



SURVEY  
EX-SERVICEMEN'S  
ASSOCIATION

SOUTH AUSTRALIA



NEWSLETTER No 36  
MAY 2004

## Newsletter No 36 May 2004

Welcome to our first newsletter for 2004. Time has slipped past so quickly, I am not sure where the year has gone.

Allan Adsett has again typed and set out our newsletter, for which I am extremely grateful, so thank you Allan.

Please note—we need news items badly so advise me of anything by phone, typed script or scribbled note. Queries to (08) email your notes to

### Social News

#### First Friday Drinks

Held each month on the first Friday between 5-6pm (or later) at the **Saracen's Head Hotel, Carrington St, City**. If you're in the area, or even if not, plan to drop in for a casual round or so with the regulars.

#### Corps Birthday Dinner

Mark your calendar now for late June/early July. The venue has not been decided yet but will either be the Rob Roy Hotel or the Sergeants' Mess at Keswick Barracks. Details will be advised by mail about three weeks prior to the function.

#### Christmas Function December 2003

For those unable to attend the function, I'm pleased to report everything went well. 43 guests attended at the Rob Roy Hotel on a balmy Saturday night for pre-dinner chat and drinks. The food was good, formalities were minimal, the company was convivial and the time seemed to slip away quickly to a late departure. A very pleasant evening out.

The most important element of the function, naturally enough, was the guest list. So for those interested I've included the names:  
Pam and John Harrison, Dave Irying and Pam Illert, Jan and Bill

Griggs, Peter Davis and friend, Kay Trueman, Lorraine and Ken Talbot-Smith, Joan and Alex Munro, Janine and Max Coletti, Carol and Wally Herbst, Sue and Andy Capp, Stevo Hinic and Pauline Mannix, Naomi and Frank Bryant, Rhonda and Bob Cooper, Moyna Briggs, Ken Jeffery and Pauline, Jane and Brett Knuckey, Dianne and Neville Stone, Jackie and John Shepherd, Elizabeth and Bill Love, Bob Mills and from the country areas were Barbara and Arthur Henson from Strathalbyn, Lea and TJ Wicker from Stansbury and Joy and Denis Marshall from Victor Harbor.

Well done to Secretary Dave Irving for organising everything.

### Anzac Day 2004

#### The March

There was a good rollup of twenty two members at our form-up point on North Tce at 9.15am, and I wish to thank them for making the effort. Everyone seemed in a chatty mood, judging by the banter while waiting for the parade to start.

Again this years weather was kind, remaining fine and mild throughout. For those who can remember him, Evan Allanson stopped to say hello while enroute to his own group. The pace of the march was a bit slow for some, but there were only two short stops along the way so the organisers did a good job. There was the usual problem of having the drum beat from two separate bands at odd times, but not too bad as keeping in step wasn't all that essential. I thought the crowd lining the route was a bit thinner than last year but pretty good just the same. They certainly showed plenty of response for the occasion, indicating that the Anzac Tradition is as strong as ever.

Our leader as usual was Bob Love and our new banner was carried by Secretary Dave Irving. The unit sign was carried with our thanks by a young lass from Lobethall—Chantelle Pratt, a member of the SA Police Rangers.

Listed below are the names of those who marched:

Bob Love, Dave Irving, Alex Munro, Stan Stephens, Noel Sproles, Allan

Adsett, Steve McGuinness, Neil Houston, Stevo Hinic, Bob Cooper and grandson Kurtis Seglar, Dave Collins, John Scharber, Arthur Henson, John Whitburn, Lincoln Smith, John Frith, Anthony Stephens, Bryan Wilson (a visitor from Qld), David Bowyes and Daryl Miller.

### The Reunion

Held this year at the Exeter Hotel in Rundle St, City from mid-day onwards. The change from the previous venue of five years, the Saracens Head Hotel, was forced on us by the hotel not opening on Sunday, something I wasn't aware of. But numerous hotels in the inner CBD of Adelaide do not open on Sundays because of the lack of local business trade they rely on during the week is not there on a Sunday.

The Exeter is one of the older hotels in Adelaide, a bit rambly inside and not without a certain amount of 'character', including a staircase best negotiated when sober. Definitely not as salubrious as some pubs, but as it turned out suited our requirements very well. Very importantly we were able to retain our group identity fairly well, not bothered by other patrons, the meals were reasonably priced and the quality and quantity served was appreciated by all who ordered. The beer quality was excellent with choices and the wine list pretty good.

Lunch was a convivial gathering in the beer garden and enjoyed by all until time for the AGM about 2pm, held in a private room upstairs. Following the meeting, it was back to chat time again until late afternoon before the final breakup.

I enjoyed the entire day and I'm sure most members did also, so if you missed this year, I urge you to mark your calendar for our next reunion. Over twenty attended and listed below are those whom I can remember: Rob Langley, Stevo Hinic, Bob Dickenberg, Daryl Miller, Alex Munro, Pam and John Harrison, Jim Dunn, Neil Houston, Barbara and Arthur Henson, Bryan and June Wilson (Qld), John Scharber, Steve McGuinness, Dave Irving, Lincoln Smith, John Frith, Bob Love, Ken Jeffery, Anthony Stephens, Allan Adsett and Peter Elverd. My apology for anyone missed.

## The AGM

Held at the Exeter Hotel from 2pm to finish of business at 2.55pm. The meeting opened with one minutes silence for those members who have passed away this year in particular for the late George Ricketts. Listed below, in brief, are the main items discussed.

1. **Annual Subscription** To remain at \$10 for local members and \$6 for interstate members who receive the newsletter only.
2. **Corps Banner** The total cost of the new banner of \$325 was passed for payment. Members are to be approached for a one-of payment of \$5 each towards the cost.
3. **Corps Dinner 2004** The committee is to approach the Sergeants' Mess Committee at Keswick Barracks for approval for the dinner to be held there. Details of the dinner will be notified by a separate post-out.
4. **Treasurers Report** The treasurer reported that, as at 24th April 2004, our Association had \$242.67 in unencumbered funds and the History Fund held \$340.60
5. **RSL Donation** The \$20 donation to the RSL was passed for payment.
6. **4th Field Survey Squadron History** Research is to be upgraded with a working committee of volunteer members.
7. **Venue of AGM 2005** It was decided to again book the Exeter Hotel.
8. **Members Email Addresses** Allan Adsett offered to collate a register of members having an email address. If you have an email address you would like to share with fellow members, please send an email to Allan. We may be able to save some postage by emailing notices to members.
9. **A Vote of Thanks** was accorded to Bob Love for again leading our group in the Anzac Day Parade.
10. **Office Bearers 2004/05**  
President: Alex Munro  
Secretary/Treasurer: Dave Irving  
Asst Secretary/Treasurer: Bob Mills  
History Fund Trustree: Allan Adsett  
Newsletter: Alex Munro and Allan Adsett

## **ANZAC Day Bendigo**

The Ex-Fortuna Survey Association took part in the ANZAC Day parade through Bendigo this year for the first time. Gary Warnest reported that thirty members turned up for their first march and afterwards expressed their enthusiasm for the occasion which augers well for future parades. A banner was produced locally the looked pretty good on the day, so everything is in place for a better turn-out next year. I understand that there was a move to the RSL Club at North Bendigo afterwards for a sherbet of two.

## **Fortuna Again Under Review**

Following my article in our newsletter of November 2003, I add the extra news from Magna Carto of April 04. This current review to move the Defence Imagery and Geospatial Organisation (DIGO) from Bendigo has truly rattled the troops at Fortuna. And no wonder if you consider the social, family and economic upheaval to members if the move went ahead. It would also have a significant impact on community life overall within Bendigo.

Fortuna stalwarts Bob Garrity and Geoff Willey accompanied by the local Federal Member for Bendigo, Steve Gibbons, travelled to Canberra recently for a meeting with the Minister of Defence to argue their stay-put case. They came away reasonably happy that the visit did achieve positive results towards their aim. Time will tell.

As a point of interest, it seems that most members at Fortuna belong to the Australian Metal Workers Union, with Bob Garrity the on-site leader of the push, as the union delegate.

My bet is still on, that Fortuna will remain, even though I wrote previously that nothing is for ever.

## **People News**

LAURENE and GORDON LOWRIE. Married in Wodonga on Saturday 6<sup>th</sup> March 04. Our Riverland correspondent George Timmins attended

the ceremony and celebrations afterwards at the Bandiana Golf Club, and I understand festivities filtered back to the nearby Black Stump Hotel after the reception. Former students of the old school of military Survey would probably remember the Stump very well. To both Gordon and Laurene we extend our congratulations and best wished for the future.

GEORGE TIMMINS. Following on his return after the wedding, George spent several days fishing on the Murray with friends and managed to catch several large Murray Cod.

RALPH CHANT. Ralph has bought a new Falcon ute with a top of the range camper unit incorporated with the tray, and modified to tow a trailer yacht. Local trips first to try out the new gear, with a view to eventually travelling around Australia. Ralph and Cheryl are looking forward to launch day, planned for 2005 sometime. Ralph works for Australian Defence Industries (Bendigo Ordnance Factory) engaged in developing the Australian Army "Bushmaster" vehicle, looking something between a heavy duty Landrover and a light armoured car.

TERRY DANGER. Settling back into Bendigo suburbs after returning from a lengthy caravan trip around Australia.

ROGER RIX. Finally and fully retired for just over a year now, Roger has spent his time wandering the King's Highway by caravan, like everyone else it seems, thru Qld and NSW.

PRESSER and WICKER. Peter and TJ are presently cruising the Murray in a house boat, out from Mildura, accompanied naturally enough by Lesley and Lea. Although TJ has retired to Stansbury on Yorke Peninsula he seems to spend a lot of time elsewhere.

JOHN HILLIER. From chitchat at the bar on Anzac Day, it seems that Col Hillier has found his house at lakeside Bonegilla a bit too large and is moving into a smaller unit in the Wodonga area. Nor certain though if he has sold his former residence.

BOB COOPER. Bob is now fully retired but has yet to relax and put his

feet up. It seems he and Rhonda are spending more time away than at home, travelling by caravan throughout this wide brown land. He has also taken up wood carving as a hobby, as a release no doubt to his artistic flair. Bob is also Vice-President of Bowls SA and presently he and Rhonda are attending a bowls competition at Moama, near Echuca on the Murray. The competition is for players Australia wide in the super league grade, so big time and on TV, although Bob is attending as a spectator. About mid-May, he and Rhonda plan to travel to Qld by caravan. Who isn't caravanning nowadays?

JIM NATHAN. Jim returned home recently after a stint in the Daw Park Repatriation Hospital. A bit of stress in his lifestyle triggered off a nervous condition which now seems to have gone, leading to a full recovery we hope. Jim, we all wish you to be fully operational soon.

FRANK DOWNIE. Frank visited Adelaide in late April, making contact with John Shephard and Andy Capp. Frank now lives in Canberra and works in the IT industry. He was still at 4 Fd Svy Sqn at Keswick Barracks when the Corps disbanded in 1996, transferring to RASigs until his retirement about three years ago.

ANDY CAPP. Not generally known but Andy is now in the second year of a four year course at Flinders University studying for a degree in education, with the aim to teach full time. In his spare time he still does contract survey work and any IT work available.

DON RIDGE. It appears that Don is still sailing on Lake Eppalock near Bendigo and, during an outing several weeks ago, injured his leg in a boating mishap. The injury became infected and caused some concern for a while. But is now well on the to recovery. Ruth is also recovering well after an operation, but I have no other details. (Magna Carto)

ROB BOGUMIL. Life has been extremely hard on Rob of late. Following the tragic loss of his daughter Alison, he recently had a serious horse accident and badly injured his shoulder, requiring surgery to put it right. He is presently convalescing well, with the shoulder expected to heal almost as good as before. We all wish you well Rob. (Magna Carto)

ROHAN HILL. Having recovered from his severe motor bike accident of some time back, Rohan is now back in hospital. Not certain exactly, but the stopover is probably to check the hardware installed last time. Hope all goes well Rohan. (Magna Carto)

DENNIS MARSHALL. Dennis and Joy have sold their Victor Harbor residence and returned to Victoria, I'm not certain where as yet, for family reasons. Coming from Bendigo about five years ago, they set up business in Victor Harbor, managing to attend one or two of our functions each year. All the best Dennis and Joy in your new situation.

BOB SKITCH. Bob became a fellow of the Institution of Surveyors, Australia, at a ceremony held in Brisbane last December. To become a member of such a distinguished group is an honour indeed, so well done Bob and congratulations from all down south.

### General

The following article appeared in the April edition of Magna Carto and, being of interest to most members, is now included in full.

### **CPI or MTWAE**

For those members who are recipients of DFRDB Pensions or MSBS Preserved benefits you have undoubtedly felt comfort in the fact that your pension although not large would keep pace with inflation and the rising cost of living because it was indexed to the Consumer Price Index (CPI). That was a reasonable expectation and the way the schemes were originally set-up, however the Government has changed the way that it calculates CPI and surprise, surprise its value has now been decreased. The information below is provided for your information.

In 1997 the government legislated to index Social Security pensions and veterans affairs service pensions to male total average weekly earnings (MTAWE) or CPI, whichever is the greater. Our pensions on the other hand have remained Indexed to CPI that was what was legislated for in 1972. In the six years since 1997 the increase in the wages index as compared to CPI is 14%. Furthermore since 1985 the wages index has

increased by 23% compared to the CPI.

In December 2002 the Senate Select Committee on Superannuation in reviewing Commonwealth funded pensions recommended the government index Superannuation Benefits to MTAWWE or CPI whichever is higher. The same committee in 2000 made a similar recommendation as to the inadequacy of the CPI as a measure of preserving living standards. Despite these recommendations the government's latest advice (Dec 2002) is that the government is not considering any change to Military Superannuation indexation arrangements, even though defence accepts that the CPI is not a measure of community living standards.

You and the 60,000 retired servicemen and women who served in the armed forces for 20 years or more, and their widows/widowers, are therefore being significantly discriminated against. Commonwealth parliamentary pensions are wages indexed (rather than CPI) and the Commonwealth Bank has recently moved to wages-based formula. Moreover research by authorities such as the Reserve Bank reveal that Wages will remain ahead of the CPI for the foreseeable future.

It is also believed that while the RSL is aware of this issue they have not as yet raised any concerns with the Government. Maybe it is worth checking with your local MHR or Senator prior to the election as to their party's views on this matter.

A similar article detailing the same information in essence appeared in the Queensland Association bulletin, but with a little extra, which I have included below.

Essentially the Minister states that to extend MTAWWE indexation to defence pensions would require such indexation to apply to all state and commonwealth superannuation schemes at huge cost to national and state budgets. Therefore it can not and will not happen. He justifies the use of MTAWWE indexation to parliamentary pensions because parliamentarians do not enjoy the privileges enjoyed by public servants and defence personnel like long service leave. End of story... Would you believe?

I'll gladly swap any privileges that I received as a serviceman for any received by a parliamentarian. My thanks to Gary Warnest and Bob Skitch for the articles.

## Members Contributions

### **Plane Tabling**

by Noel Sproles

I imagine that there are still many among us who remember the plane table. Although it had long been replaced by photogrammetry for map production, the Corps still taught it on Basic Courses into the early 1960s. At that time, photogrammetric adjustment by digital means was in its infancy and the analogue slotted-template assembly still held sway. One of the difficulties with this process was its very empirical and subjective nature, making it as much a task for an artisan as for a technician. The thinking was, therefore, that the training given by learning to plane table would still be useful in planning the layout of survey control and resolving problems in the slotted-template process. And, on reflection, the powers-that-be may have had a point there.

I was one of the multitude introduced to the wonders of plane tabling on the Basic Course and I must admit that it was all a mystery to me when I started. But learning to plane table is like learning to swim – one minute you cannot, the next minute you are away and wondering what was the difficulty. Unfortunately for me, this revelation did not come until close to the end of that module so my marks did not reflect my level of expertise. That is my story anyway. I do have pleasant memories of tramping around the Dromana Valley and along the surrounding ridges for days on end. There was one spot where you could do a six ray resection. Our course instructor, 'Father' Jim Booten, seemed very keen that we all visit this spot and complete a resection there. We soon discovered why as we each found our way to the designated spot. Right on the very spot was the most humongous but very dead and stinky ram. Needless to say, we did not linger to wonder at the rarity of a six ray resection!

But it was in Nui Dat in South Vietnam in 1968 that I was able to bring my formidable plane table skills to the fore. Luscombe Field, the fixed

wing airstrip, had been extended and the road running along the Western boundary of the base had been re-aligned around the extension. There was a requirement to re-print the large scale map of the base to reflect this change. John Bullen called a meeting to discuss the best way of doing this and it elicited all types of suggestions, many involving aerial photography. During a pause, I suggested doing it by plane table as we had a full set of plane tabling kit. This was greeted initially with stunned silence. I then had to push my case against a quite vocal opposition. One of the biggest opposers was Ray Lawson (RIP) who considered this an antique method not fit for the modern surveyor – this despite its having been taught at the School only a few years before. However John Bullen decided to give it a go when I said that I would have it done and finished in an hour. After all, there was nothing to lose. I said that I would need an off-sider and Spr Lawson, to his disgust, would do just fine!

We drew our gear and set off to Luscombe Field. The existence of the previous large scale map meant that there was plenty of control in the form of fence lines and buildings and revetments. I showed Ray how we set up the plane table and oriented it. I started to cut in a few features and we ran the chain out to others and very soon the picture of the new road started to appear on the sheet. From disdain, Ray's attitude slowly changed to one of curiosity, then to incredulity, and finally to sheer wonder. He became an instant convert and there are no more ardent followers than converts. When we came back, within the promised hour, he could not contain himself telling his mates about the wondrous thing that he had just witnessed. He did not even blink an eyelid when I told him that he could ink it all up ready for the overlay.

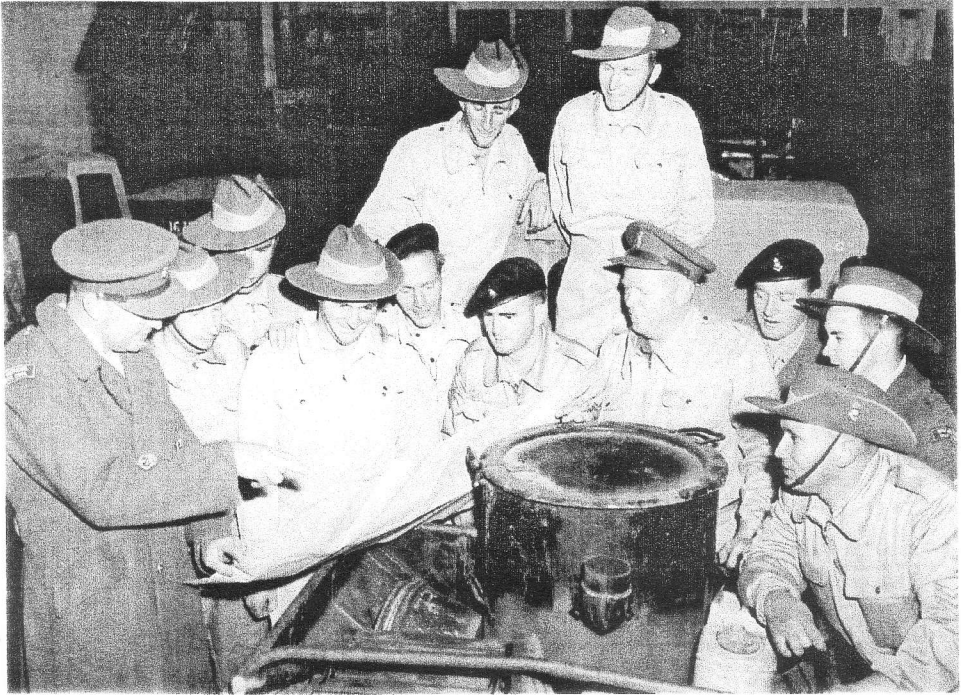
We often learn things along the way and wonder if they will ever be of use. When they are, we feel gratified. Some times, as in this incident, a little gem of knowledge can make us avoid cracking a nut with a sledge hammer. But that aside, I have often wondered if this was the last time that the plane table was used in anger by the Corps. Or will that stir up another hornet's nest?

The drawing was done by  
CPO Payne on HMAS  
Gascoyne, depicting the FBE  
trip by John Hogan, Ron Weinert,  
Bob Griffin and a RAEME  
Corporal (name forgotten) down  
the east coast of Arnhem Land.



HOGANS HEROES

## Central Command Field Survey Section 1957



Appearing in the photo above, from L to R Robin Wilson, Alex Munro, Mick Thompson, Frank Bryant, Ron Weinert, Bill Love (above), John Murray, Peter Brunt (above), WO2 Simpson RAEME attached, Wally Brownlow, John Hogan and Marcel Orian. Not in the photo—Frank Johnson, John Harrison, Bill Mitchell and OC Maj J.K. Nolan.

Photo courtesy of the Adelaide “The Advertiser”.

The group was photographed early morning in June 1957 at Keswick Barracks, prior to departing Adelaide for Darwin by vehicle and train. Robin is supposedly showing the troops an old map of the area of operations, roughly from Darwin and south to the Adelaide River area. The group was to begin comprehensive mapping of the Northern Territory, a task that continued for about the next thirty years overall. Part of the load shown in the Jeep trailer includes a 4 gallon jerry can, several heavy steel wash tubs (on side), and a camp copper. Great for boiling greasy

clobber, providing shower water and making tea etc. All items issued for camp stores in those days were basic by that provided now, and have long since been superseded, however everything worked well.

The convoy consisted of eight Willys Jeeps and trailers, a Ford or Chevrolet Blitz Buggy, a Bedford van as a staff car and perhaps a one ton International truck, but memory has faded a bit of those times so don't quote me. I do remember though that there were just enough drivers for the number of vehicles and I also recall the sense of excitement felt by all in the section, anticipating the challenge ahead. The convoy departed the barracks with the help of the Military Police controlling traffic as we left the front gate. There were a few minor problems at first but eventually we arrived at Maree, a distance of about 600km from Adelaide. There the vehicles were loaded on to flat top rail trucks while we made ourselves comfortable in an attached sleeper carriage for the remaining journey to Alice Springs and then the long drive along the Sturt Highway to Darwin.

They were the days and I still retain many fond memories of that six month mapping stint. A few extra details might give extra perspective to John's account of the episode related in his story.

The year was 1959/60 and the area of activity was the south west corner of the Gulf of Carpentaria. Central Command Field Survey Section, commanded by Maj Frank Buckland, had been tasked to observe a first order traverse north along the eastern coast of Arnhem Land, following the coast to eventually connect to the traverse network again to Darwin. The task began from a station established by members of the AHQ Survey Regiment working concurrently in the area near the mouth of the Roper River. They had observed a first order traverse through Queensland into the Northern Territory and were continuing westwards.

We were supported by HMAS Gasgoyne, a river class frigate nearing it's use by date. Tasked to be a floating main base for survey operations, it provided transport, rations, stores and some personnel plus the use of the ships boats with a crew. They were rather loathe to continue

small boat support when their two long boats (27 ft long) were damaged beyond repair during ship-shore landings in rough weather. Understandable with two lifeboats out of action.

The Folding Boat Equipment (FBE) used by John was made of wood and canvas, constructed in such a way as to fold down fairly flat for storage and transport. They were really just very large open pontoons, designed to provide bridging for river crossings in calm water, definitely not meant for use on the high seas. They were used fairly successfully to transfer ashore fuel drums, stores and a Jeep at Blue Mud Bay in calm conditions, so perhaps justified their use, although the sailors regarded them with feelings akin to awe. Constant bailing was the main duty of any crew member.

The cartoon was drawn by CPO Payne on the Gascoyne in black ink on stiff white cardboard or drawing paper pasted onto a cardboard backing. It eventually went back to Keswick Barracks with the field records for that particular trip. A year or two later, a general clean-out was conducted and the cartoon thrown out. I found it by chance on a pile of junk outside the drawing office ready for disposal. I was able to give it to John Hogan on a subsequent trip to Bendigo years later. Remember John – he was RSM of the Regiment for several years.

## **HOGANS HEROES**

by John Hogan

The story behind the cartoon.

One of the tasks to be tackled during the field survey operations is the recovery and relocation of stores and equipment.

These particular operations necessitated the use of observing towers and platforms to facilitate the line of sight necessary to enable the angle and distance between survey stations to be measured. The towers and platforms were of steel construction, prefabricated into sections for adaptability. The survey stations were sighted along the coastline. There being no land access to these stations, the alternatives were access by air or sea. As is usual, the other problem to be overcome was that of economy and to

cut a long story short, it was decided that the recovery of the tower equipment would be accessed by sea.

It would seem that FBE as used by Army engineers in construction of bridges, capable of carrying heavy vehicles, would be the obvious watercraft to use in this situation.

So it happened that the perfect catamaran was built ie two FBE's linked with a decking and to be propelled by outboard motors. The navy was to man and operate this vessel and recover the stores as part of our support team.

We joined forces at Port Langdon, Groote Island, and it was here that the vessel underwent its initial sea trials. Although the vessel was unladen, the sea a little choppy but not rough in our estimation, the trials were conducted, after which the navy declared the vessel unseaworthy, and did not wish to be associated with its employment.

What a dilemma to confront at this stage of operations, with towers equipment to be removed from Edward Island and Rose River. Problem overcome we would sail the vessel kindly assisted by two sailors and a native guide. The navy also promised to escort us on the way down, they had a rendezvous to maintain with our Survey Regiment colleagues at Roper River.

So it came to pass that the mission began, our crew Hogan, Weinert and Griffin were chosen because of their ability or expendability, I am not sure. We were put off the mother ship somewhere between Cape Barrow and Bickerton Island around about midday. Our vessel took a few bumps off the mother ship during our launching. However we finally got under way.

We had not been at sea very long and we were taking water, apparently the bumps we had received had caused some damage to our bow. The situation was not desperate but I decided that we should make for shore while we still had daylight, so that we could beach and caulk up our opening seams. We altered course from due south to due west. This frustrated our navy cutter escort which had forged ahead but when they noticed we were not following, they returned to question why.

Their O.C. agreed that we should do as intended but pointed out that he was heading for shore also and to back his argument he indicated the smoke of a bushfire on the horizon due south. I could not convince him that the smoke he saw would be from a bushfire at Roper River, and that we would be nearer to land due west. I eventually won however but the delay had cost us precious daylight and it was dusk when we eventually spotted the coastline. By the time we were close enough to land it was too dark to select a route and we gently drifted in until we were stopped by a rock, we had made our approach to a rocky outcrop. We dropped anchor and spent the night on deck.

At first light we scrambled ashore and made breakfast. Our sailors tried to effect some repairs to our leaking vessel. Over breakfast I discussed our situation with the O.C. of our escort. He did not quite comprehend our situation and I had to make it clear to him that I would do whatever I considered to be in our best interest. He likewise made it clear to me that he was going to make Roper River as quickly as possible. On that understanding we got under way immediately after breakfast.

We did not make much headway and it was obvious that our repairs had not been successful. We were taking water almost as fast as we were bailing it out. This slowed our progress much to the annoyance of our escort. When I informed the O. C. that we were going to beach our vessel and effect proper repairs he got rather upset, so I suggested he go to B ----- sorry Roper River, which he did.

When we neared land this time we were able to select a nice stretch of sandy beach to land on. We were in the process of beaching our vessel when a Cessna aircraft appeared as from nowhere, it just happened to be an Army Cessna and who should be in it? None other than our CO. I recognised him as they flew over us quite low, and he waved to me. I am sure he thought we were there just enjoying a day at the beach, he used to think funny things like that, and the wave he gave me was more of an indication to get to work than to say how nice to see you.

He was truly intrigued by our presence there, for the aircraft circled and made another approach over us. This time so low, the wheels almost

left tracks in the sand, and as they made this approach our C.O. threw something from the plane. I quickly gathered this object, which happened to be a tin of bully beef around which was secured a hastily scrawled note enquiring what the hell was going on.

That tin of bully has a significant relevance to the cartoon, even though it was only a 16 ounce tin ie. enough for one meal for two men. Ah yes! Food for thought, let me explain. We had no means of carrying fresh food and our food supply was entirely of the tinned variety. To assist the survey parties food supply dumps had been positioned at points along the coastline. These dumps were well stocked and provided a variety of foods such as fruit, vegetables, meat etc, all in tins of course.

Now when we embarked on our journey we had been assured that we would be able to obtain our food supplies from these dumps also. Consequently we had taken minimal supplies initially. The significance of that tin of bully is that it was the last tin of meat of any kind we had on the entire trip with the exception of those that were air dropped to us on Edward Island. At all the food dumps, and we checked them all, the only foods left were tinned beetroot and tinned beans. What variety! We were lucky that we were able to catch a few fish (or at least our nature guide was).

Meanwhile, back on the beach our sailors did a good repair job and we were able to get under way once more. The days at sea were uneventful. We kept close to the shoreline and the only things to avoid were the occasional rocky outcrops that jutted from the shoreline. Our arrival at Rose River was treated like a celebrity occasion by Capt Stevens who had been domiciled there caretaking the stores and equipment we had come to retrieve. He even served us a hearty meal of fresh fish and vegetables other than green beans and beetroot to which we had become accustomed.

The day after our arrival at Rose River we set off again for Edward Is and to retrieve some stores that had been left by the survey parties. These stores were on a mission barge that the survey parties had acquired and were using as their means of transport. Unfortunately the barge had come to grief at Edward Island and had to be abandoned.

Edward Island being only about 20-30 miles from Rose River we reckoned would take no more than three days to sail down, pick up the stores and return to Rose River. We did not reckon with the weather however and consequently we suffered for it. The journey down was quite normal and we camped overnight thinking we would be able to load up and return the next day. But then overnight the weather changed from calm to stormy, and it was to remain so for seven days.

Now we had only provided ourselves with water and rations for three days, and not knowing that the weather was going to hold us up for seven days, we had used our supplies as normal. So on the fourth day we were looking for fresh water and food. There was no fresh water on the island and the only source of food was one waterfowl which eluded us for the duration of our stay.

We made a desalination outfit to produce water from the seawater. It was very basic and consisted of two four gallon tins connected by a length of hose. One tin was filled with seawater and this was brought to boil over a fire, the steam escaping via the hose to the other tin produced our water as it condensed. While the product was not perfect, it did give us two mugs of tea each per day (ie 14 mugs). To achieve this of course we had to keep our desalination plant operating all day. For food we were able to catch a few fish and sea snails provided us with a delicacy.

The weather continued to prevent our getting under way and it had also effected survey parties from the Regiment operating on Maria Island. Authorities were so concerned that an airdrop of supplies was organised and this was carried out on the sixth day. The RAAF completed the successful drop and we enjoyed the food and water very much. Needless to say now that we were in a position to wait for the weather to abate, it (the weather) changed and on the seventh day we were able to get going in calm conditions.

The journey back to Rose River made it obvious to us that our vessel had no hope of taking all of the stores back to our mother ship, at least not with any degree of safety. We could have made it with the stores

recovered from Edward Island but the extra load to be taken at Rose River was impossible. Our advice was ignored however and under orders we loaded all the stores at Rose River. Fully laden we had about three inches of freeboard and in the calm mill pond surface of the river we were able to make slow but steady progress. However, once out of the river and into the sea even though calm and with only a gentle swell running, our situation changed. Out came the bailing buckets again while we changed course and headed straight for land. Ashore we readied ourselves for an overnight stay and set up and established radio contact with our supremos. After all the pros and cons had been discussed it was decided that we should return to Rose River and offload the stores. We were then to return to the Gascoyne. The stores were eventually air lifted from Rose River and we rejoined the Gascoyne in the region of Caledon Bay.

The entire operation only lasted for a month and at least we did not lose our craft or sense of humour. I think we all lost our taste for green beans and beetroot.

## VALE

JIM MULQUEEN. Old news now, but Jim passed away in Bendigo in the latter part of 2003. The report was intended for our last newsletter but somehow was not included, so my apologies, however many local members would not have known.

As a WO2 printer in Litho Sqn at Fortuna, Jim was very highly regarded by all ranks for his experience and expertise in the printing room, ensuring that all maps produced were of the highest possible quality. He was a beaver for work making sure that all tasks were processed on time and had the ability to solve problems on the run. On retirement several years ago now, Jim set up his own printing business in Bendigo and continued in the business almost to the time of his death.

Jim considered one of the high points of his career was in the late 1970's, when all of the old printing machines at Fortuna were gifted to the Indonesian Government, and he was sent to Indonesia to supervise the setting up of the presses and to oversee the first print runs.

The yarns that Jim recounted on his return, giving an insight into the social and working conditions he experienced in Indonesia, were gems. Jim will be missed by his numerous friends around Australia.

JAN LAMBTON-YOUNG. Jan passed away on 25 Apr 04 in Bendigo succumbing to cancer. A large number of Association members attended the service held at Mulqueens prior to cremation on the following Thursday. I think that all will join me in offering our condolences to Dave at the sad loss of his wife.

RAY BIRTWELL. Ray passed away about 19th April 04 in Sydney as the result of a tragic accident while using a grinder. Aged about 52 years, Ray completed six years in the Corps in the seventies after completing the 39/70 Basic Survey Course. The report came from TJ Wicker via Mike Coventry in Queensland.

CHARLIE KOVACS. Charlie passed away peacefully last Easter in Brisbane suffering from a cancerous condition. He came to Australia as a migrant from his native Hungary, joining the Corps circa 1957 to complete the basic survey course at Balcombe. During his years in the field on mapping operations, Charlie was regarded as a top bush hand by many senior officers, and built up a reputation as something of a wag and a character. One or two I know of were a shade irate when they inspected the remains of their curly locks after a hair cut by Charlie as the camp barber. I remember during a field exercise near Bonegilla, having to collect Charlie's camp and survey equipment by vehicle from a traverse station, about an hour before he was to be air-lifted out. Charlie flatly refused to release a jerry can of water to me, because he wasn't going to be left in the bush without water, even though it had been raining all day and a nearby creek was in full flood. Charlie was posted to 4 Fd Svy Sqn at Keswick barracks about 1973 and served two field seasons in Papua New Guinea with the Squadron. Following this he returned to Brisbane to complete his twenty years service, as I understand, before his retirement. Condolences are extended to Charlie's family.

ALISON BOGUMIL. Daughter of Judi and Rob Bogumil, Alison was killed with her fiancée Damian Thomas, in a tragic road accident near

Bendigo last December. They were to be married in February this year. A joint funeral service was held at St Killians Church , Bendigo on 29 December attended by a large crowd of local Association members including former Litho Sqn OC's Terry Edwards and Terry Lord. The couple were buried in adjoining graves at the Kangaroo Flat Cemetery. My thanks to Colin Cuskelly via Magna Carto (April 04).

### Members Contributions

#### Just for a laugh

by Noel Sproles

If lawyers are disbarred, and clergymen defrocked, does a podiatrist become defeated, does a coward become defunct, a novelist detailed, a sailor deported, an airman deflated, flat beer distilled, a beer tankard disputed (subtle one), a banker dispersed, a celebrity demobbed, a politician devoted, Helen destroyed, Samson distressed, or Saddam de-bunked?

Does a cricketer become detested (Steve Waugh, of course, excepted), a baseball player debased, love birds despaired, a farmer distracted, or a horse decanted? Does a magician become disillusioned, a gunner get discharged, or puritans demoralised? While some lawyers are disbarred, others are distorted (a very civil punishment for their wrong doing!)

But what happened to us all when the Corps (that happy band) was disbanded? Did the old GD draughtsmen become type-cast or even delineated? No doubt cartographic draughtsmen became described. However, there is no doubt that the surveyors just pegged out.

#### How the times have changed

by Allan Adsett

Earlier in this newsletter we have read stories by John Hogan about establishing a first order traverse along the coast of Arnhem Land and by Noel Sproles about plane tabling to plot a new road at Nui Dat.

When I retired from the Corps in the late 1980's, survey control was being established using "Geoceiver" satellite tracking equipment. This was approximately the size of a medium to large suitcase. Modern technology has reduced the size of hand held GPS equipment to no bigger than a mobile phone.

In May 2000 the US Government ordered the unscrambling of the satellite signals that drive GPS technology thus reducing the error factor from 100m to 10m. Within 2 days of the unscrambling, a 'cache', a bucket of goodies, was hidden near Portland, Oregon and the location posted on the internet. Three days later it was found and a new recreational activity called "Geocaching" was born. Less than 4 years later, there are an estimated 70,000 caches hidden in more than 200 countries spread across all 7 continents. The official web site—[www.geocaching.com](http://www.geocaching.com)—list the trademarked slogan, "The sport where you are the search engine."

As with most new technology, Australians have enthusiastically embraced this hide and seek world of electronic orienteering. There are 108 caches hidden within 10km of the Adelaide GPO and 539 hidden in South Australia from the Adelaide CBD to near the NT border.

The geocaching premis is simple. A member hides a cache, a waterproof container that contains a log book and some other (usually token) items. The location, in latitude and longitude along with some cryptic hints, is posted on the WWW. Each cache is graded between 1 and 5 in difficulty and terrain. Using the coordinates and hints you follow your GPS to track down the cache. It sounds easy, many of them are, but there can be complicating factors. Caches have been hidden high in trees, on cliffs that require climbing equipment and in ocean locations accessible only to divers. It all depends on the imagination of the person who placed the cache.

Returning home, geocachers log their finds on the web and their tally grows, status coming with the number of caches found and placed by the individual or team. Some have registered hundreds of finds.

A part of the art of geocaching is concealment to ensure that non geocachers (known as muggles) don't stumble across the cache. There are three rules:

1. Take something from the cache
2. Replace it with something of similar value
3. Write about your visit in the log book

Apart from SA, we have found caches around Bendigo and Canberra and intend to pack the GPS for use in our forthcoming holiday in Qld.

Geocaching is something that can keep you in touch with your mapping roots. It can break up the long drives as you 'Wander the Kings Highway' or when it is too rough for fishing or they are just not biting. It is amazing the great sights and views that can be found. Often they are in places quite near to home that you never knew existed.

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