



# SURVEY EX-SERVICEMEN'S ASSOCIATION SOUTH AUSTRALIA



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Newsletter No 47 - March 2008

## **WELCOME**

Welcome to our first Newsletter for 2008. I have received more feedback most positive but some who prefer the previous format. Quite a few members have elected to receive it electronically via email rather than a hard copy via the Australia Post and this is saving us quite a bit in postage. If you would like your name added to the email distribution list please send me an email.

## **SOCIAL NEWS**

### First Friday Drinks

5pm at the Saracens Head, Carrington Street.

### ***Please remember the 'thirst thriday' of the month at the Saracen's!***

Numbers have, of late, been dwindling - and for the 'regulars' it's a bit disappointing! If you have the time please make the effort, and if the mood strikes you stay for a bite to eat. I'm sure that you can encourage another ex-RASvy member to dine with you. Prices are most reasonable and the atmosphere is pleasant (now that it's a no smoking venue) - as the following article from the Adelaide 'Advertiser' will attest! Generally - parking close to the Saracen's is not a problem Looking forward to catching up with you in the near future!

Kindest regards,

John D A Harrison, on behalf of the 'usuals' on the 'thirst thriday' mob!

John sent me this article and it is reprinted with kind permission "The Advertiser"

### **Bar Scene - Thursday January 31 2008 – Peter Wood**

#### **A pleasant distraction**

The first thing that grabs your attention when visiting the Saracen's Head Tavern is the bar - not as in the room, but the bar itself. The huge piece of wood looks as if it fell off a tree one day and someone decided to use it to slide drinks across.



It may well have. If it did, someone has done a good job over the years to maintain it as a shiny wooden feature at which it's a pleasure to pull up a stool.

Dating back to 1850, this secluded little pub sits in a residential area. It's the type of position that ensures most patrons are either locals or have sought the pub specifically to drink with their favourite group of friends, away from the distractions of other nearby bars.

For those wanting to snoop around the place for the first time, the lunch and bar menu is a good place to start. A wrap will cost you just \$10 and the rest of the specials meander through a well-priced tour of curry, pasta or fish-of-the-day.



It culminates with the scotch fillet, not the cheapest bar-served steak in the city but this one stays gourmet, served on a bed of sparkling ale Yorkshire - style pudding.

Like the adventurous specials, the rest of the bar menu offers something a bit different from the regular pub grub. The garlic bread is rivalled by the chilli basil bread and the thick-cut chips are laced with lemon aioli.

The porterhouse is a quality cut of meat and even a Saracen schnitzel will be topped with prawns and avocado.

One of the best discoveries at the Saracen would have to be the mezze platter. It's \$15.50 a head for a minimum of two people and the succulent spread makes it worthwhile. It's not just dips and pita bread here - expect to find prosciutto, chorizo, olives, tom yum squid as well as salt and pepper squid, prawns and rare roast beef.

If the bar menu isn't gourmet enough, a more thorough menu can be found in the restaurant.

The big old wooden bar from the front of the hotel extends round the corner into the room, reminding patrons where they are. It's a pub with all the offerings of a restaurant. It just doesn't try to act like one.

### Third Friday Drinks

If you happen to be in Bendigo on the day, call in at the RSL Club on Havilah Rd., to meet up with the DIGO crowd at 5pm.

### Last Friday Drinks

Should you be in Brisbane, join our Qld comrades at the Gaythorne RSL at 5pm.

## NEWS ITEMS

### RASurvey Web Site

Kym Weston has registered a web domain name for use by the Corps. The address to type into your web browser is <http://www.rasurvey.org>. From the home page you can select any of the Association branches. When you click on the SA link you will see generic email addresses for the committee members. Emails sent to these addresses are automatically forwarded to the members private email address. Why not add them to your address book and that way you do not have to update your addresses after Committee changes.

As I understand it, if any former Corps member would like a [rasurvey.org](http://www.rasurvey.org) email address please contact Kim. You must already have an email address and your [rasurvey](http://www.rasurvey.org) address would be forwarded to it.

Queensland and WA have some Newsletters available for downloading.

### Member Address List

Stevo Hinic wrote to me recently with the following suggestion.

Westlink in their No 29 issue on pages 31 & 32 have a membership roll printed out. Can such an item be done for our newsletter? I believe it's a magic idea since we all travel these days and interstate members at least will know the names and locations of past rasvy members in SA and can contact them should they wish. Stevo said he wished he had the list when he was in Perth a couple of years ago.

What is your opinion? Would you agree for your contact details to be published in the newsletter? Is it worth discussing at the AGM?

### Anzac Day

We are in our usual form up position on North Terrace just west of Pultney Street. Don't forget the 2008 Reunion at The Elephant on Vaughan Place. See the enclosed flyer for details.

### NSW Association

If anyone will be in Sydney on Anzac Day and would like to march with our NSW colleagues, they will assemble as usual at the corner of Hunter & Bligh Street at 9AM.

### Annual Subscriptions

Enclosed with this newsletter is an invoice for subscription arrears. Please send your cheque to Treasurer Peter Elverd or come along to the Reunion and pay him at the AGM.

### Northern Hydro Survey

Bad weather delays Navy's northern water survey

Turbulent weather has temporarily thrown Australian Defence Force (ADF) plans to survey unchartered waters in northern Australia off course.

The ADF wants to gather navigational data on southern areas of the Torres Strait by January next year. A Perth-based company has been chosen to undertake the work.

Commodore Rod Nairn from the Navy's Australian Hydrographic Service says the information will boost surveillance capabilities.

"The second phase got underway at the beginning of November and they've completed about 30 per cent of the first survey area that was allocated under that contract," he said.

"Unfortunately the weather conditions have really not been very suitable in the last month or so since Christmas, so the work's been put on hold for a few months and they'll get back onto it when the weather conditions improve."

*Duh! If the old Survey Corps was still around, we could have told them that it was bad news to try and survey in northern Oz in the middle of the wet season!!*

### Gone but not forgotten

While the Corps may have faded into history it is certainly not forgotten. Recently a work colleague offered a book to me to read. *HAUNTED The Book of Australia's Ghosts* by John Pinkney. On page 43 there was a story titled "Spectre-Plagued Soldiers – and a Scandalised Citizen" which described the ghostly happenings in Fortuna Villa the home of the Army Survey Regiment. The CO of the day, Lt Col Don Sweeney, is quoted as saying "There have been too many incidents to dismiss it. In the cold hard light of day we can laugh about it but at midnight you wouldn't be laughing"

## **PEOPLE NEWS**

### Steve Rose

I received an email from Steve who lives in Queensland in early January notifying me of his new email address and his intention to prepare another article for the newsletter. Steve commented at the end of the email about their weather.

*At present developing web feet after almost 5-6 weeks of on/off rain. Need a compass to find the way through the grass as too wet and soggy to mow - the trouble when you live on a hillside and have clay soil.*

### Alex Cairney

I received the following email from Alex.

Barry Lutwyche and I arrive Adelaide 0900 Tues 22 Apr staying with one of Barry's mates. George Timmins comes into the equation on Thursday along with Ross Smithwick and I hear Peter B-B; We are booked into a 6 berth on site cabin at a caravan park just off Hackney Road (top of North Terrace) for 24/25 Apr giving easy access to War Memorial for Dawn Service. After that we are in the "capable" hands of the SA Association, we await further instructions on the Anzac Day curriculum.

### An unnamed surveyor

The ABC have a program where they ask listeners to phone in and relate tales of being caught doing something they shouldn't. A number of people have reported to me that they heard a retired member of the Survey Corps relating a tale of his youth a few weeks ago. The story apparently goes something like this.

A field survey party were in the Northern Territory on one of their long survey operations. They were camped on one side of a waterhole and each evening the local wild life would come down to the other side for a drink. After being in the bush for a number of weeks without the normal recreation facilities, one young surveyor got a bit bored one evening and suggested to his mate that, for some fun, they creep around behind the water buffalo and drive them across the waterhole and through camp. All seemed to be going according to plan until the water buffalo were just about across and suddenly the headlights of all the unit vehicles were switched on. In the following confusion, buffalo went in all directions and two young sappers were left to face the music.

## **MEMBERS CONTRIBUTIONS**

### The 1957 Darwin Trip - Some Reflections 50 Years Later (Part Two)

By Frank Bryant

The next major event was arriving at the Katherine River Hotel. There had been a considerable amount of smoke from grass fires quite close to the road. The publican indicated that the fires were extensive and had driven many wild water buffalo out to the road. He suggested that we should stay overnight to be safe. Our OC saw that this was a good reason, on the part of the publican, to sell more beer etc. It was early in the afternoon.

We were all carrying .303 rifles in the vehicles with ammunition secured in the stores vehicle. The OC saw fit to issue every driver with (I think) five rounds. These were only to be used if a wild beast attacked a vehicle.

We then proceeded on our way. The rest of the journey into Darwin was uneventful and we arrived safely at Larrakea Barracks. I was ordered into bed in the camp hospital and was unable to take any part in the setting up of our office and work area.

After some desperate pleas to leave the Camp Hospital I was allowed to do "Light Duties" in our admin area. Also found a small room, downstairs near the showers, in one of the barrack blocks. This saved me a journey up the stairs and complied (in part) with the conditions under which I was released. To avoid being sent back to Adelaide I became a "gopher" for our team. This led to many interesting experiences.

We had about seven two-man teams scattered between Darwin and Katherine River. There were no maps available (at the time of the Humpty Doo rice growing experiments) so navigation was by dead-reckoning.

It was necessary to supply the teams with food, good drinking water, petrol, oil etc.. Those in the field were paid travelling allowance hence my job became one of liaison in the barracks as well as obtaining details from each party as where and when they wanted to be met with fresh supplies. During the course of the project various army and Department of Defence groups came into the barracks for short periods. Some of these groups approached the Quartermaster for camp rations and travelling allowance. When he declined these requests he was met with the statement "The Survey Corps people are getting this because we have seen them picking up food supplies in the barracks." He then showed them some of our receipts, for food purchased by us in Darwin for our people. He then told them that we had our own camping equipment which was not Army Issue. That put an end to that problem.

Negotiations (offer to pay) the lease holders to allow us to shoot a young beast occasionally for fresh meat were successful. The response went something along the lines of "you can shoot any unbranded beast whenever necessary with no cost". When it was pointed out to him that they were

fairly wild beasts and it would be almost impossible to see if they were branded or not. His laconic reply, with a grin, was “don’t tell me your troubles”. The system worked well.

During some negotiations with the senior barracks cook he requested a young buffalo be brought in dressed but with the hide still on it, in exchange for things such as ice cream and other delicacies. We also delivered freshly killed wild geese to the kitchen whenever there was cull at the rice fields.

Return from the resupply trips was usually quite late at night. When there was a young buffalo on board we would unload it when the morning mess line was forming. The cook (Cpl Reg Alcorn) was qualified in meat inspection and carried out this duty with diligence. The midday and evening meals usually had three meat dishes to choose from. A few days after the public unloading Reg would have a tray of veal on the menu. Many of the staff would be quite rude about it and said words like “you cannot fool us with that light coloured buffalo meat”. I always had the veal because that was what it was – and always quite tender. A few more days later he would produce a huge tray of beef and offer “seconds”. Many came back for more and said such things as “this is much better than that buffalo you offered earlier in the week”. Little did they know.

Talks were held with the pay room staff to arrange an efficient means of getting the travel allowance into cash in hand as soon as possible after return from the field. A few methods were tried before we achieved what appeared to be a good working system. Time of departure for each team was recorded. In consultation with each group an anticipated return time was also recorded. During field resupply visits the estimates could be amended. About two days before the anticipated return date these consolidated figures were handed to pay staff to enable them to carry out the necessary paper work and have the cash ready. Any discrepancy between the estimated and actual return time was noted. This difference was applied to the appropriate departure time of the next trip so that total allowance time was “correct” without having to wait upon actual return times to begin the pay room paper work. It is believed that during the 1958 trip some teams waited outside camp until the stated time for return to keep the paperwork correct. The pay staff must have changed by then as we had no such problems.

Our jeeps were taking a real punishing in the field. In many instances there were no tracks and travel was by bush-bashing. The vehicles got quite dirty and were very prone to breakdowns. The RAEME workshops were under command of a WO1 (Joe Hines). His staff complained about having to clean our vehicles before they could work on them. The team that limped it into barracks were supposed to prepare it for acceptance by RAEME – not a very pleasant end to ten days in the field – but after some more talks I had to present for a formal RAEME Trade Test. Having completed five years engineering apprenticeship and a few years marine engineering as a tradesman this was no problem but it satisfied army requirements and allowed me to assist in the workshop area to release someone to work on our vehicles as they came in.

The workshop OC decided that our staff needed some additional driver training to minimise the amount of vehicle damage. It was arranged that when the next vehicle was ready to return to duty RAEME would take three of their Jeeps and our repaired one down to our “base camp” at Marraki Crossing and conduct a one day training course in rough country driving. My offer to guide them in was declined so it was arranged that there would be a couple of bods at the camp site to provide a link to our other groups for the training.

The RAEME convoy drove right past the camp-site even though one of our people ran after them waving his arms and shouting out. The RAEME group returned to barracks earlier than expected, with one jeep in tow. They very quietly told me that they had damaged one of their Jeeps and blamed the terrain. We had wonderful support from then on.

One of our groups was working in the vicinity of Tindal Air Force Base and received excellent support and service from them throughout that phase of the operation.

In a discussion with the Workshop OC it was arranged that, due to the poor state of our vehicles, it was highly unlikely that any of the Jeeps would be able to be driven back to Keswick at the conclusion of the operation. It was jointly decided that as the end approached we would have each Jeep assessed. It was expected that they would all be beyond economic repair. However, the BER certificates would not be signed and dated until each one came in on its final trip of the project. Our OC in Keswick was appraised of this approach and gave his approval. This made our exodus from Darwin much simpler as only reliable vehicles would be in the convoy. A number of members were flown from Darwin to Adelaide, landing at almost every small airfield along the way.

It was quite unnerving to see the aircraft wing tip, and its shadow on the tarmac at about midday, only about twelve inches apart as we hit turbulence on the first attempted landing at Daly Waters. The pilot “went around again”. After getting control of my turbulent tummy, I looked around to see a number of people trying to put their breakfast into plastic lined bags.

It was a long journey home by plane those days but those driving south sure had a more trying trip.

Perhaps someone has a copy of the Roll Book for the period so that names and dates can be added to these reflections. It would also be wonderful if some of the untold stories could be published in the Newsletter in the near future. What about the team that placed all of their tinned food inside their hot/cold steel food trunk along with the ice from the supply truck. Rumor had it that because the labels had washed off they opened three tins at each evening meal and termed the outcome “Pot Luck”. How about it fella’s, any truth in that story?

There are many more very interesting stories about this trip which should be recorded. Regrettably, very few will ever be committed to print. Those such as; when Marcel Orian’s jeep slid off a sand track and hit a “stout sapling” which bent the jeep chassis as well as a 0.303 rifle barrel tucked down beside the driver; or; the group who caught a few wild piglets, tied red bunting bows around their middles, and released them so the aborigines could collect them for food; would make very interesting reading. Perhaps someone’s memory could be prodded.

### **ITEMS FROM THE INTERSTATE ASSOCIATIONS**

Reprinted courtesy Qld Newsletter

#### **NOW I’M THE OLD CRUSTY by WO2 Peter Coles – SSM 1 Topo Svy Sqn**

It does not seem that long ago that I was standing on a parade in 1981 at the then 1 Field Survey Squadron and having the SSM WO1 Alex Cainey giving me a serve for having “a disgusting beret” and thinking ‘who is this old crusty?’ (I must admit Alex was right my beret was shocking). Now, only the other day I was serving it up to one of our new Sappers about the state of his slouch hat and I looked him in the eye and said “you can think it, just don’t say it” to which he replied “what Sir”. Yes you have guessed it I’m now the SSM.

As to the title of the article “Now I’m the old crusty”, one must first understand the requirements to be an Old Crusty within 1 Topo Svy Sqn. These are:

1. Ex Royal Australian Survey Corps – check;
2. Been in the Army more than 20 years – check;
3. Be at least the rank of WO2 – check;
4. Be of an age where you could easily be the Sappers (and some cases the Corporals) Father – check;
5. Be able to brag about some significant event no one knows or cares about – BIG CHECK.

So I’m an Old Crusty, and scarier is that I am also a founding father of the trade these people and I at 1 Topo Svy Sqn belong too (number 5 above). I may be wrong, but at the time of writing this

article I am the last serving member of that intrepid team who went to Darwin in 1989 and formed the MGI Pilot Project which was the fore runner of the Technician Geomatic Trade.

As a well travelled soldier who started his IET's in 1981 as a Cartographic Technician to now being a Technician Geomatic in 2007, I have noticed many changes in the Army, The Corps and the Trade. To compare the technical requirements of a Carto Tech to those of a Tech Geo is like comparing chalk and cheese, but to compare the quality of people from 1981 (my time) to 2007 (still my time) it is a carbon copy. The people who came to both trades possessed the same high intelligence, imagination, can do attitudes and a willingness to contribute that has allowed us to maintain a reputation as quality and professional soldiers within the Australian Defence Force and internationally.

I decided to write this article for the Association to not give an update on the Squadron but to give comparisons between those who have gone before and those who now carry the mantle. I would like to make it quite clear to all that the members of 1 Topo Svy Sqn are a highly trained team of soldiers who can stand shoulder to shoulder with some of the biggest armies in the world and not only out perform as technicians but as professional soldiers (in my opinion this has not changed since 1901).

We who worked in the Field Squadrons in the 80's were known for our work hard and play hard attitude to soldiering. This did not mean that we were any less professional because of it. On many occasions members would spend eight months to a year on Operations in Australia and Overseas and come back having made a significant contribution to the Nation.

The soldiers in 1 Topo Svy Sqn today spend up to six months on Operations overseas and the array of tasks that are undertaken are staggering in there breadth and diversity. In the last five years 1 Topo Svy Sqn technicians have covered humanitarian operations, peace keeping operations, peace monitoring operations (there is a difference), stabilisation operations, law enforcement operations, national extraction operations, rebuilding operations and disaster relief operations. The 15 Australian Tech Geo can now be found working on Operations in Australia, Iraq, Afghanistan, Fiji, Solomon's, Timor Leste and Central Australia. They can be found supporting major exercises and civilian activities not only in Australia but also overseas.

The cry of technician first and soldier second that we have all heard over the years to me is just a myth. All of the people I have worked with in my 26 years of service have always thought of ourselves as soldiers first (that's because this skill keeps you alive). You would get no better example of that than understanding the requirements of one of our overseas operational positions where the individual in the office is a Tech Geo but in the field he is expected to be a quality soldier and many rely on him to protect their lives while they do their job. Although only having been back in the unit for nearly two years I am always filled with a sense of pride at the letters of high praise we receive on the soldierly qualities of our deployed personnel and these also extol the high quality of their technical capabilities as well. These letters not only come from Australian units but also many other nations' armies receiving our support.

So where to now for the members of 1 Topo Svy Sqn? In the 80's we had five Field Survey Squadrons to not only look after Australia but all overseas requirements as well, today we have one. The army in the 21st Century is moving towards an army of two's and a Hardened Network Army. 1 Topo Svy Sqn will grow by a third of its current size and incorporate a Reserve element to not only support Geospatial requirements at 1 Topo Svy Sqn but to also augment manning for deployment overseas (this is expected to be achieved by 2014). It would be nice to think that we could grow by another Squadron but with the amount of training required to grow a Tech Geo this would be unachievable before 2030. It has been muted that to speed this up training could be adjusted and shortened, but gladly many in the trade stood up and jumped on this right from the start.

I feel that as long as we get quality people coming into the trade we will always have quality soldiers. My time is nearly over but I look around the Squadron (as probably Alex did) and I know that there is a great potential for the future of the trade and I will be only too happy to hand over the reins to the next potential 'Old Crusty'.



1ST TOPOGRAPHICAL SURVEY  
SQUADRON – RAE  
Report culled from the Sapper  
Association Newsletter 3/2007

Another year for 1st Topographical Survey Squadron is almost over – but not without a large ongoing effort in operational and other support to the Division. The role of the Squadron has changed subtly from in 2006 supporting Army to supporting the 1st Division as the main effort. The Sqn has maintained between 10 and 20 soldiers deployed on operations in Afghanistan, Iraq, Timor Leste, and on domestic operations.

These have included the first overseas deployment of the Squadron's air camera, and the deployment of five members to Afghanistan with Reconstruction Task Force 2. Our members have often been the only Sappers on these operations.

The Squadron commitment to exercises has mirrored the high rate of deployment. The most notable exercise commitment for the year was Exercise Talisman Sabre, where over 40 Squadron members gained experience working alongside US survey technicians and RAN hydrographers in a large joint effort. Members were spread from RAAF Williamtown, to Shoalwater Bay and Bradshaw Training Area where they were embedded with all levels of command from the CTF HQ down to battle groups as part of amphibious maneuver forces.

The Squadron also carried out a number of overseas visits to Canada, USA, Malaysia, and the UK most recently.

In addition to providing 'good support' overseas and on military exercises, our Sappers put in a good showing at sporting events and a military skills competition. 1 Topo Svy Sqn turned a few 6 RAR (and 6 ESR) heads as the surprise winner of the 2007 Gallipoli Barracks Obstacle Course Competition 2007. A contingent of 16 Squadron members competed as part of an Australian Defence Force team placed well in the international biathlon championships in Austria and Switzerland in January and the Squadron turned out in force to help 6 ESR win the 2007 Gallipoli Barracks King of the Hill race to the top of Mt Enoggera.

Since 2005, the Squadron has been providing support to the Combined Explosive Exploitation Cell based in Baghdad, Iraq. This involves one Geospatial Analyst working within a multinational team. His job is to plot, collate, manage and analyse geospatial information and intelligence related incidents involving Improvised Explosive Devices (IEDs). This role is to extract technical intelligence on IED location and distribution to identify bomb making trends in space and time. This analysis can then provide support both offensive and defensive counter-IED operations by Coalition Forces.

Army has successfully deployed and operated its airborne image acquisition system on its inaugural overseas deployment. The Aerial Digital Imagery Acquisition System (ADIAS) deployed operationally to Timor Leste is operated by geomatic technicians aboard an aircraft flown by Army Aviators.

## VALE

Lieutenant Colonel Thomas Clem Sargent O.A.M. (Retired) 14 August 1923 —31 December 2007

Royal Australian Survey Corps 1946- 1975

Hon Colonel Commandant 1983 – 1989

Clem Sargent joined the Interim Army in March 1946 with the hope that he would be sent to Japan with the Occupation Forces. Instead he was allotted to 5th Field Survey Company of the Survey Corps, based at Chatswood in Sydney, as a Sapper. He did his initial survey training under Major Bert Eggeling and Warrant Officer Class 2 Spencer Snow. Clem attended a number of courses at the newly established School of Military Survey in 1948 and again in 1949.

After a Special Survey Course at Balcombe in the latter part of 1950 and another in 1951, Clem was commissioned as a Lieutenant on 15 December 1951 at the same time as Ed Anderson, Don Ridge, John Hillier and Frank Stevens. A number of postings followed: 15th National Service Training Battalion at Puckapunyal, Southern Command Field Survey Section and then Army Headquarters Survey Regiment at Bendigo. In 1956 and 1957 Clem worked on Project “Cutlass” a shore-ship-triangulation survey of New Ireland, new Hanover and surrounding off-shore islands in the Territory of Papua and New Guinea. He was appointed Adjutant/Quarter Master of the Army Headquarters Survey Regiment and then posted to Survey Directorate, which had recently moved to Canberra, as Deputy Assistant Director Survey. On 9 March 1965 he was posted to a similar position as Deputy Assistant Director Survey at Headquarters Far Eastern Land Forces, Singapore. On return to Australia he became Officer Commanding Western Command Field Survey Unit. In 1970 Clem was seconded to Eastern Command Field Survey Unit in Sydney to command the first Defence Mapping aid project in Indonesia, His last appointment was Commanding Officer and Chief Instructor of the School of Military Survey, Bonegilla, from which he retired with the rank of Lieutenant Colonel on 19 March 1975.

After he left the Army, Clem joined the Australian Survey Office and then the Division of National Mapping as the Senior Executive Officer (Planning and Co-ordination). It is ironic that a former survey corps officer should hold the purse strings at the Division of National Mapping.

In addition to his Survey Corps activities Clem had a great interest in military history. He joined the Military Research and Collectors Society, the predecessor of the Military Historical Society of Australia, in Victoria in 1959. Since then he has been an inaugural member and office bearer of both the Western Australian and Australian Capital Territory Branches. He has held senior positions in the Society such as Federal Secretary (1978 -1988) and Federal Vice President. He has been the Australian Corresponding Member of the Council of the Society for Army Historical Research (Based in the United Kingdom). For his services to Military History Clem was awarded the Medal of the Order of Australia in June 2003.

## Photo's

TJ Wicker sent some photos of his trip to Cape York and I didn't have room in the last newsletter to include them.



TJ and Leah at the tip



Pandanus Park, a veterans retreat



The bog



Gunshot