available from the Veterans' Affairs Network on 1800 113 304 or the DVA web site www.dva.gov.au

Report Into Military Justice in the Australian Defence Force

The Minister Assisting the Minister for Defence, Bruce Scott, today welcomed the release of the report into military justice in the Australian Defence Force, commissioned last December. The report is based on a far-reaching and comprehensive audit by a sixteen-person team led by Mr. James Burchett, a retired Federal Court Justice.

"This report set out to establish whether or not there exists in the Australian Defence Force any evidence of a culture of systemic avoidance of due disciplinary processes" Mr. Scott said.

"The Military Audit team delivered a comprehensive report which clearly establishes that there is not a culture in the Australian Defence Force of

widespread or systemic avoidance of due disciplinary processes or the use of violence to maintain discipline. Furthermore, the Military Audit team reported that the ADF had taken appropriate steps to stamp out any objectionable practices at its training establishments", Mr. Scott said.

"The inquiry examined evidence of recent and current allegations of unlawful and unacceptable behaviour involving a small number of units which it has referred to the appropriate military authorities for further investigation."

"These investigations are currently under way and I am assured by the Chief of the Defence Force that they will be properly and thoroughly pursued."

One of the most important recommendations of the review is the establishment of an Inspector General of the Australian Defence Force to continuously monitor the military justice system. The Inspector General would be given broad powers and would report directly to the Chief of the Defence Force as well as working closely with each of the Service Chiefs.

Following on from the Abadee Report into Judicial Independence of Military Trials and the Judge Advocate General's most recent report to Parliament, Mr. Burchett also recommended the establishment of an independent Director of Military Prosecutions (DMP), with the role of overseeing military justice prosecutions above the summary level.

"The Chief of the Defence Force has assured me that Mr. Burchett's recommendations will be implemented as soon as possible", Mr. Scott said.

"I believe that the Burchett review has confirmed that the ADF has a good system of military justice and that the majority of its people go about their duties with a good regard for the rule of law."

being pulled or snagged while the weapon was being handled, moved, or caused to move while resting, uncontrolled, on ration boxes in the armoured vehicle.

* The first aid, aero-medical evacuation and medical treatment provided to Corporal Jones at the scene, and in transit to the UN hospital in Dili, were in accordance with current policy.

* The medical and first aid assistance provided to Corporal Jones was of a high standard.

Military Superannuation Pensions Rise 6 % on 1 July

More than 55,000 recipients of military superannuation pensions are set to receive a 6 per cent increase to their fortnightly pensions, the Minister Assisting the Minister for Defence, Bruce Scott, said today.

"The 6 per cent increase will take effect on Sunday 1 July and represents the flow on effect of the Consumer Price Indexation measure at the March quarter," he said.

Under the current indexation rules applying to military superannuants, pensions are increased on 1 July each year.

Mr. Scott said the current external review into Australian Defence Force remuneration arrangements is examining the issue of indexation of military pensions.

"I want to assure the 55,000 recipients of military superannuation pensions that the external review of ADF remuneration arrangements, led by Major General Barry Nunn, will address the issue of indexation of defence force pensions for those who are serving and those who have served.

"The Nunn review is a comprehensive review, called for by the Liberal-National Government, that will bring forward a

modern approach to remunerating a modern Australian Defence Force, and will not forget those men and women who earned the right to a military superannuation pension."

The Nunn Review is expected to report to the Minister for Defence and the Minister for Finance and Administration by the end of August 2001 for consideration.

"The Liberal-National Government takes seriously the issue of remuneration to ADF personnel, both past and present, and a Government response to the Nunn Review is expected prior to the end of 2001," Mr. Scott said.

New study into Vietnam veterans' mortality

The Federal Government will conduct a study into the causes of death of Vietnam veterans, following up the results of the mortality study released in 1997.

The Minister for Veterans' Affairs, Bruce Scott, announced the mortality study at the Vietnam Veterans, Association Of Australia national congress in Adelaide in May.

"The release of the supplementary report into multiple sclerosis and motor neurone disease in Vietnam veterans marks the end of the Vietnam Veterans' Health Study," Mr Scott said.

"However, it does not end the Government's commitment to addressing the needs of the Vietnam veteran community.

"The 1997 mortality study recommended that mortality in Vietnam veterans continue to be monitored, with the suggestion of a repeat study after the year 2000, and the Government has endorsed this recommendation."

The repeat mortality study will be undertaken during 2001-02, once the

Department of Veterans' Affairs has engaged an expert study team. The Minister said he would write to the VVAA and other ex-service organisations, seeking nominations for a consultative committee.

"This study will draw on lessons learned from the conduct of the mortality study and the Vietnam Veterans' Health Study," Mr Scott said. "As a result, we can expect this study will be of a higher quality than the first and a valuable source of information for identifying the needs of Vietnam veterans."

Vietnam Vets trust to close

The Vietnam Veterans Trust will close in June 2003, having completed its task of distributing the Australian share of the Agent Orange Settlement funds.

Chairman V Adm David Leach said grants totalling more than \$8.3 million had been made to 5500 veterans or family members since operations began in 1989. The trust awarded 28 new VVTEAS grants and 14 Long Tan bursaries this year from the 217 applications received and next year will award the final new VVTEAS grants.

VVTEAS grants for 2002 will be for one year only and will stop, like all VVTEAS payments, at the end of that year. For further information call 1800 620 361.

Challenge For Employers

Each year the Defence Reserves Support Council co-ordinates Exercise Executive Stretch (EES), which takes 40 middle and senior level civilian managers and gives them a taste of what being in the Reserve is all about.

EES aims to highlight the skills of reservists that are valued by all employers, including self-discipline, leadership and organisational skills.

By showing the skills that reservists take to the civilian workplace from their service training, EES aims to encourage greater employer awareness and support of the Reserves.

EES 2002 is planned for the weekend of 22-24 Mar 02, from the Friday night to the Sunday afternoon, and combining a range of activities including team building exercises, abseiling activities, and initiative tests. It is designed to be fun, stimulating and geared to developing personal skills, rather than physical exertion.

If you know a civilian employer who would benefit from an increased understanding of the Reserves, call the WA Committee of the Defence Reserves Support Council (DRSC-WA) for a nomination form today on 1800 803 485 or (08) 9311 2341 or email flona.douglas@defence.gov.au

Payment For Employers Of Reserves

The Mission Statement of the Defence Reserves Support Council (DRSC) is to 'Promote the benefits of Reserve Service to the Community'. The aim of the Committee is to foster Reserve recruitment, improve Reserve retention and provide the nation with a more cost effective form of community based and supported defence through the use of the Reserves.

The biggest change in the history of the Reserves has recently taken place, with government passing legislation that offers exciting opportunities to both Employers and Reservists. Two Bills were passed which both modernise the Reserves, making them more appropriately structured for today's defence needs, and offer protection to both reservists and employers.

The Employer Support Payment is an initiative which was facilitated by the

Aussie Diggers Share Skills with Vietnam

A group of 11 Australian Defence Force personnel is in Vietnam for three weeks for Exercise Water Dragon - providing essential training to boost the country's search and rescue capability. The Australian Army personnel are conducting two small-boat handling and maintenance courses, one in the south and one in central Vietnam, that are designed to improve the capacity of the country's search and rescue teams. These teams are part of Vietnam's "first-line" response to natural disasters, such as the massive flooding that devastated the Mekong Delta in October last year. Australia was one of several countries to respond to Vietnam's call for assistance at that time. Royal Australian Air Force C130 Hercules provided logistic support to the rescue and relief effort. "This course is designed to better utilise and maintain rescue boats donated to Vietnam following the floods of the Mekong Delta last year," Australian Defence Attache in Vietnam, Colonel Gary Hogan, said today. The course is being hosted by the Vietnamese Red Cross and the Vietnam National Committee for Search and Rescue and is provided under the auspices of Defence Cooperation. The instruction team members are drawn from Army units around Australia, including Townsville, Brisbane and Sydney, and coordinated by the Army's specialist small-boat training section of the School of Military Engineering, located at Moorebank near Sydney in NSW. "The purpose of this course is to train personnel in small-boat handling and maintenance, so that they may pass these skills on to others in locally managed courses in the future. In each course, 24 people will be trained, including two maintenance specialists who will learn exactly how to care for the engines so that the boats are

always ready to be used during floods," Colonel Hogan said. "With any craft or vehicle, it's important to know how to use and maintain it properly so that its full potential is utilised. It's not much good to have a new craft if nobody knows how to use it efficiently." Colonel Hogan said that the Vietnamese and Australian defence forces share a proud tradition of serving rural people in times of crisis such as during floods and storms. "Australia recognises that the principle of the Vietnamese Army is that it is an all-People's Army, openly serving the people and winning their support. Saving lives and working during floods is one example of that," Colonel Hogan said

Welfare Corner

Army background helps veterans find employment

The trade qualifications and experience of former LCpl Barry Harrison helped him secure the job of Assistant Technology Manager at the Sydney 2000 Olympic Games.

But Mr Harrison said the assistance he received from the Veterans' Vocational Rehabilitation Scheme (VVRS) was an important factor in his employment success.

In early 2000 as he faced leaving the army on medical grounds, he felt uncertain about his future.

"Luckily for me, someone in the unit gave me a pamphlet on the VVRS he'd got at an army resettlement seminar - so I was away," he said.

Administered by Veterans' Affairs, with training programs run by CRS Australia, the VVRS assists Australian veterans with making the transition from service to civilian life and their post-service careers.

Armed Reconnaissance Helicopters on the way

Eurocopter International Pacific has been selected as the tenderer to advance to the tender development stage of Project Air 87, Armed Reconnaissance Helicopters.

Eurocopter has offered the French/German 'Tiger' to meet the Australian requirement, which was issued in mid December last year following the publication of the White Paper.

The company and Defence will now enter into detailed development of the tender.

When the contract for the 22 helicopters is finalised it will be worth about \$1.3 billion and will create up to 150 jobs during the assembly phase from mid 2002 to mid 2006.

Eurocopter has proposed that assembly and deeper maintenance will be carried out in Queensland.

This project will give Australia a new level of industry capability for the maintenance and support of leading edge technology.

Importantly, some of the components produced in Australia will be exported and thus give Australia entry to the worldwide supply chain for Eurocopter.

Air 87 has been a lead project in the overall reform of acquisition processes, designed to reduce the costs of tendering and to accelerate the introduction of new equipment into service.

In the past, it has typically taken two to two and a half years to get major projects from tendering to contract signature. If negotiations proceed smoothly it is possible that this project could reduce that time to less than

twelve months.

The first of the armed reconnaissance helicopters are scheduled to enter service by the end of 2004.

The 'Tiger' will be equipped with leading edge technology in its sensors, data links and communications and provide a major new capability for Army.

Their flexibility and ability to deploy at short notice and operate in diverse circumstances represents a revolution in the Australian Army's operations.

The Tiger will transform Army's ability



The Aussie Tiger

to conduct tactical reconnaissance by day or night and provide a vital capability to escort and protect our Black Hawk helicopters as they transport troops and supplies.

As part of the requirement to fulfil Australian industry involvement targets in the Air 87 Project, Eurocopter will also be establishing a second production line to produce EC120 civilian helicopters in Australia.

Eurocopter has proposed this production line be established in Queensland.

It will produce between 30 - 50 helicopters per year for the Australian, New Zealand and Asian markets.

legislation change and which offers remuneration to employers to offset the cost of releasing reservists for defence service. After a qualifying period of two weeks defence service by the reservist, the employer may be eligible for a weekly payment equivalent to the average, weekly adult ordinary earnings, or approximately \$805 per week for each additional week of defence service for which they release the reservist.

Further information on the DRSC and the changes to the legislation, including brochures, are available from the DRSC-WA on 1800 803 485.

GST-free cars for T&PI veterans

All totally and permanently incapacitated (T&PI) war veterans will be able to replace their cars GST-free every 40,000 kilometres or two years, whichever comes first. The Taxation Commissioner, Michael Carmody, last month announced the taxation change on cars purchased by T&PI Veterans for their personal use.

Previously, the changeover limit had allowed T&PI veterans to sell or trade in a car purchased GST free only after two years. However, many veterans, especially those in rural and remote areas frequently travel more than 20,000 km in a year.

The amendment to the changeover limit followed the Federal Government's announcement in March that it would introduce a rebate from the Repatriation Commission, to cover the cost of the GST on the purchase of motorcycles and parts by T&PI veterans.

Under the rebate scheme, T&PI veterans who prefer a motorcycle as their personal vehicle may receive a refund for GST on the cost of the bike and parts, by making a claim to the Repatriation Commission.

The Minister for Veterans' Affairs, Bruce Scott, said the rebate scheme would begin as soon as the necessary regulations were made.

The draft regulations for the rebate also will be amended to allow T&PI motorcycle riders to claim the rebate on a replacement bike after two years or 40,000 km, whichever comes first.

Hospital Visitors

The Association is starting a new visiting service to look after the Welfare of members and members of the Corps.

Very shortly there will be a list of RAEME & Ex-RAEME people who are in hospital at Hollywood Private Hospital, on the notice board near admissions. All ex-service associations who wish to inform their members about who is in hospital use this notice board. The RAEME Association is negotiating with Hollywood to be included on that notice board. Should you become a patient in Hollywood, ask them to include your name on the notice board. If you are visiting Hollywood, have a look on the notice board and drop in on another member for a few minutes. You can make a difference to their day. The Association will be publishing a list of volunteers who are prepared to act as Hospital Visitors. The idea is to find out if the patient wants anything and inform the Association Secretary so that we can help as necessary.

Fred Ordynski, who works at Royal Perth Hospital, has already volunteered to visit any members who is a patient at that hospital. Should you be admitted to RPH, contact Fred at the hospital and let him know that you are going to be there. He will be doing exactly the same as the visitors at Hollywood.

If there is anyone out there who works at other hospitals that are prepared to act as Hospital Visitors in their own

hospital, please let the Secretary know. If you wish to assist us as a Hospital Visitor and don't have regular contact with a hospital, we can still use you.

What we would like is for members to let us know when they themselves or another member are in hospital. A little time with another members of the Corps who may be feeling a bit down can make a hospital stay much better and happier. hospital, please let the Secretary know. If you wish to assist us as a Hospital Visitor and don't have regular contact with a hospital, we can still use you.

A long time between wars

Thirty-two years after meeting, a new conflict reunites two Vietnam veterans from quite different backgrounds.

Lt-Col Kevin Hutchinson and Capt. Kasetsart Santasongkraw both served in South Vietnam in 1969.

Lt-Col Hutchinson was a 19-year-old Australian aircraft mechanic with 161 Recce Sqn based at Nui Dat and Capt. Santasongkraw was an 18-year-old Thai infantryman, 3 Regt Royal Thai Army based at Bearcat in the neighbouring Bien Hoa province.

"For us old soldiers it is thirty-two years between wars," Lt-Col Hutchinson said.

"When I was in Vietnam I met a lot of soldiers from Thailand, South Korea, the Philippines, New Zealand and the USA.

"Now I see troops from those same countries serving with us in UNTAET and they have already proven themselves to be good soldiers."

Lt-Col Hutchison is an army reservist from Adelaide and a civilian accountant with Centrelink. In East Timor he is the Australian forces' financial officer.

He is one of 1600 Australian Peacekeepers in East Timor, part of the 8000-strong peacekeeping force, which

includes 700 Thai soldiers.

Lt-Col Hutchison said the night is a little quieter than Nui Dat which regularly reverberated with the sound of VC rocket attacks, artillery duels or B-52 strikes and is heartened by the familiar sound of the Caribou - also a Vietnam veteran.

Ferret fetish -Hmmm!!

Imust take umbrage to the advertisement that appears in ARMY NEWS you can always drive something better.

From one who had the great pleasure of driving a Ferret in the early 60s with 4/19PWLH and Recce troop 1 Armd Regt, I can tell you that there is no greater pleasure. The wind in your hair, bruised thumbs and possibly bruised shoulders from the back-seat driver, all go to enhance the pleasure.

Can the agency who placed the advertisement run a small piece explaining the good points of the Ferret MK 2.

R.Wells
Mudgeeraba, Qld

HMAS Jervis Bay - Mission Complete

HMAS JERVIS BAY, the fast catamaran leased by the Royal Australian Navy to ferry people and logistics between Australia and East Timor, will shortly complete its mission with the RAN following the two-year lease period.

"Affectionately referred to as the 'Dili Express,' HMAS JERVIS BAY served Australia well and successfully filled a shortfall in the Navy's operational capability," Chief of Navy, Vice Admiral David Shackleton said today.

"This shortfall in capability has now

up, and with a show of bravado, swaying with the motions of the vessel, which by now had mercifully decreased to an acceptable degree, we became, reasonably " compos-mentis " again. With general conversation slowly gaining momentum, passing the events of the previous night off with laughter-laced bravado, we wondered warily what else this adventure could possibly produce for the new day, which was now upon us. But most important of all " where were we and where were we going?" The final answer to this puzzle, being nearer than we imagined.

We continue with Peter's adventures in the next issue.

Government Locks In Domestic Ammunition Production

The Government announced today that it would support continued production of ammunition at Mulwala in southern NSW. The decision announced by the Parliamentary Secretary to the Minister for Defence, Dr Brendan Nelson MP, means guaranteed jobs for hundreds of workers while ensuring Australia continues to produce its own propellants for ammunition. 'This is a decision of national significance that balances key economic considerations with their impact on people and communities', said Dr Nelson 'Apart from supporting Australia's domestic ammunition production and avoiding the prospect of importing propellant, this decision demonstrates the Howard Government's resolve to support regional and rural Australia.' 'Australia has been producing world class propellant since Federation and it is fitting that the Howard Government has made a long-term commitment to retain Australia's national capability in this Centenary of Federation year', Dr Nelson said. 'Australians can relax in the knowledge that Dick Smith will not

have to step into the breach and consider making ammunition. Australia's domestic production of high quality ammunition is now guaranteed for at least the next 20 years.' The decision represents a significant investment by Government, in excess of \$200m, to maintain Australia's independence in ammunition propellant production and is consistent with the ongoing implementation of the Defence White Paper issued in December 2000. The current Mulwala facilities were built in the 1940s and will be replaced progressively with state of the art facilities to meet current safety and environmental standards. Dr Nelson acknowledged the strong representations made by the local Member for Indi Lou Lieberman and Tim Fischer from the adjoining seat of Farrer. Dr Nelson said his office had been flooded with calls from people all around Australia telling him how important it was to keep Mulwala open. The plant at Mulwala is operated by Australian Defence Industries Ltd to manufacture ammunition, explosives, propellants and chemicals and has a long-term agreement to supply munitions to the Australian Defence Force

Point Upheld

A former soldier impaled on a bayonet and barrel of a rifle in an accident at Bandiana Army Base in Victoria in November 1972 can sue the Commonwealth for his psychiatric conditions, the NSW Supreme Court said.

Master Joanne Harrison said that David Andrew Brodie's Post Traumatic Stress Disorder and severe depression were diagnosed only in 1995.

But Mr. Brodie, 47, could not sue over his physical injuries because he knew by 1983 that they resulted from the accident.

concerned for our safety, to say the least. In fact, to be very honest, we were just plain frightened. Finally, amongst the entire fray, I remember the corporal returning, looking much the worse for wear himself. He was hanging on for dear life to what ever he could. He just managed to shout above the general noise, mainly of moans, groans and retching, that, " this was nothing to worry about as we would no doubt experience much worse conditions later". Immediately following which, he duly made his way to the next door ablutions as fast as circumstances would permit. This little speech of his naturally cheered us all up considerably. as one may imagine , and greatly increased the line of staggering boys hanging onto the side rails around the deck walls of the ship on their way to the ablutions and back. Some just couldn't make it that far any longer, and in pure desperation sat on the deck with their heads over the buckets. They were sliding over the floor area from one side to the other with the movement of the vessel and hanging on grimly to, what had now become their personal bucket.

By this time, and in spite of the continually changing. Attitudes of the vessel, and my bunk in particular, pure fatigue began to get the better of me. After several excursions to the ablutions I had decided that the journey was becoming far too exertive, and so reverted for a short period to join the bucket brigade. This however, became quite intolerable, and when I finally felt myself falling asleep, with my head just about to fit itself into the inside of the receptacle, I made the decision to return to my roost and ride out the storm, irrespective of the circumstances and conditions. My legs and arms were spread-eagled over the total area of the bunk, laying flat on my

stomach. My feet having a firm purchase against the steel wall of the deck on one side and the side panel of the bunk on the other. My hands firmly gripping the top inner and outer edges of the bunk, with head buried as deeply as possible into the minute issue pillow, I managed to virtually gag myself. At the same time I could ride-out the rises, falls and rolls of the vessel which, we were all now convinced, would never again stop. There was no doubt at this stage that , those who had mastered the hammocks had an edge on the rest of us . For, in spite of the extremes of vessel movement, many of these hammock characters were sleeping soundly, and were the envy of all we " bunkites "as they remained virtually static whilst the vessel continued to weave and yaw around them. Just how I managed to avoid falling out onto the deck I shall never know. But in this position I slipped slowly into a form of virtual semi -consciousness, but still being generally aware of my circumstances and surroundings and at the same time reasonably relaxed, allowing sleep to take over.

It was in this position that I slowly came back to a doubtful form of consciousness, an hour or so later, assisted by the bellowing of the corporal. All of us had to get our feet on the deck and line up, leaving all our belongings, such as they were, behind us for collection later. An order to which we duly complied , but with a degree of initial hesitation and confusion . Most of us drifting around in a haze, feeling more like death warmed -up and not yet fully cognizant with our current surroundings after all the events of the previous night and early morning. I suppose this could really have been considered the very first REVEILLE of our service, but under the circumstances, one I would have preferred to remember under more ideal conditions. By this time, of course, we had finally completed our first 24 hours of service, as it was now well after 08-00hrs on the 6th October. As we lined

been overcome with the introduction into service of the recently refurbished amphibious ship HMAS MANOORA with the second of the class, HMAS KANIMBLA coming into service later this year," he said.

"Along with the decision to keep HMAS TOBRUK, these refurbished ships will not only provide the capability, but far exceed that of HMAS JERVIS BAY, to move troops and equipment."

HMAS JERVIS BAY was built in Tasmania and leased from INCAT for two years beginning in May 1999. Navy use of HMAS JERVIS BAY will end in May this year, as planned, in keeping with the lease.

HMAS JERVIS BAY has just completed her 75th trip between Darwin and Dili, ferrying personnel and equipment as part of the United Nations Transitional Administration in East Timor (UNTAET).

Personnel currently serving in HMAS JERVIS BAY will be absorbed into other jobs in the Navy.

HMAS JERVIS BAY has been extensively trialed and assessed during its service with the RAN, and the RAN has obtained much valuable data for use in the future.

We have a new contributor in Ex-WO1 Nifty Smith. Welcome Nifty its good to see a retired gentleman writing so hard. Here is his offering:

Rocks: a meaning for life from Nifty Smith

A philosophy professor stood before his class and had some items in front of him. When the class began, wordlessly he picked up a large empty mayonnaise jar and proceeded to fill it with rocks, rocks about 2" in diameter. He then asked the students if the jar

was full? They agreed that it was.

So, the professor then picked up a box of pebbles and poured them into the jar. He shook the jar lightly. The pebbles, of course, rolled into the open areas between the rocks. He then asked the students again if the jar was full. They agreed it was. The students laughed.

The professor picked up a box of sand and poured it into the jar. Of course, the sand filled up everything else. "Now," said the professor, "I want you to recognise that this is your life. The rocks are the important things - your family, your partner, your health, your children - things that if everything else was lost and only they remained, your life would still be full. The pebbles are the other things that matter like your job, your house, your car. The sand is everything else. The small stuff." "If you put the sand into the jar first, there is no room for the pebbles or the rocks. The same goes for your life. If you spend all your time and energy on the small stuff, you will never have room for the things that are important to you.

Pay attention to the things that are critical to your happiness. Play with your children. Take time to get medical checkups. Take your partner out dancing. There will always be time to go to work, clean the house, give a dinner party and fix the disposal. Take care of the rocks first - the things that really matter. Set your priorities. The rest is just sand."

But then...

A student then took the jar which the other students and the professor agreed was full, and proceeded to pour in a glass of beer. Of course the beer filled the remaining spaces within the jar making the jar truly full.

Which proves: - that no matter how full your life is, there is always room for a beer; - your life will not be completely full without a beer.

Episode 4 Boy Service Nostalgia.

This is the next episode of what Peter got up to. All those ex-apprentices should take note and think of their own beginnings in the Army. Now read on:

Having duly provided our names to the corporal at the bottom of the gangway we continued in single file upwards. We finally reached the bulkhead door through which we passed into the brightly lit, white painted, passageway. We greatly appreciated sudden blast of hot air emanating from the bowels of the vessel. This blast of air was in turn accompanied by an inexplicable odour that, I later found to be so common to, and tended to pervade most of the internal areas of the various troop ships and passenger vessels of those days, on which I later traveled. It was an odour I subsequently experienced many times in later life, and which, to this day, I shall never forget. Each time I come across it the memories of that night I experienced my first embarkation onto an ocean going vessel come flooding back to me.

From the passage, yet another corporal directed us onwards. Through a further bulkhead door and downward on a steep steel stairway which appeared to continue on a never-ending spiral into the depths of the vessel, To the relief of most of us, we finally arrived at another steel plated landing. Leading directly off this landing were two more bulkhead type doors, one of which we were immediately led through by the corporal. At first sight the enclosure appeared to be just a relatively large open space with a series of round steel support poles placed at various intervals over the total area. But with closer inspection, just prior to the corporal's instructions as to our immediate future activities, a completely different picture presented

itself. Firstly the wall area of this semi-rectangular space was completely covered with wooden bunks in a three-tier configuration. All the steel poles had small curved brackets protruding from various points around their circumference. In addition to this a few of us had spotted a batch of what looked very much like fishing nets piled up in one corner. The corporal called us all around him as he explained that, this area, for which he gave us a specific deck designation I can no longer remember, was to be our accommodation for the voyage. He also explained that the space within the adjacent bulkhead door on this particular landing was our ablution area containing wash basins, toilets and urinals. He was also most emphatic that under no circumstances were we to move from this allocated deck area. We would, also, be visited regularly by members of the Army staff and the vessel's crew. But if there were any serious occurrences in the absence of any staff personnel we were to make contact through an emergency phone situated on the landing that connected directly to the bridge of the vessel. But beware of the consequences of making any trivial or inconsequential calls on this phone, as the results for doing so could be very serious. Any general instructions would be broadcast to us over the "Tanoy" system that covered the whole ship. He then laid stress on the subject of "sea sickness" and asked if there were any of us who were subject to it. Naturally no one was prepared to admit to such a presumably unmanly addiction', no one said a word. In spite this, the corporal, who was obviously aware of what we were all thinking, ignored the lack of response to his inquiry. He proceeded to explain that, in the event of being over-taken with such an ailment they should proceed immediately to the toilets in the ablutions. Alternatively, should they not make it to the toilets, there were buckets provided around the deck area for this

purpose, which must be duly emptied and cleaned in the ablutions after use. He was also most adamant that should anyone not make it to the buckets, they would be required to make clean the decks themselves. Whilst we all listened avidly to what he was saying the general thoughts of the majority were that, it didn't apply to me, things like that only happened to other people. But we learnt differently a little later. The corporal then brought his discourse to a close by firstly explaining that sleeping facilities would be allocated in alphabetical order commencing with the bunks followed by the hammocks. Fortunately, at least I thought initially it was fortunate, I fell into the bunks category, and landed with a top bunk. My fortune was, I thought, further substantiated by the sight and sounds of those allocated to the hammocks and their antics in trying to secure the things between the posts. But even more hilarious were their efforts at trying to get into them and stay there.

In spite of all these hilarious on-goings, time was beginning to once again have its effect. "Sleep beautiful sleep" began to play a tune on my eyes, together with those of a large majority of the rest of the contingent Little did we realise that "sleep" was much further away from us than we had either felt or hoped. By this time I, and my fellow companions from Leicester, had been on the road since .8 a.m. the previous day, some of the boys from Scotland and Ireland even longer, and this was beginning to really tell on most of us. We were therefore pleased to be able to take the advice of the corporal, upon the conclusion of his lecture, and crawl into our bunks, or if possible, hammocks and get to sleep. I distinctly remember that, just as I had climbed up to my "roost" on the top bunk and

laid my head on the pillow, the engines of the vessel, together with the hum of the generator, had been providing a not unpleasant back ground noise, suddenly really came to life. Slowly gathering speed, driving the propellers as they ground their way into the water, rotating alternatively clock-wise to anti- clock-wise. And back again as the vessel maneuvered it's way out of the berth. Then finally lapsing into a slow but steady thump, as it made its way towards the open sea. Which, in turn, had the desired affect on me and I was very quickly lulled into a deep sleep. But not for long, as the next thing I remember was finding myself sliding down my bunk alternatively from one end to the other, interspersed with a rolling action from side to side. This latter movement being so extreme that, only holding very tightly to the sideboards of the bunk prevented me from being ejected to the deck. I mastered this particular practice and feeling a little more confident as a result, I was taken completely by surprise when the whole vessel suddenly fell away below me. For several seconds I was left suspended in mid air with my blanket wrapped around me. The bunk came back up again and carried me on upwards, only to stop and once again leave me dangling, fully airborne.

As the vessel made it's way further out to sea, so these movements became more exaggerated and apart from the terrible affect it was having on all our stomachs. We were all becoming extremely alarmed. Not having had any previous experience of travelling in a sea going vessel, let alone in such obviously extreme weather conditions, and virtually locked away in the bowels of the ship. which promoted an additional feeling of claustrophobia in many of us. We were becoming extremely