



HOLDFAST

April 2013 - Number 22

www.tunnelrats.com.au

OFFICIAL NEWSLETTER OF THE VIETNAM TUNNEL RATS ASSOCIATION INC

OUR COVER STORY:

An amazing week out on operations in 1966 with 3 Field Troop, the original Tunnel Rats. Photo: Sapper Barry Harford takes a smoko

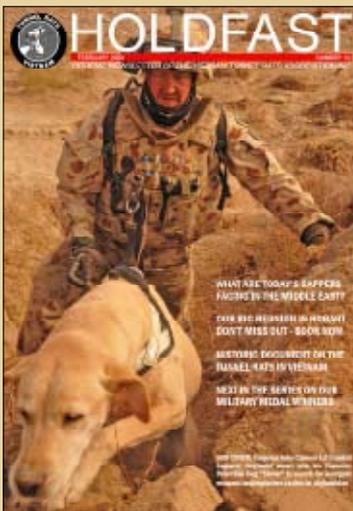
INSIDE:

- Join our trip to Vietnam in November 2013
- The Special Operations Engineer Regiment
- Historic guide to the best bars in Vung Tau
- A better way of blowing up enemy bunkers

Nostalgia Pages



Pages of great pics from the past to amaze and amuse. Photo contributions welcome. Send your favourite Vietnam pics (with descriptions, names and approx dates) to Jim Marett 43 Heyington Place Toorak Vic 3142 or by email to: tunnelrat@optusnet.com.au



Holdfast Magazine

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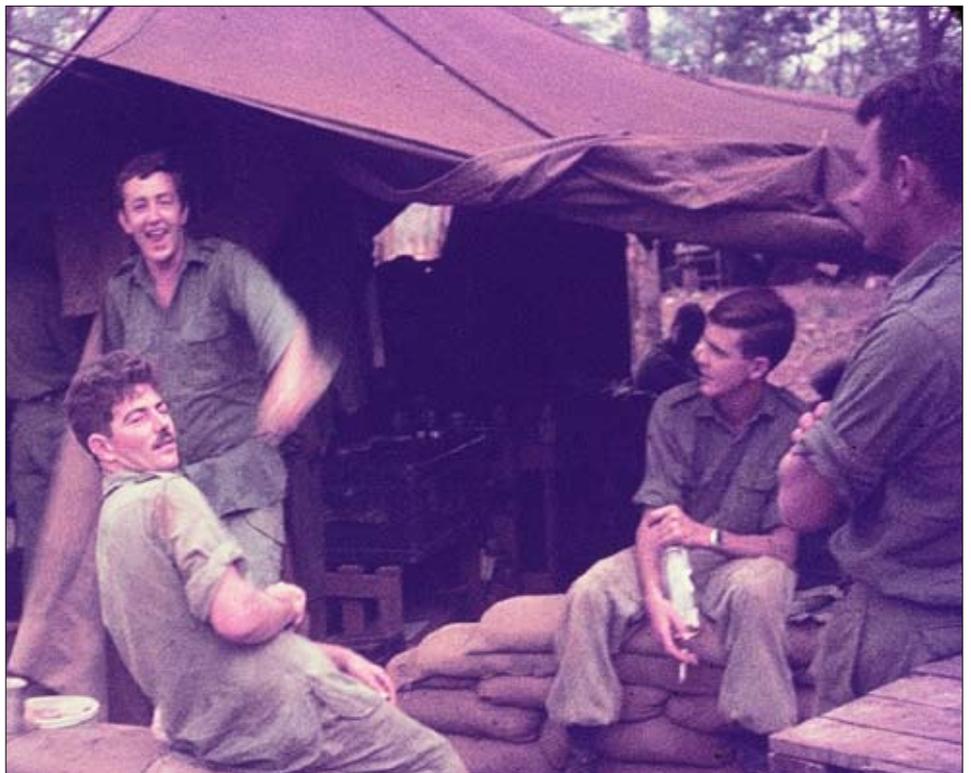
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A trap set for Tunnel Rats

Made using a rat trap as the triggering device, this booby trap was found on the approaches to a tunnel system near Lang Phuoc Village, at the base of the Long Hai mountains. When the rat trap was triggered, electrical contact was completed and batteries sent a charge to an electrical detonator in the centre of a locally made claymore mine.



Home sweet home

Some of the original 1 Troop lads taking a break in their lines at Nui Dat in 1967. From left to right: Trevor Shelley, Ross Tulloch, Ken Jolley and Jim Small. The sandbag walls around the tents were later to become more substantial, higher, thicker and encompassing all sides.

“He’s in there somewhere mate”



A couple of VC had been seen emerging from this hiding spot and running into nearby bush during a village search north of Nui Dat in September 1971. On the left is CPL Don Stringer, and on the right is Sapper John Darrington, both Tunnel Rats with 1 Troop, 1 Field Squadron. The lads are looking to see if the hiding place contained any hidden entrances leading to a tunnel system or a cache of enemy weapons or supplies. Villagers often had little choice on whether or not they supported the Viet Cong. The VC regularly assassinated Village Chiefs and those showing any signs of supporting him.

“G’day Aussies!”



Yank pilot makes a low pass over the Back Beach

For the Americans at least, flight regulations in Vietnam during the war were somewhat relaxed. This pilot however is really pushing the envelope. He is just about low enough to have one of the sunbathers pass him a beer. Though the Vietnam War was well into the jet era, prop driven aircraft like this one were still heavily in use. Their slower speeds made for more accurate rocket and bombing runs.



Viet Cong booby trap factory

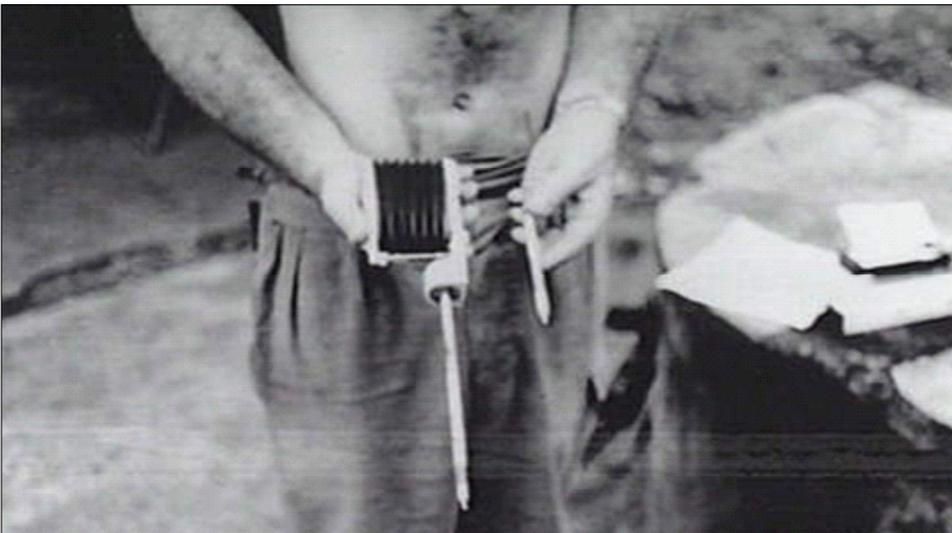


During Operation Ainslie in September 1967, this Viet Cong mine and booby trap factory was discovered within an enemy bunker system. On the table at the front of the factory sit various booby traps under construction, including one being made from a bottle. Numerous homemade grenades were also found, completed and ready to go, like the one shown (left). The Viet Cong got most of their explosives from unexploded bombs which littered the country. They simply melted the explosive material from the shells and poured it into their own devices.



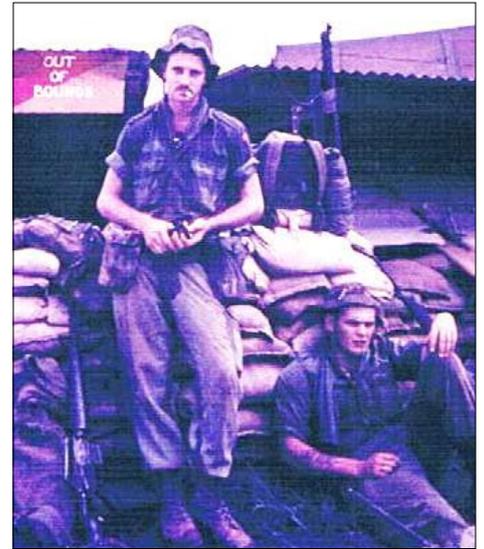
Some Sapper handiwork

Aerial view of a Viet Cong (VC) or North Vietnamese Army (NVA) bunker system demolished by Australian sappers from 1 Field Squadron, Royal Australian Engineers (RAE), during Operation Overlord which was conducted between 5 and 14 June 1971. Operation Overlord was designed to be a search and clear operation intended to destroy VC and NVA units in the Suoi Nhap area, eight kilometres east north east of the intersection of route 2 and the Long Khanh-Phuoc Tuy provincial border. In nine days of operations the Australians suffered 32 casualties (including 12 killed in action), the loss of a helicopter and a number of vehicles. Six VC/NVA soldiers were killed and three were captured, along with two weapons, ammunition, clothing, food and medical supplies. A number of bunkers were also destroyed.



Testing the air underground

After the tragedy of losing Corporal Bob Bowtell to asphyxiation in a tunnel system, various types of equipment (including the above) was considered for measuring oxygen and carbon monoxide content in the tunnels.



Identity crisis

This photo has been sent to us by Bob O'Connor (standing) in the hope we can identify the lad lounging on the sandbags. Bob says they were a Splinter Team kitting up to go out bush. Bob was the Number 1 of the team, and the Number 2 was a guy relatively new in-country. It was 1968. Can anyone help us out? The "new guy" looks pretty relaxed about it all though - maybe it's his second tour!



Another "Arab" photo

Photos of "Arab" Avotins while in Vietnam are rarer than rocking horse poo. This is despite the fact he did two tours! But our call for photo evidence of "Arab" in country has unearthed this pic from the archives. Above we see "Arab" in the 2 Troop Rec Hut, probably in early 1970. Behind him is Ralph Schaefer.

Taking a well-earned break from laying the minefield



A few days before the laying of the main Barrier minefield, a minefield was laid around parts of the Horseshoe feature. Here Sapper Ron Forsyth (left) and Sapper Neil Innes relax at the Horseshoe during a day off laying that earlier minefield. The day had been spent testing fuses to enable the safe insertion in the mines the next day. This photograph was taken just prior to an incident where two American servicemen walked into a part of the minefield which had already been laid and were severely wounded by an explosion. Spr Innes entered the minefield to assist the soldiers, one of whom died of wounds received and the other who survived. Neil Innes was awarded the Military Medal for his role in the incident.

“What’s cooking?”

In 1967, Tunnel Rats attached to 6RAR searched a tunnel found during a patrol with one of the Companies. The Sappers pulled out lots of interesting stuff, including the cast iron kettle shown in the bottom of the picture (right). Inside the kettle was a ChiCom grenade (shown below), which fortunately was not set up as a booby trap within the kettle.



Tabletop booby trap



In August 1971 Warrant Officer Class 2 Wayne Shennon of the Australian Army Training Team Vietnam explains the intricacies of a booby trap. He was in a mock Viet Cong village at the Ranger Training Centre in Duc My, and the trap had been rigged so that when the AK47 rifle on the table was lifted, a highly sprung wooden spear was shot forward from within the table. WO2 Shennan was helping train Rangers, an elite unit within the South Vietnamese forces.

Grim day for the Grunts and Sappers



Lance Corporal Jim Barrett (left) and another soldier from C Company, 6RAR are seen above in better times. On 28 February 1970 during Operation Hammersley, L Cpl Barrett's platoon was involved in two mine incidents. In the first incident, an M16 mine caused seven soldiers to be killed and thirteen wounded. Later, while looking skyward to marshal a helicopter to evacuate the last of those casualties, L Cpl Barrett stepped just outside the safe area which had been cleared by Sappers, detonating a second mine. He was killed instantly, aged 24, and three others were wounded. One of the wounded later died. It was a grim day of over 30 casualties, including the following Tunnel Rats: Spr T.R. Binney WIA, Spr. J.M. Harrison WIA, Spr. R.N. Hubble KIA, Spr. D.J. Jensen WIA, Spr. J.A. Miller WIA, Spr. M.T. Nevins WIA, and Cpl. E.T. Baker WIA. The day became known as "Black Saturday".

Viet Cong Zippo



This aluminium Viet Cong lighter had a removable inner case holding the wheel for ignition and cotton wadding soaked in fuel. The outer case was made up of an upper and a lower half. The lower half has '555' stamped on the front and back (this was brand of cigarettes which were popular with the Vietnamese at the time - and are in fact still sold in Vietnam today). Peter Cachia was born in Oxfordshire, England, and emigrated to Australia in 1962, joining the Army the following year. After serving in Borneo he was posted to 3 Field Troop, which deployed to Vietnam in September 1965. From 8 to 14 January 1966, 3 Field Troop took part in Operation Crimp, where they found and searched a series of tunnels and underground bunkers in the Ho Bo Woods area of Cu Chi district in Binh Duong Province. Over 8000 allied troops took part in the operation. It was during this operation that Sapper Cachia acquired this lighter, which was originally held in a haversack containing a large quantity of documents and other printed matter. The printed matter was handed over to army intelligence for analysis, and Cachia, showing typical Sapper cunning, was somehow allowed to keep the haversack and lighter.



They went before us

A French military cemetery at Tan Binh on the outskirts of Saigon, taken in 1968. Sadly, despite the huge human sacrifice this site represents, the communists saw fit to destroy every single grave, and wipe the place from the face of the earth when they took over the South in 1975. The First Indochina War (called the Indochina War in France and French War in Vietnam) began after World War II ended and lasted until the French defeat at Dien Bien Phu in 1954. During the conflict French Union Forces suffered 89,797 killed and missing in action.

Cu Chi Tunnels - then and now



Often criticised for being a mere tourist attraction, the tunnels at Cu Chi are actually a very realistic and well run venue. Yes the main tunnels for viewing have been re-dug and enlarged to accommodate tubby tourists, but they are all in the right place, and true to their original form. Go slightly off the main tracks and all the old tunnels, trenches and bunkers are there - now all collapsed and barely recognisable. Every tour features a demonstration where visitors are asked to spot the tunnel entrance hidden beneath a bed of dry leaves. The guide then reveals the trapdoor, and enters the seemingly impossibly narrow opening (right). On the left is an opening found by the Sappers of Three Field Troop in January 1966 (note the SLR in the background). As you can see, the tunnel entrance and cover look exactly like those in the Cu Chi demonstrations today.

First Class all the way home



Patients lie on litters inside a C-130E Hercules aircraft. These wounded men were returning to Australia from Vung Tau, beside them sit two RAAF aircrew. Patients on these flights were looked after by members of the RAAF Nursing Service, over one hundred of whom served during the Vietnam War. Preparations for work on aeromedical evacuation flights included survival training in case aircraft had to ditch in the sea. But the nurse's main concern was always for the patients whose survival depended on the skill and dedication of the RAAF's medical personnel. By the time Australia's involvement in the war ended more than 3,100 Australian and New Zealand soldiers had come home on such flights

Looking into the unknown

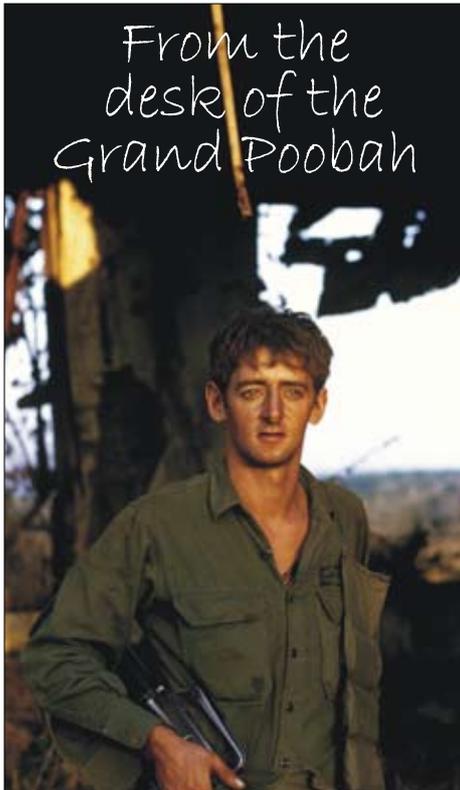


In September 1968, Sapper George Kinmonth, a Tunnel Rat with 1 Field Squadron, uses a torch and probe to check out the entrance to a Viet Cong tunnel complex. The tunnel was found during Operation Hawkesbury, a reconnaissance in force operation north of the Australian Task Force base at Nui Dat. The operation was conducted by 1RAR and 4RAR /NZ (ANZAC) - the ANZAC Battalion.

Leaving their mark



Sometimes you got a break from working in Splinter and Mini Teams with our Infantry and Armoured comrades. Here, in December 1967 two Tunnel Rats from 1 Field Squadron paint a post marking a culvert on a newly constructed section of road. Standing is Sapper Dave Cook, and wielding the paintbrush is Sapper Glenn Weise



I know, I know, the newsletter is ridiculously late – but it is a bumper issue, and there's an amusing tale behind why we missed a couple of issues.

Last year when we produced the membership cards, I thought it was a good idea to save money by sending out the cards with the newsletter.

This saved us mailing costs and double handling – but it did mean most members received the membership cards before they'd paid their membership dues.

This all sounded like a smart idea, until we realised that many weeks had gone by and a lot of members hadn't paid their dues.

On chasing up the lads for payment, of course, they responded "I must have paid because I've got my card"!

We sent out further reminders to pay, but started to get some indignant responses back from lads who (perhaps understandably) were convinced that they'd paid. Our records showed otherwise, but the decision was

taken to back away from pushing for payment because the chasing was generating some ugly reactions, and the last thing we want is even a sniff of anybody feeling ripped off.

In the end we had less than half the members pay up, and thus ended up with half the revenue we need to produce and post the newsletters.

Two good lessons learnt from the exercise: (1) Don't post out the membership cards before everyone has paid. (2): Our memory banks are fading on us.



Pack your bags for Vietnam

By popular demand we have another trip back to Vietnam coming up in early November. Full details are on the following four pages of this issue.

This is the third trip back for the Tunnel Rats, and each one keeps getting better. On the first trip we had 50 on the tour, and on the second trip we had 80, including 15 current serving Sappers.

We fit a lot into the tours, and we cover a lot of ground, but invariably one of the top highlights for everyone is the incredible comradeship of being back there together and having a ball.

The drinks together with your mates at the end of each day's touring are just gold.

Our pricing for this tour is essentially the same as three years ago, except we have now included the cost of several dinners and lunches which previously we used to collect payment for on the spot.

This trip is again for blokes only (with the exception of any current serving female members of Combat Engineer Regiments who wish to join us on the tour).

However wives/partners have the opportunity to join up with their husband in Saigon at the end of the Tunnel Rats tour, and take any of a wide range of tours in Vietnam, Cambodia and Laos on offer through our government travel agent in Vung Tau. Several people have expressed interest in visiting American and French battlefield areas, such as Khe San, Hue, Danang and Dien Bien Phu, while others are looking at more tourist venues, such as Dalat, Hoi An and Hanoi.



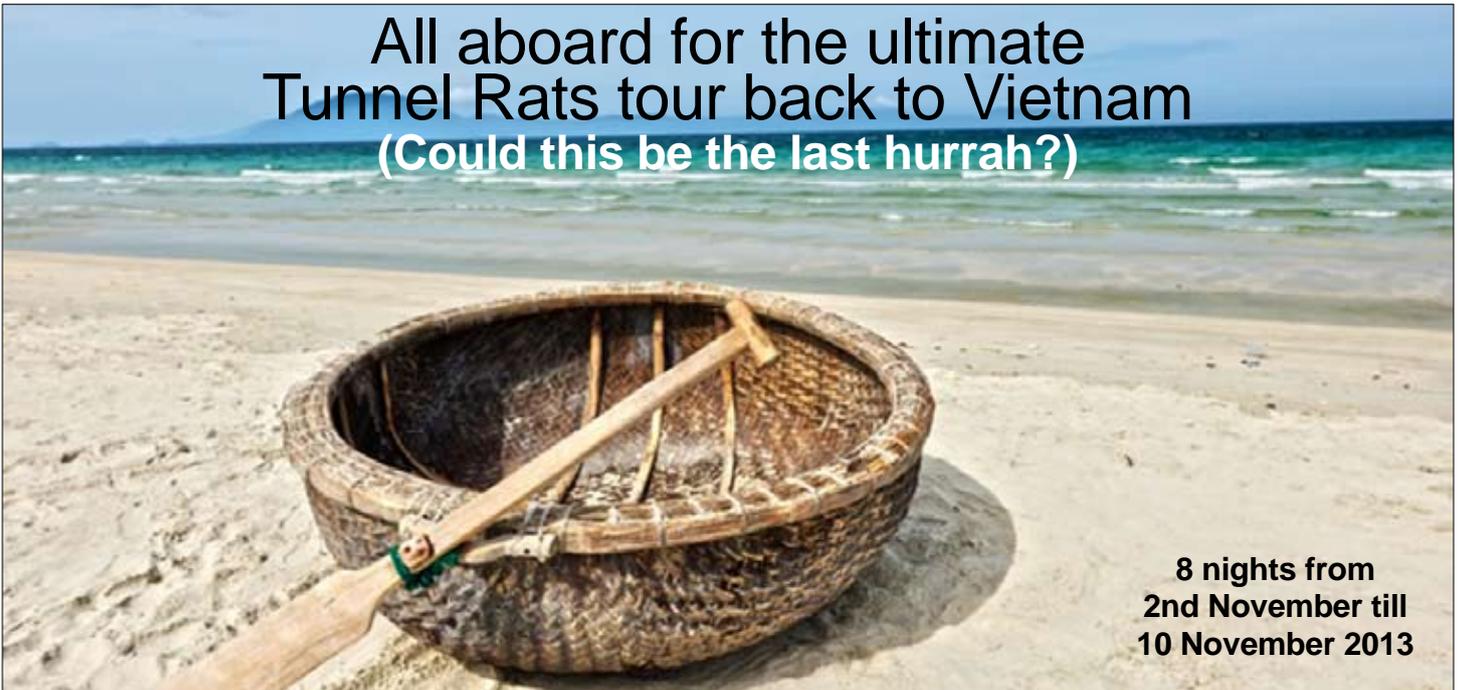
Sydney reunion & SOER visit

Our reunion in Sydney last year was a huge success, with many saying it was the best gathering ever. Everyone also agreed that the visit to SME and the ceremony at SME, plus the visit to the Special Operations Engineer Regiment (SOER) were the highlight of the reunion. We were all impressed with the members of the Regiment - smart, dedicated and incredibly fit - and they made us feel so welcome. The intention from SOER and ourselves, is to foster the relationship and expand it over the coming years. We'll keep you posted.

Jim Marett

2 Troop 1 Field Squadron RAE
Vietnam June 1969 - June 1970

All aboard for the ultimate Tunnel Rats tour back to Vietnam (Could this be the last hurrah?)



8 nights from
2nd November till
10 November 2013

Sharing the experience with current serving Combat Engineers

This is the ultimate trip to Vietnam. Focussed on Tunnel Rats, we'll visit all the key battle and operational areas, including the infamous barrier minefield and the caves and tunnels of the enemy's base in the Long Hai Mountains. We'll host a BBQ buffet and booze-up with our former enemy, the men who served with 33 NVA Regiment, now based in Binh Ba. We'll tour the enemy tunnels at Cu Chi and Long Phuoc. We'll hold a memorial service for our 35 fallen comrades, at the memorial rock which still sits in our former Squadron HQ area at Nui Dat - followed by a traditional Troop BBQ (piss-up). We'll do a nostalgia tour of Vungers, visiting The Flags area, the old Badcoe Club area, the old R&C leave Centre, sites of infamous old bars and other places of former ill-repute, plus of course the Grand Hotel.

The trip is for eight nights in Vietnam, (two nights in Saigon, then five nights in VungTau followed by one more night in Saigon).

Rather than adding to the costs and travel time by forcing everyone to depart from one city in Australia, each person will book and pay for their own return air ticket to Saigon, enabling them to find the best air ticket deal from their city.

The plan is for us all to meet in Saigon on Saturday November 2nd and from there the Tour will commence.

The first event is on the 2nd – welcome drinks at 6pm followed by dinner. Book your air travel carefully to ensure you

arrive in Saigon in time to get to the hotel, check-in and make it to the 6pm function. If the airline you choose arrives too late, book your flight to arrive the day prior and we'll book an extra night in the hotel for you.

Shop around for the best airfare you can find. There are

plenty of airlines flying into Saigon, so don't grab the first airfare you find. Direct, non-stop flights are usually the more expensive option, and it is cheaper to fly via another city. There are regular flights out of Australia to Saigon via Singapore, Kuala Lumpur, Bangkok or Brunei.

The planned return date for leaving Saigon to head back home is Sunday 10th November.

Our tour is for guys only – with the only exception being any current serving female members of Combat Engineer units who may wish to join the tour.

Tunnel Rats are welcome to have their sons come along on the trip, and Tunnel Rats are also welcome to ask a best mate



We'll be heading back to Nui Dat

along to share the experience. Sons and mates will collectively be known as “worthless civilians” on the tour, and may be asked to perform menial tasks from time to time.

The cost covers all specified tours, English speaking guides, permits and buses and other tour transport in Vietnam, and includes eight nights in hotels including all breakfasts.

This time, our special lunches and dinners are also included in the cost (rather than collect for them on the day). These include the Welcome Dinner, the “Troop” BBQ and piss-up at Nui Dat, the BBQ Buffet with the NVA, and the Farewell Dinner. All other lunches, dinners and drinks will be at our own expense).

The full cost for all of this is \$900 per person if you are sharing a room (twin share) or \$1200 if you want a room of your own.

We’d appreciate receiving your initial bookings and deposit ASAP so we can lock down all the tours and other details. If for any reason you later need to pull out, you’ll receive a full refund.

At our welcome dinner in Saigon you’ll receive an overall briefing on the tour. Then each morning of the tour you’ll receive a detailed briefing on that day’s activity, often with associated documents and maps. We’ll take that opportunity to also report on who has gone AWOL, or has had a unique Vung Tau experience worth sharing.

We’ll return to our hotel each day in time to enjoy drinks together before people go their own way for the evening. The comradeship of these drink sessions will be a highlight of the tour.

Day 1: Australia to Saigon:

People will be arriving at different times throughout the day (or the day before).



ABOVE: Just when you thought you’d never have to prove your bravery again, you’ll be confronted by those life threatening Heppo rolls on the streets of Vung Tau. BELOW: We’ll enjoy a BBQ and beers amongst the rubber trees near our old lines. BOTTOM: And we’ll have a BBQ at Binh Ba with our former enemy, Veterans of the 33 NVA Regiment



You’ll be met at the Saigon airport and transferred to the Continental Palace hotel. After check-in you’re free to roam but be back in time for Welcome Drinks at 6pm, followed by dinner. Overnight in Saigon.

Day 2: Cu Chi Tunnels Tour

We’ll have a guided tour just for our group plus the chance to fire the AK47 and ArmaLite weapons on their range (cost US\$1 per bullet). Then we head back to Saigon, and we’ll be back in time for a late lunch, then the afternoon and evening is free time. Overnight in Saigon

Day 3: Saigon to Vung Tau

After check-out we’ll trans-



fer to the Rex hotel in Vung Tau, either by boat or bus. After lunch, we’ll do our nostalgia tour of Vung Tau by bus and foot. Overnight in Vung Tau.

Day 4: Baria and Long Phuoc

In the morning we head to Baria where we’ll visit the Austra-

lian funded orphanage. Then it's off to the Long Phuoc area (close to Nui Dat) to visit the tunnels there and meet up with some of the old VC who used the tunnels during the war. This site includes a memorial to the local VC who were killed during the war. Overnight in VungTau.

Day 5: Long Tan, plus Binh Ba

We'll visit the Long Tan battlefield and memorial where we'll place a wreath in remembrance of all Australians KIA in Vietnam. We then head to Binh Ba for lunch with our former enemy, veterans of the 33 NVA. Overnight in Vung Tau.

Day 6: The Horseshoe, minefield and Long Hai Mountains

The Horseshoe feature was the starting point of the 11km long barrier minefield laid by 1 Fld Sqn Sappers. We'll meet with former VC who actually lifted mines from the minefield to be used against us. The Long Hai Mountains was the VC's big base camp in our area, and a place of much grief for the Aussie troops. The VC called it the "Minh Dam Secret Zone" and it now features a beautiful memorial to the VC killed throughout the province.

Day 7 Nui Dat

We'll tour the old base camp including, SAS Hill, Luscombe Field, Rowe's Lagoon and the old Troop Lines areas of 1 Fld Sqn. We'll then we'll hold a



We'll visit the historic Grand Hotel



ABOVE: The 35 wreaths we placed in 2011 at the rock which was originally blessed by the Chaplain General in April 1970 (below left)



memorial service for our 35 fallen Tunnel Rat comrades, right on the site of our former Squadron HQ at Nui Dat, and at the actual ceremonial rock placed there in April 1970, which is still there. This will be followed by a traditional Troop BBQ (piss-up) amongst the rubber trees. Overnight in Vung Tau.

Vung Tau

You'll have plenty of time each evening and most afternoons to relax, explore Vung Tau, laze by the hotel pool, go shopping, walk along the beach, go for a nostalgic bar crawl with your mates, or simply stroll the streets and soak up the atmosphere.

Day 8: Vung Tau to Saigon

It's back to Saigon for a bit of shopping and sightseeing before our big farewell dinner. Next day transfer to the airport to depart for Australia, or stay on and tour more of Vietnam on your own arrangements.



Legendary Hao Long Bay

Share an add-on tour of Vietnam with your wife/partner

Our Vietnamese Government travel agency can provide details on great add-on tours to Hanoi, Hao Long Bay, Danang, Hue, Dien Bien Phu, Khe San and many other areas, including across the border into Cambodia or Laos.

Perhaps your wife/partner can join you in Saigon after the Tunnel Rats tour and you can both enjoy an add-on trip to any of these exciting and historic places, and all at much cheaper prices than booking them in Australia.

There are even trips up the Mekong River in luxury boats to the amazing temples at Ankor Wat in Cambodia. If you wish to make an add-on tour, simply let us know and we'll put you directly in touch via email or phone with the tour company in Vung Tau.

Sharing Sapper experiences

We're excited on multiple levels about the aspect of sharing this trip with current serving Sappers. The similarities of our tasks in Vietnam and their tasks in Afghanistan today are striking.

On one level we hope the young Sappers will get an understanding of how we operated in terms of combat engineer tasks, particularly when attached to Infantry and Armoured units.

They'll gain an insight into the casualties we suffered, and why, plus how we coped with it. They'll see first-hand the similarities between our tasks in Vietnam and theirs in Afghanistan, and how much better trained and equipped they are than we were.

There will be the unique experience of melding together the incredible comradeship the old and the young Sappers enjoy as a result of our service.



"Sappers four decades apart will share their experiences in the unique environment of the Vietnam Tunnel Rat's old haunts"



We have great respect for and empathy with serving Sappers in Combat Engineer roles today. It will be a privilege for us to share time with these current serving soldiers in our former war zone, and hear their experiences in Iraq, Afghanistan and elsewhere over a few beers.

Serving Sappers of all ranks are welcome - as long

as they currently serve, or have served in a Combat Engineer unit. If you're a serving Sapper and you wish to join us on the tour, simply fill in the form.

Vietnam Tunnel Rats, likewise simply fill in the form.

If you have any questions about the tour, contact Jim Marett on 0403 041 962 or by email on: tunnelrat@optusnet.com.au

VIETNAM TRIP \$200 DEPOSIT & BOOKING FORM DO IT NOW!

Name:	Service number:
Address:	
	Postcode:
Phone:	Mobile:
Email:	
If you are a current serving soldier please provide current rank and name of CER unit serving or served with:	
If you are a Vietnam Tunnel Rat please list Troop served with and approximate dates:	
If you are the son or mate of a Tunnel Rat on the tour, please provide his name:	
The deposit required is \$200. If for any reason you have to cancel, the deposit is fully refundable. Please tick below your method of payment:	
<input type="radio"/> By EFT deposit into our bank account : BSB: 343002 Account Number: 099000031 Account name: Vietnam Tunnel Rats Association (please email us to advise you have paid by EFT – email to tunnelrat@optusnet.com.au)	
<input type="radio"/> Cheque or Australia Post Money Order – payable to Vietnam Tunnel Rats Association	
<input type="radio"/> Credit card <input type="radio"/> Visa <input type="radio"/> Mastercard Name on card:	
Card number:	Expiry date:
(Please note: Statement will read "Ultimate Design Graphics Pty Ltd")	
<input type="radio"/> I will be sharing a room on the \$900 deal <input type="radio"/> I want a room on my own on the \$1200 deal	
Post to: Vietnam Tunnel Rats Assoc 43 Heyington Place Toorak Vic 3142	
Or email to: tunnelrat@optusnet.com.au	
Or simply email the same information requested above, to tunnelrat@optusnet.com.au	

The search by Sappers for a “better way”

With just a few years left in Australia’s involvement in the Vietnam War, the Sappers found a better way of blowing up the enemy’s bunkers.

Destroying enemy bunker systems was a key task for the Tunnel Rats when out on operations with the Infantry and Armoured units.

It was not uncommon for a two-man Splinter Team or Mini Team to blow up over 100 bunkers in a single six week operation.

The bunkers were found in groups, with from three bunkers to 30 bunkers comprising the system.

With around ten to twelve sticks (lbs) of plastic explosives needed to destroy each single bunker, the Tunnel Rats in the two-man teams had no way of carrying enough explosives while patrolling, to carry out the bunker demolitions.

Boxes of C4 explosives were usually flown in or brought in for the task by APCs.

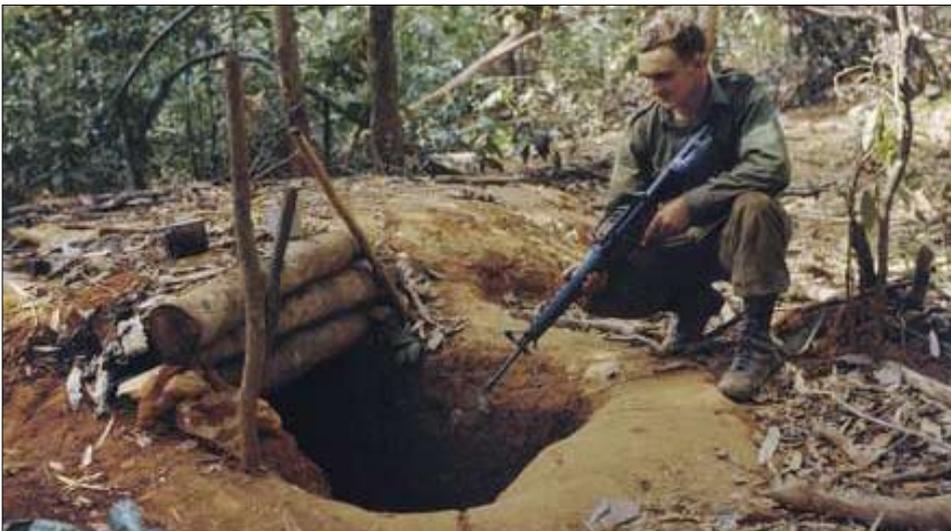
For the first five or six years of the War, the standard operating procedure for destroying the

bunkers, was to dig two sticks of C4 into each of the four interior walls, and place two sticks of C4 at each end of the main roof beam – the idea being to “spin” the roof structure in a bid to create maximum damage. The charges in the walls were aimed at turning the bunker into a crater, with the walls no longer defined.

The new method adopted in 1971 concentrated more on destroying the walls and two entrances, and less on destroying the beams – on the basis that the beams were relatively easy to replace by cutting down nearby trees.

A fresh young Lieutenant Ian Campbell (with the impressive title of “Trials & Training Officer”) wrote out the new doctrine in September 1971. Ian served in Vietnam with 1 Field Squadron from November 1970 till November 1971.

By our usual clandestine methods we’ve obtained a copy of the original document, and at the risk of breaching secrecy laws, we reproduce it on the following page for our readers.



TOP LEFT: In June 1970, Tunnel Rat Ian Pitt hands a box of C4 plastic explosives down to his team-mate Ralph Schaefer who is setting an enemy bunker up for demolition.

ABOVE: An enemy storage bunker with timber lining the floor to keep supplies dry in the wet season.

LEFT: Typical entranceway to an enemy bunker.

Appendix 8 to Annex A to 1 FD SQN Periodical Technical Report as at 30 September 71

Bunker demolition Report

1. Previous methods of bunker demolition have all been designed around the presumed necessity to destroy the main roof bearers.

2. The new method outlined in this report denies the necessity for such destruction (timbers are easily cut), and concentrates upon fracturing the walls to such a degree that their renovation is impractical, and removing all of the earth overhead protection (OHP).

3. Its inception under operational conditions has proved to be 100% effective as well as significantly quicker (5 mins per bunker). A further advantage is that due to the simplicity of charge emplacement, a section of infantry can be employed instead of a Combat Engineer Team. (In these situations the supporting Sprinter Team merely carry out the initial search and then lay out and connect the charges positioned by the infantry.

4. This method of operation was employed by a Splinter Team with D Coy 4RAR, when 10 bunkers were destroyed in 40 minutes. In all cases the bunker roof was blown completely off, the earth OHP lost, and the walls collapsed beyond repair. In no case would it have been practical for the enemy to have attempted renovation.

5. Method: The diagrams illustrate the placement of charges.

Note

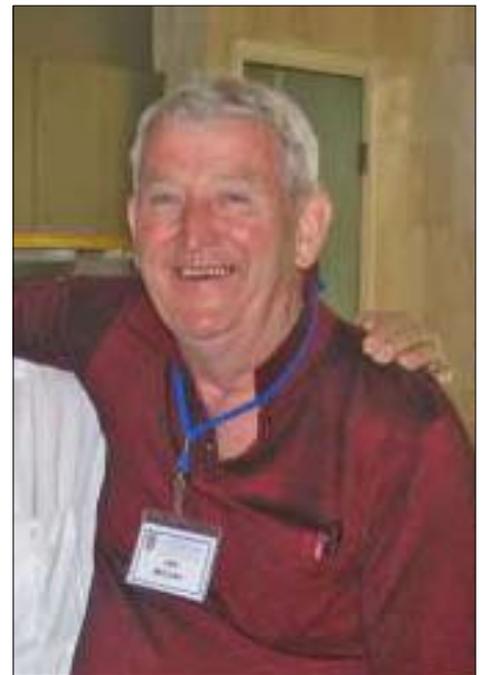
a. Charges are not dug in or tamped.

b. Small charges should be initiated from the outer side for best results.

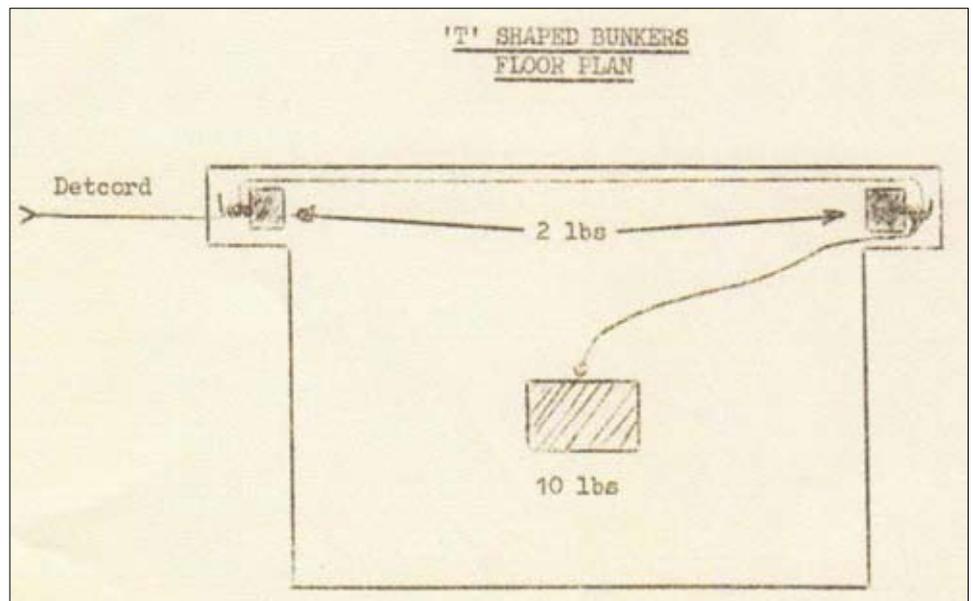
c. Largest charge should be initiated last.

6. This method is included in all No 1s Books and is taught to all reinforcements. 4 RAR prefer that only this method is used by the Splinter Teams with them, for the reasons already outlined and are quite satisfied with the results obtained.

Lt. I. J. Campbell
Trials and Training Officer



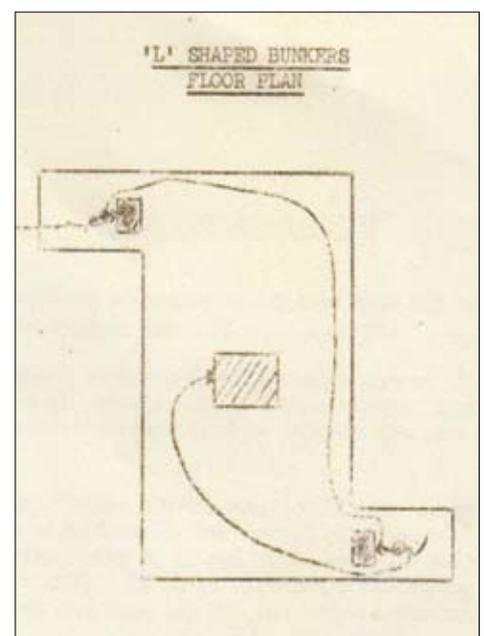
Ian Campbell at a reunion in 2007



Two floorplans of bunkers, viewed from above; TOP: A "T" shaped bunker with both entrances on the same side.

RIGHT: An "L" shaped bunker with entrances diagonally opposite each other. In both cases, 10lbs of explosives are placed in the centre of the floor of the bunker, and 2lbs of explosives are placed in each of the entranceways.

The charges within the bunker and within the whole bunker system would be connected by detonating cord.



Special Operations Engineer Regiment

The absolute highlight of the Tunnel Rats reunion in Sydney last year was our official visit to the Special Operations Engineer Regiment at Holsworthy. These are exceptional soldiers carrying out extraordinary tasks, and it was a privilege to be with them, share a few beers, and swap a few tales. The following is a report of the Regiment's recent activities, reproduced from Sapper magazine. For security reasons the faces of the members of SOER cannot be shown.



SOER

2012 has again been an extremely high tempo year for the Special Operations Engineer Regiment (SOER). It started well with the Chief of Army's announcement that SOER would replace the Incident Response Regiment (IRR) on the Army's Order of Battle.

The change from IRR to SOER was much more than just a name-change. It reflects a capability that has matured over the last decade from one focused on post-incident consequence management to that of pro actively countering explosive and chemical, biological, radiation and nuclear (CBRN) threats in the Special Operations battle space. Whilst Domestic Counter Terrorism (DCT) and support to the 2nd Commando Regiment's Tactical Assault Group (TAG) remains an essential and enduring line of operation, the SOER's focus has shifted from a reactive and defensive role to its current responsi-



An SOER soldier fully kitted out

bilities of providing intimate manoeuvrability, survivability and specialist CWME capability to Special Operations both domestically and overseas.

Consistent with this is the SOER contribution to the Special Operations Task Group (SOTG) on Operation (Op) SLIPPER. The unit has continued to provide invaluable capability to the SOTG in the conduct of offensive counter-network operations and key mentoring tasks. The period saw a very successful deployment by 5 Troop as part of SOTG 16. 6 Troop then returned to theatre with SOTG 17. It was their second tour in 18 months and was equally the most combat action that any SOER/IRR force element has endured. It included specific Troop force element involvement in over 300 offensive

actions and the discovery of the largest Taliban weapons cache to date. It was an extremely successful tour.

They were relieved in July by 3 Troop, A Squadron which is now supporting SOTG Rotation 18. For better or for worse, 3 Troop's rotation is encountering the same combat tempo, and remains heavily involved in the fight. Our thoughts remain with those on operations and for the families and friends of those from the Corps and our other brothers in arms who have given their lives for their mates and country.

Meanwhile, back in Australia, 2 Troop, A Squadron continues to support the TAG for all DCT responsibilities. They have been a vital enabler during sev-



ABOVE: Some of the Tunnel Rats and SOER lads swap stories over a few beers. Kneeling in front (in cams) is Padre Mau, who prepared a traditional Tongan Hangi for our lunch

eral key events and activities, including support to the Commonwealth Heads of Government meeting in late 2011, maritime-based DCT activities involving offshore energy installations in the Tasman Sea and specialist support to helicopter and ground assault forces during CT full mission profiles in support of NSW-POL and VICPOL. A Squadron also maintains Command and TECHCON over the Special Recovery Operations detachment working out of Perth in support of SASR.

The SRO Detachment has been extremely busy in support of regional collective training serials as part of the extended international engagement program. The period also saw the first dedicated development and employment of the SOER "Contingency" line of operation. 5 Troop, B Squadron, has been developing the Engineer CONOPS to support SOCOMD Advanced Force

Operations, involving support to the 2 Cdo Regt's Contingency Company through airborne and amphibious insertion. There is a way to go with this capability development, however, it is an exciting and relevant combat function and goes hand in hand with the Corps' Amphibious capability development. In addition, 5 Troop was also involved in operational search tasking in support of AFP and NSWPOL ongoing investigations, which proved to be a

successful contribution to this interagency task. Throughout the year, the Regiment conducted a vigorous six month Reinforcement cycle in order to teach newly posted RAE (and select other personnel) the necessary Special



RIGHT: An SOER soldier demonstrates today's more accurate, and much lighter mine detector



ABOVE: A box of secrets - we can't even tell you what was inside, but as you can see, it enthralled these old Tunnel Rats. BELOW: A SOER soldier scans the ground for signals with his mine detector

Operations Force skills (weapons, insertion and extraction techniques, etc.) and advanced CBRNE qualifications. The 2012 REO brought with them their expertise as (predominantly) combat engineers, and these skills were successfully integrated with the new skills learnt on the Reinforcement cycle, resulting in a soldier that is fully employable within the Special Operations environment. In addition to this, the unit ran a 'pilot' Basic SOER Commander's course to try and address the knowledge shortfalls for Commanders coming into the SOF environment. This will be something that we continue to develop into 2013.

In addition to Combat Engineer capabilities, the SOER continues to provide a CBRN medical capability to Special Operations Command. A small team of medical personnel constitute the units Primary Health Care and retrieval capability. Medics were up-skilled in parachuting, helicopter insertion and extraction techniques



and other Special Operations skills in order to provide the best 'outside the wire' medical care for SOER and other Special Operations Force Elements, especially within a CBRN threat environment. These medical elements also continue to perform a key role in the sustainment of life during complex and dangerous op-

erations in support of SOTG. We have also increased the focus on intelligence fusion and technical exploitation, drawing on the full range of operational, intelligence and geospatial / MMT capacity that the unit possesses to progress these important operational force-multipliers. We will improve these areas in 2013, including an



increased engagement with the wider Defence intelligence community.

2012 will see us farewell SOER's AER Troops. These guys have, and continue, to enable aviation operations in support of the 6th Aviation Regiment (6 Avn Regt) at Holsworthy and the Army Aviation Training Centre (AAVNTC) at Oakey, and will have formally transferred to 6 Avn Regt and 2 CER by January 2013. They have continued to provide an important and essential role in support of ADF aviation operations. Of specific note was the Sydney-based Troops support to the 2012 Papua New Guinean elections under Operation CATHEDRAL, where they conducted a complex and extremely successful recovery mission in difficult and tragic circumstances after a civilian helicopter crashed in the highlands. Their efforts were exceptional and the members involved should be commended for their bravery and commitment.

Lastly, it is important to comment on several welfare

and support mechanisms that the unit has contributed to and drawn from. We remain immensely proud and honoured to be involved with the RSL, in particular the North Bondi RSL Club who have effectively become the unit's home away from home. The level of support and dedication that they have displayed to the unit and its members has been exceptional, and we look forward to a long and enduring friendship with the organisation. We also continue to receive exceptional support from the Commando Welfare Trust, who provide assistance and support to the families of our fallen; and we look forward to an increased involvement with the RAE Foundation.

Lastly, we have developed a strong relationship with the Vietnam Tunnel Rats Association based on shared experiences and mateship. We have recognised the importance of drawing on the experience of these brave men, and we look forward to engaging with and learning more from the Rats in the future.

"Stiffy" (left) chats with the then CO of SOER, LT COL Scott Corrigan, who has since moved into civilian life. Scott gave a moving speech at our Reunion Dinner

As we look to a sustained operational tempo and a continued drive for innovation and excellence, it's important to reiterate how and why we have come to this point. The strength of the unit's future relies on a closer alignment with both the Special Operations Command and the Corps of Engineers, and it is for this reason that we chose our name. However, if it had not been for the tireless efforts and sacrifice of our personnel serving under the banner of the Incident Response Regiment, we would never have been in a position to achieve what is now available to us.

These legacies and sacrifices will always be remembered, and have given SOER the strength it needs to tackle the spectacular opportunities and challenges ahead.



**‘That
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Sapper

The members of the Vietnam Tunnel Rats Association ex
of the Combat Engineer Regiments and the Special Oper
in Afghanistan. Their duties are tough and onerous, call
highest levels of fitness and bravery - and they come thro

's the rit!'

press their heartfelt thanks and admiration to the soldiers
ations Engineer Regiment, for their extraordinary service
ing heavily upon their unique skills, and demanding the
ugh with flying colours on every front. Well done Sappers.



A week with the original Tunnel Rats



Tunnel Rat, L/Corporal Doug Sanderson of 3 Field Troop (right) awaits the OK for him to head into a tunnel on a later operation. His gasmask is tilted up onto the top of his head

The men of Three Field Troop RAE came across a series of enemy tunnels near Cu Chi in January 1966.

When they took the decision to go down into them and take a look, they pioneered a new process in hunting out the enemy, capturing his weapons, and gathering valuable intelligence material on him.

The Sappers spent a week exploring the tunnels, encountering many booby traps, false walls and hidden trapdoors.

They were literally inventing their methods of operating as they went - it was the ultimate in on-the-job training.

Within a few days, they lost their first man, Corporal Bob Bowtell, who died from asphyxiation, deep down in the tunnel on 11 January 1966.

By the end of the operation, huge quantities of enemy weapons and valuable documents had been captured.

In the euphoria of the moment, someone suggested the soldiers with these new underground skills should be called "ferrets" after the Australian practice of sending ferrets underground to chase out rabbits.

Fortunately the Americans present came up with a better name, the "Tunnel Rats" - and it stuck.

The Commander of 3 Field Troop, CAPT Sandy MacGregor had the foresight to make extensive notes on the extraordinary seven days he and his Troop experienced.

These notes and sketches form part of the Commander's Diaries series of documents, held in the national archives in Canberra.

With our usual Sapper sneakiness we've managed to "get hold" of a copy of CAPT MacGregor's notes.

They provide fascinating detail of these brave young men going where none had gone before.

The men of Three Field Troop were replaced later that year by 1 Field Squadron, with the Field Troops of the Squadron taking over the tasks of tunnel and bunker searching, mine clearance, booby trap delousing and demolitions.

The role evolved to the point where two-man teams were being attached to Infantry and Armoured units for the duration of each four to six week operation to carry out these roles.

It was onerous duty, with the Tunnel Rats eventually suffering some 35 killed and close to 200 wounded - a casualty rate averaging over 30% across the six years of involvement.

Here we reproduce the text and sketches from the original historic documents.

Operational Analysis

1. Subunit

3 Field Troop RAE

2. Commander

Capt. A. H. MacGregor

3. Operation

No 1/66

4. Duration

8 Jan 66 to 14 Jan 66

5. Outline Subunit Tasks

(a) Protection Bn HQ

(b) Be prepared to demolish tunnels, buildings and other installations

(c) Be prepared to assist in neutralising booby traps and mines

(d) Carry reserve tear gas, explosives and demolition equipment.

6. Organisation Equipment

See Annex A

7. Sequence Of Events And Comments

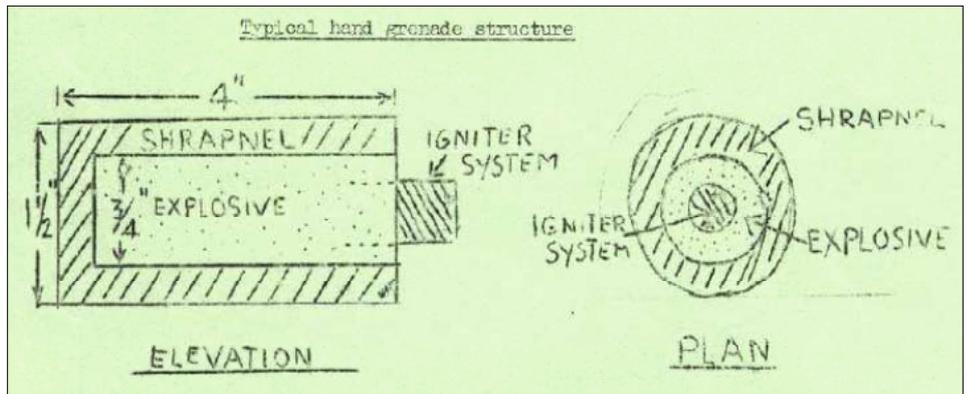
(Note: "Demolition Team" was the phrase used in these early days for the Engineer team attached to Infantry)

(a) Generally the engineer tasks fall into two categories, one of supporting the companies with demolition teams in their own TAOR and secondly of finding, exploring and demolishing a main tunnel system extending through and beyond the battalion defensive position.

The latter task will be discussed separately in Annex B

(b) The engineer tasks in supporting the companies were neutralization of booby traps, tunnel, bunker and house search and demolition of tunnels, bunkers and explosives.

(c) Assistance was rendered to the unit by the Mighty Mite team and a Vietnamese soldier with a trained dog. Both were under engineer control throughout the operation. The Mighty Mite is a machine capable of blowing a large volume of air under pressure into tunnel systems. Normally the machine is used in conjunction with tear



gas and smoke - tear gas as a flushing agent and smoke to show other exits in the tunnel system.

First Day

A Coy loc demolition team searched and destroyed a tunnel 80 ft long, 10 ft deep with a sleeping bay for approximately 5 people.

D Coy loc Demolition team searched for booby traps and searched tunnels.

Comment: Booby traps were grenades locally made with a striker pin and lever igniter system. They were connected to trip wires and were generally found in trees from ankle to head height. The grenades appear to be of concussion type the outside being thin tin (eg beer can) but in fact the home made grenades are shrapnel grenades. The inner

part of the grenade is explosive and the outer part is filled with about 1 sq cm pieces of steel and iron. Some grenades are painted red on their handles which is the usual VC convention for an instantaneous explosion but some grenades with yellow painted handles had in fact no time delay fuse and thus were instantaneous.

It can generally be assumed that most VC grenades set as booby traps are instantaneous although the reverse has been found. Some of the grenades found set as booby traps still had pins splayed which points to a very hasty evacuation of the area.

Bn HQ Loc: About twenty small interconnecting trench, bunker and house systems were searched thoroughly by two demolition teams.



Task Force Commander, Brigadier David Jackson (second from left) arrives to inspect the enormous amounts of material taken from the Viet Cong tunnels

Second Day

A Coy Loc: Demolition team searched bunker system under house and found a room about 15' x 7' x 5' high full of weapons, ammunition, mortar shells, grenades, clothing and documents. The trap door was hidden under a layer of dirt and was about 16" x 16" in size. The bunker plus mortar bombs, grenades, ammunition and house were blown successfully.

B Coy Loc: Demolition team exposed small tunnel and bunker systems and neutralized and blew booby traps. One booby trap consisted of two mortar bombs triggered by a hand grenade to a trip wire ankle high.

One area was laced with barbed steel stakes set in concrete placed in the ground — one member of the team was evacuated when he tripped and fell on the barb piercing the upper part of the foot.

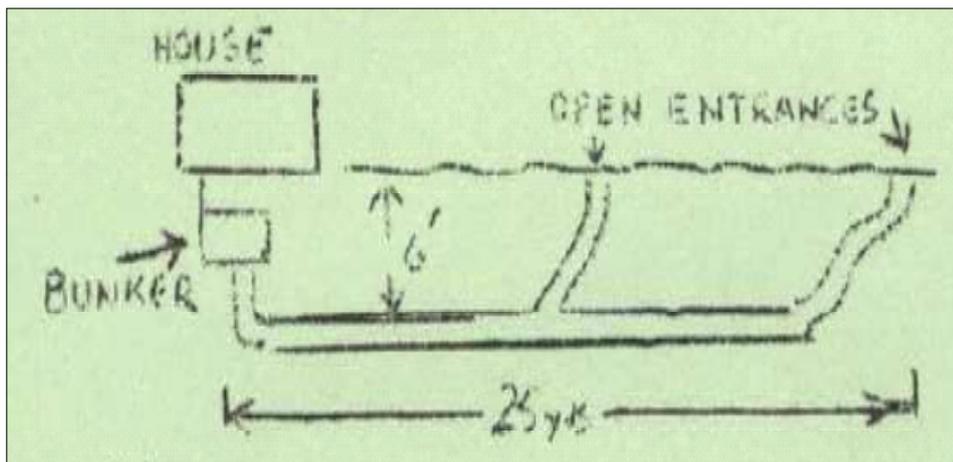
C Coy Loc: Grenades set as booby traps neutralized by demolition team.

D Coy Loc and TAOR - Demolition team searched further tunnels and bunkers most of which emanated from houses.

Third Day

C Coy loc and TAOR - Dead VC had live grenades which were neutralized by demolition team leader. Many small tunnel systems searched only one not proving fruitless. The more profitable tunnel began at a hidden trapdoor in a house. Medical supplies, documents, a typewriter and typing material was recovered.

As very recent signs of occupation existed Mighty Mite was called to blow smoke and tear gas after 60 ft of tunnel was searched. No one was flushed out so the entrance was blown and sealed. Another demolition team found a further tunnel



underneath a house which was searched and blown. The haul was a home-made rifle, sewing machine, and radio. On a contact that platoon had made a VC was hit. He was seen to go into a hole in the ground. Tear gas was thrown in followed by a grenade and the entrance sealed. In all probability the VC was killed.

D Coy Loc and TAOR - Demolition team searched an area marked with minefield and booby trap signs to no avail. In one tunnel under a house wireless equipment and an ID card was found.

Near perimeter of D Coy a tunnel system was searched - VC of squad size was seen to disappear in this area. From the system, webbing, grenades, magazines and some AA sights were recovered.

The dog team was called in at this stage as noises were heard. The dog and the handler confirmed that VC were in the tunnel. As Mighty Mite were unavailable the tunnel was blown with every probability of sealing about eight VC inside.

Comment: The dog can most definitely indicate whether people are down the tunnels and in fact is keen to track the victims down. The handler on the other hand is not so eager so that it could be thought that maximum use was not obtained from the dog in this case.

Fourth Day

B Coy Loc and TAOR - Hidden trap doors were found by B Coy in their TAOR. A demolition team was called in to investigate. Mighty Mite pumped in smoke through one of the exits

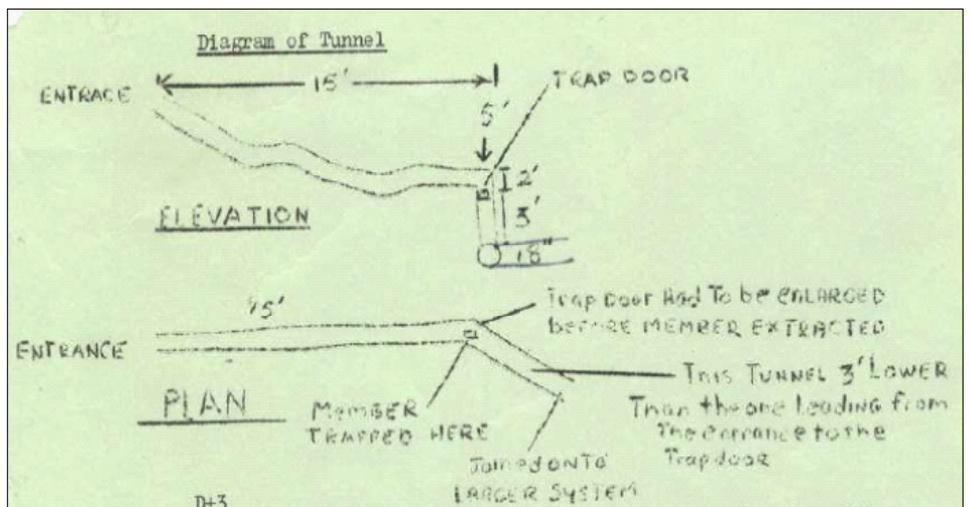
and discovered other exits, each of the three exits being about 30 yards apart. At this stage Mighty Mite team was recalled to the main tunnel system at Bn HQ. Two of the entrances were explored finding a pistol holster some ammunition and personal equipment.

A hidden trapdoor was found and once lifted, Vietnamese voices were heard. Two tear gas grenades yielded no result. The third tunnel exit was searched - a member went down through an extremely small trap door (about 16"x11") into a lower tunnel. After about two minutes during which time the member recovered some documents the member became unconscious.

Every effort was made to extricate the member to no avail. Mighty Mite machine pumped air into the tunnel about 15 minutes after the member became unconscious. The member was eventually extracted through the same hole but it had to be widened considerably which was an extremely difficult task as only one member at a time could work at the face.

The member died through lack of oxygen caused either by a pocket of foul air or carbon monoxide and carbon dioxide poisoning (these gases resulting from the smoke burning with the oxygen).

C Coy Loc and TAOR: A find of two rifles, ID cards and webbing were found in another tunnel very near C Coy perimeter. The dog and handler confirmed the existence of VC in the tunnel. All known entrances were blown. That night digging was heard in C Coy area from under the ground. Efforts were made to dig down from the top and in fact the entrances were reopened - tear gas was thrown in the tunnel but no one came out so the



entrances were resealed.

Comment: In actual fact this tunnel turned out to be connected to the main system which had been blown 60 yards further on outside C Coys perimeter, so that it was quite probable that VC were trapped below the surface.

D Coy loc and TAOR - Demolished a large room in an open tunnel system found previously. Dimensions of the room were 8' x 8' x 4' high with several entrances to it.

Fifth Day

B Coy loc and TAOR: Tunnel entrances discovered on Day Four were blown without further search by a demolition team.

C Coy loc and TAOR: Two tunnel entrances leading to a house in the TAQR were blown. The blast also destroyed the

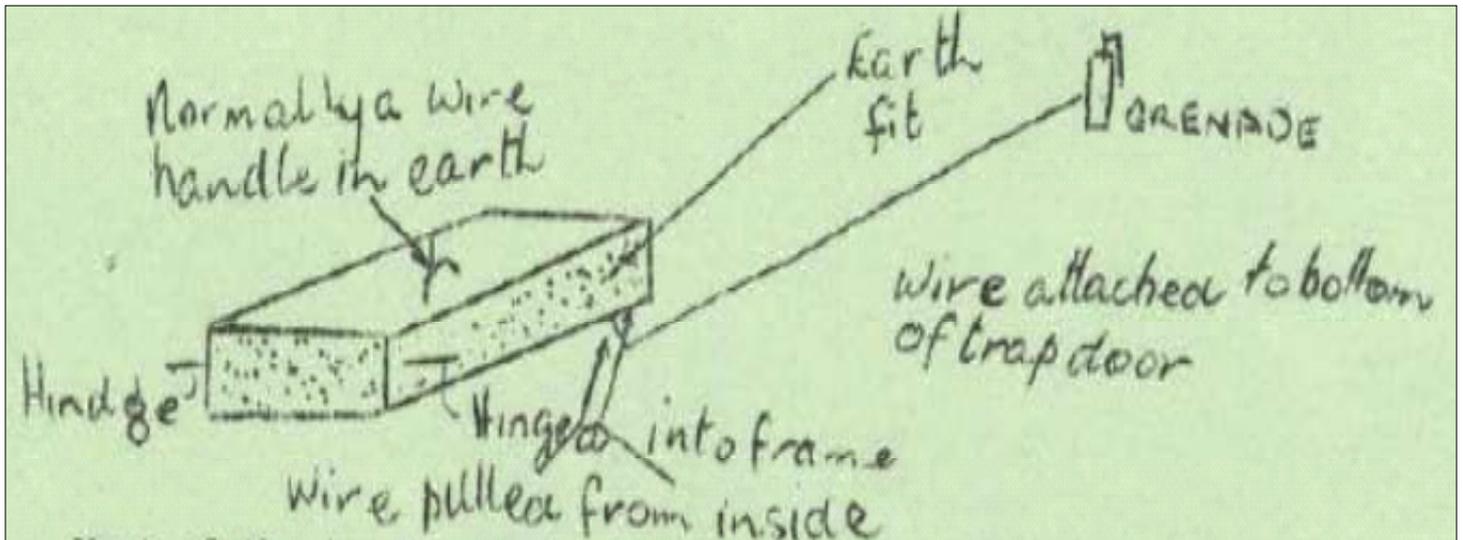
house which had a bunker beneath it.

Sixth Day

A Coy loc and TAOR: A demolition team blew a house with a room set under the ground. From this room a tunnel led off with a further sleeping bay on a lower level. An outside exit led to the lower bunker which was about 20 ft from the main entrance to the house. Another demolition team investigated a further tunnel system 300 yards in front of A Coy perimeter. Smoke and tear gas was pumped into this system and the entrance blown.

Comment: This system appeared to be in the general line running N and S and was most probably an extension to the main system found within





the Bn perimeter. The side exit found was similar in fact to all the other side exits investigated in the main system. Besides this when this demolition was carried out another trap door 100 yds to the north was exposed - this confirms a similar layout to the main system.

The diagram of the system found in front of A Coy perimeter is shown on the main diagram of the tunnel system.

B Coy loc and TAOR: A demolition team demolished a room 7 ft x 18 ft by 6 ft high with its roof on ground level.

The dog and handler together with an element from B Coy found a dead VC hit by the ambush/standing patrol on the previous evening.

Final Day

Demolition team moved with the rear coy to enable demolition of the Bn CP.

Extraction to BIEN HOA.

Assessment of Operation

The operation was a success from many points of view. Valuable lessons were quickly learnt especially in the field of tunnel search. Rapid experience was gained by many members working in tunnels with tear gas. Mistakes were made, one that cost a life, that should be avoided in the future. It is also felt that valu-



Fortified entrance to one of the tunnels found on Op Crimp

able research material is now available with a fairly clear idea of one of the tunnel systems that allied troops may come against in the future in Vietnam.

The neutralization and demolition of booby traps together with the demolition of tunnels and bunkers provided excellent experiences for both young and old sappers.

It is felt that the seismograph mentioned in the report can assist greatly and indeed it may become a basis for tunnel search. Furthermore, pinpointing tunnel positions, thus enabling persons to dig to the tunnel from

the surface may save many lives and most certainly will assist in rescue operations in the future.

Concept Of Operation

The operation took place about 4000 metres West of the Iron Triangle and just West of the Saigon River. The brigade mission was to seek out and destroy the Saigon, Cholon, Gia Dinh political/military HQ. 1 RAR's task was to act as a blocking force on the Northern perimeter of the brigade TAOR.

The area had been under VC control for many years and had not had operations conducted in that location in any recent

years. Generally the brigade TAOR was covered with light scrub, rubber plantations, and secondary growth.

A fire support base, along with brigade HQ, US Engr Coy, A Ech and other associated units was established approximately 7000 yards to the West.

2. Organisation

(a) Six demolition teams each of four men

(b) A HQ element of five: This consisted of the OC, a Staff Sergeant, a batman and two wireless operators.

(c) One man with A Ech to provide the necessary back-up in stores and also to monitor any calls for specialists equipment and ensure that these were passed back to troop base.

(d) Detached: Six men were attached to 173 ABN BDE Engr Coy. They comprised of a plant corporal, three plant operators and two drivers.

(e) Attached: Two men and a 25 ton flat bed trailer and a 10 ton tractor were attached to the unit to provide transport for

the TD 15 B.

3. Equipment

The following equipment was either carried on the man or held in A Ech with 3 Troops representative. All plant and vehicles were detached to 173 ABN BDE Engr Coy.

(a) 180 lbs of explosives were carried and a further 300 lbs held in reserve at A echelon. To supplement this a further 1000 lbs had to be called forward from 3 Fd Tp (Rear)

(b) Sixteen shaped charges were carried, and used; a further two were called forward.

(c) Three chain saws were held at A echelon

(d) One Zodiac inflatable assault boat was held at A echelon.

(e) The usual hand tools were taken as well as one shovel, pick and axe, being carried by each section.

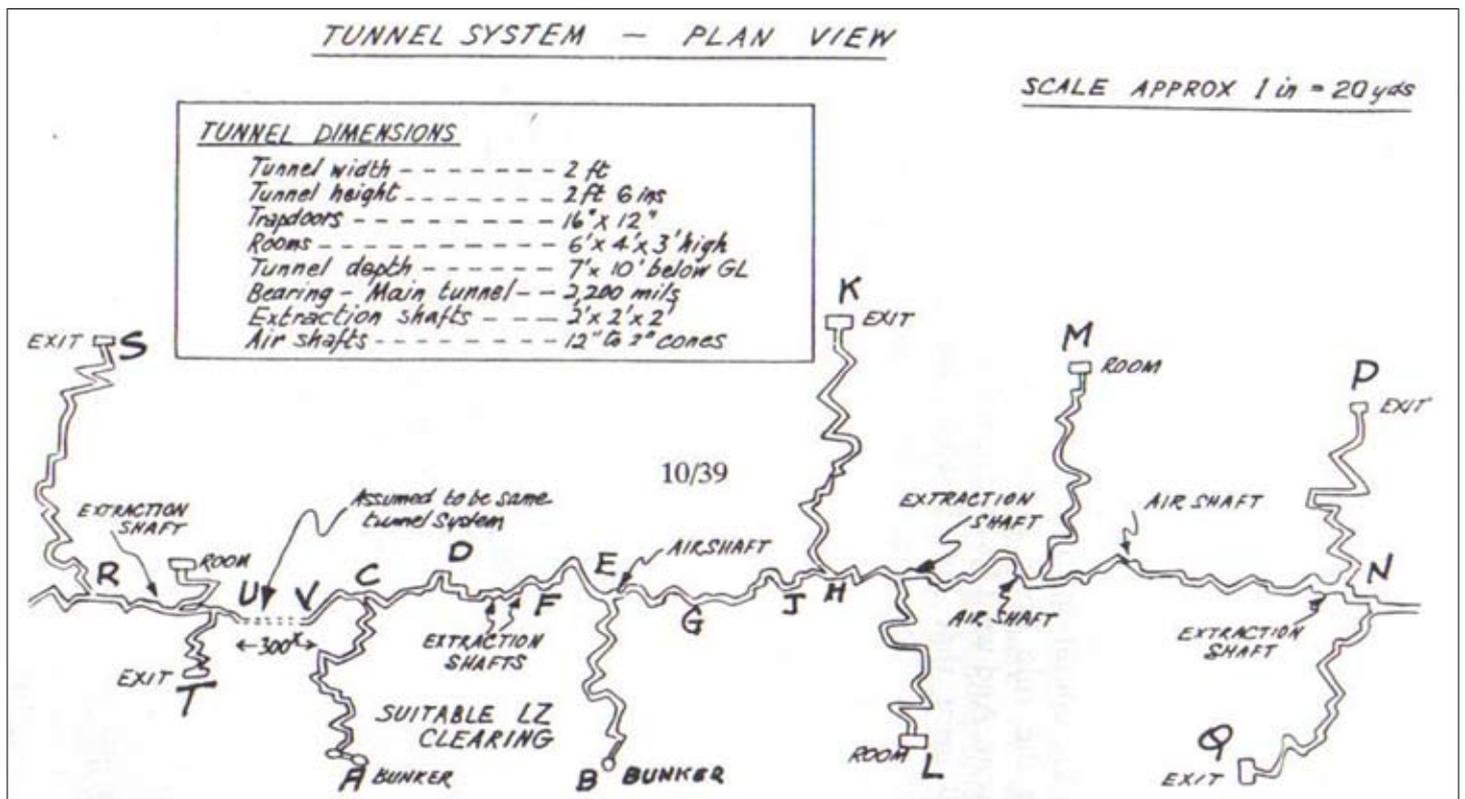
(f) Lighting: The troop carried the 'GY' cap lamp and the Eveready 'Big Jim' lanterns.

Description of The Tunnels

The diagram although to

an approximate scale is by no means an accurate representation of what truly exists. In fact the idea is only of what the tunnel system is shown exists. For instance with so many bends in the system it would have been impossible to measure and plot these in the time available but it is known that the longest straight stretch is about 10 yards, the smallest about 1 yard, that side tunnels or off shoots from the main system are about one every 50 yards, that the length of the side tunnels are about 50 yards etc.

The area SRT: This tunnel area was searched and destroyed on Day Six by a demolition team with D Coy. It is assumed to be the same system for two reasons, firstly that it lies on the same bearing and on the some continuation of the bearing (2200 mill magnetic) from the main system and secondly that from the exit to the main tunnel the pattern is exactly the same as for the main tunnel exits. This area was blown with CS powder



inside the tunnel.

Tunnel size and extent: Assuming the area discussed in 2 (b) is the same tunnel then the known length in straight line distance is 700 metres - known side tunnels again in straight line distance would total 500 metres. As to where and for how long the tunnel goes on, estimation cannot with reasonable accuracy be made. The average size of the tunnels are 2' wide 2'6" to 5' high.

Exits and trapdoors: Hidden trap doors are used for exits and entrances and each of these are about 100 or more yards apart.

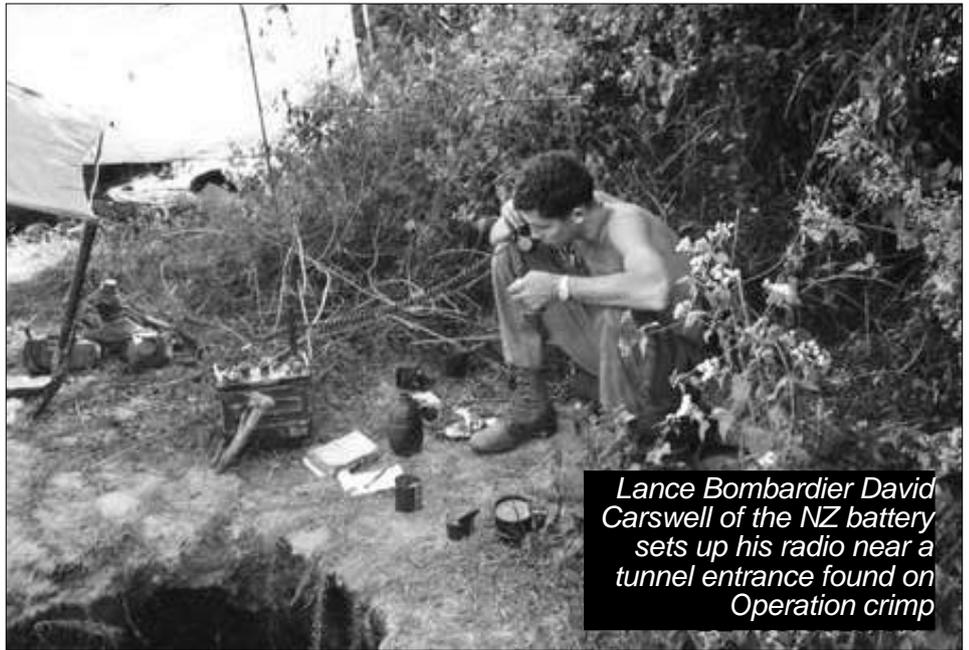
The trapdoors are hinged, about 16"x12" in size, seated in a wooden or steel frame - (some set in concreted and are very carefully camouflaged). Normally the trapdoor is like a basin with the inside full of dirt, so that in search for these exits one must hit the frame with a bayonet or something similar.

The exits were all booby trapped with a wire leading to grenade in the trees. The wire could either be pulled by a person underneath the trap door or could be attached to the trap door so that a person opening the trap door could detonate the grenades.

In actual fact every grenade pin found was still splayed so that this points to a very hasty evacuation of the area.

Most of the trap doors inside the tunnel systems are similar to the above trap door - some are not hidden and appear to be of concrete about 1" thick.

The exit from the main tunnel in every case followed the same pattern. From the exit to a tunnel, from that tunnel down through a hidden trapdoor, from that tunnel up through a trapdoor, and from the next tunnel



Lance Bombardier David Carswell of the NZ battery sets up his radio near a tunnel entrance found on Operation Crimp

down through a trap door.

Rooms: At the end of some of the off shoots from the main tunnel and about every 100 yds there was a room at 4'x6'x3' high. The room was set up with a type of sitting place and there are normally shelves along one wall.

Air shafts: These seemed to be few and far between yet the air most of the time seemed to be relatively fresh. The air shaft was conical in shape from about 12" at the base to about 2" in diameter at the top.

Extraction shaft: About every 30 or 40 yards there were holes in the side of the tunnel 2'x2'x2'6" (high). At the far end of the hole there was a bamboo wall. Many of these walls were probed thinking they were false walls but in fact the dirt behind was solid. The thoughts are that these holes initially opened up to the surface and were used as extraction holes for the dirt, then the wall was covered in with bamboo and resealed with filling.

Earth piles were normally above the ground not very far away from the main tunnel line. Limited effort was made to camouflage these piles of earth. They



CPL Colin Dennis of 3 Field Troop enters a tunnel on an operation prior to Crimp

could be mistaken for ant hills.

Bunkers: The bunkers in this system were very cunningly contrived. One bunker was set in a middle of a path and was in fact natural ground but it was hollow. Two slits were in the bunker, wide enough to fire and see from, but not wide enough to throw a grenade through. The other two bunkers were blended into the ground and had 18" of overhead protection. The average size of the bunker inside was about 5'x5'x4'6" high. The bunkers in



A Viet Cong merit award badge found in the tunnels on Operation Crimp

fact started off the search for the tunnel system as the sniper must have got out by subterranean means. Another interesting fact is that the bunkers were on either side of a fairly large clearing very suitable for an LZ.

Comments on Methods

Seismograph: In many areas it is known tunnels must exist yet they can never be found for the entrances are too well hidden. Even when a tunnel system is being searched and a further entrance is required in the tunnel (normally for safety reasons) the process of using a compass and a piece of string is far too laborious, consuming mainly time. A modified seismograph able to distinguish between air layers and solid earth to relatively shallow depth (say 80') and capable of recording the depth of the air layer could provide a quick and easy method of positioning and/or finding tunnels. A very real necessity exists for a seismograph such as this.

Effectiveness of Mighty Mite: The effectiveness of the machine is limited because of the way the tunnels are constructed. For instance if one finds an entrance then it is not sufficient to pump smoke or tear gas down the entrance until all trapdoors are lifted. The bends and the

ups and downs in the tunnel are again providing obstacles for smoke and tear gas." For example although no trapdoors with covers existed between parts A and B, a distance of 150 yds, virtually no smoke emitted from point B although 55 lbs of white smoke was pumped from point A taking over an hour.

Thus a lighter chemical dye which can mix with air and yet not pollute the air is required. It is highly recommended that no man is ever sent down a tunnel which previously has had smoke pumped into it. Another point

found wanting with Mighty Mite is the need for air to be quickly sent down a tunnel to a searcher. This can only be accomplished by some type of hose adaption to the Mighty Mite outfit. This obviously has limitations but should be investigated.

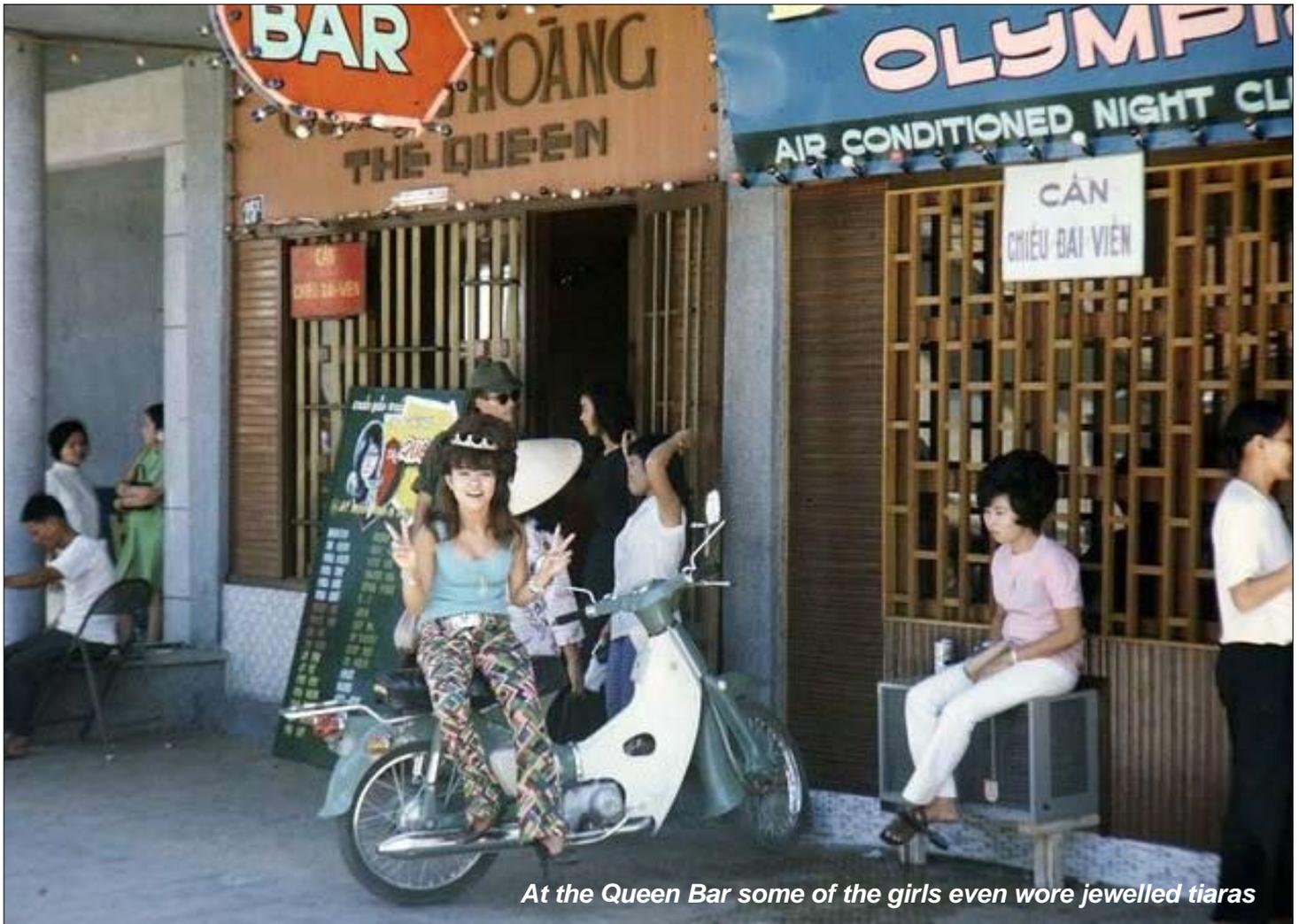
Dogs in tunnels: There is a great avenue for the use of dogs in tunnels. The type of requirement is for a dog to indicate a hidden entrance either in the tunnel or on the surface. Another requirement is for the dog to be able to indicate if persons are down a tunnel and somehow tell if they are close or a long way away. The dog must be used to tunnels, have the capability of jumping down 5' vertical holes, it must be fairly small and probably above all the handler must be confident himself down tunnels.

Oxygen: In case of accidents a simple oxygen outfit is necessary. It must be small, not necessarily fitting the body and in fact preferably not as some jobs are too small, simple to operate, virtually a lead with a mouth piece leading to a cylinder with an on/off switch.



One of the many extensive and well-built bunkers found on Operation Crimp

Sapper Bob's guide to the best bars in Vung Tau



At the Queen Bar some of the girls even wore jewelled tiaras

For obvious reasons, Sapper Bob wants to remain anonymous, but he is obviously a man who held great insights into the bars of Vung Tau during the 1969/1970 era.

And no wonder. Bob spent the first six months of his tour based in Vung Tau with 17 Construction Sqn. After a few months, he and two mates actually moved, to live off base in an apartment in Vungers (can you believe this – if the Field Troop lads in Nui Dat had heard about this there would have been riots and mass transfer applications – all to no avail of course!).

Anyway, now living amongst the locals in Vung Tau, Bob didn't waste his time absorbing the traditions and the ancient culture of Vietnamese society. He hit the bars. Big time. And be-

came the accepted authority on the subject. Mates visiting from Nui Dat would sit at his feet and seek sage advice on where to go for the best time in town.

The only problem was, it was costing Bob a fortune. The big thing he hoped to get out of his 12 months in Vietnam, was a swag of money to take home. He was getting married to his childhood sweetheart, ten days after returning to Australia, and they were counting on the money to set themselves up.

By trade, Bob was a draftsman, one of the highest pay grades possible for a Sapper. Despite this, he was virtually penniless after his first six months in country.

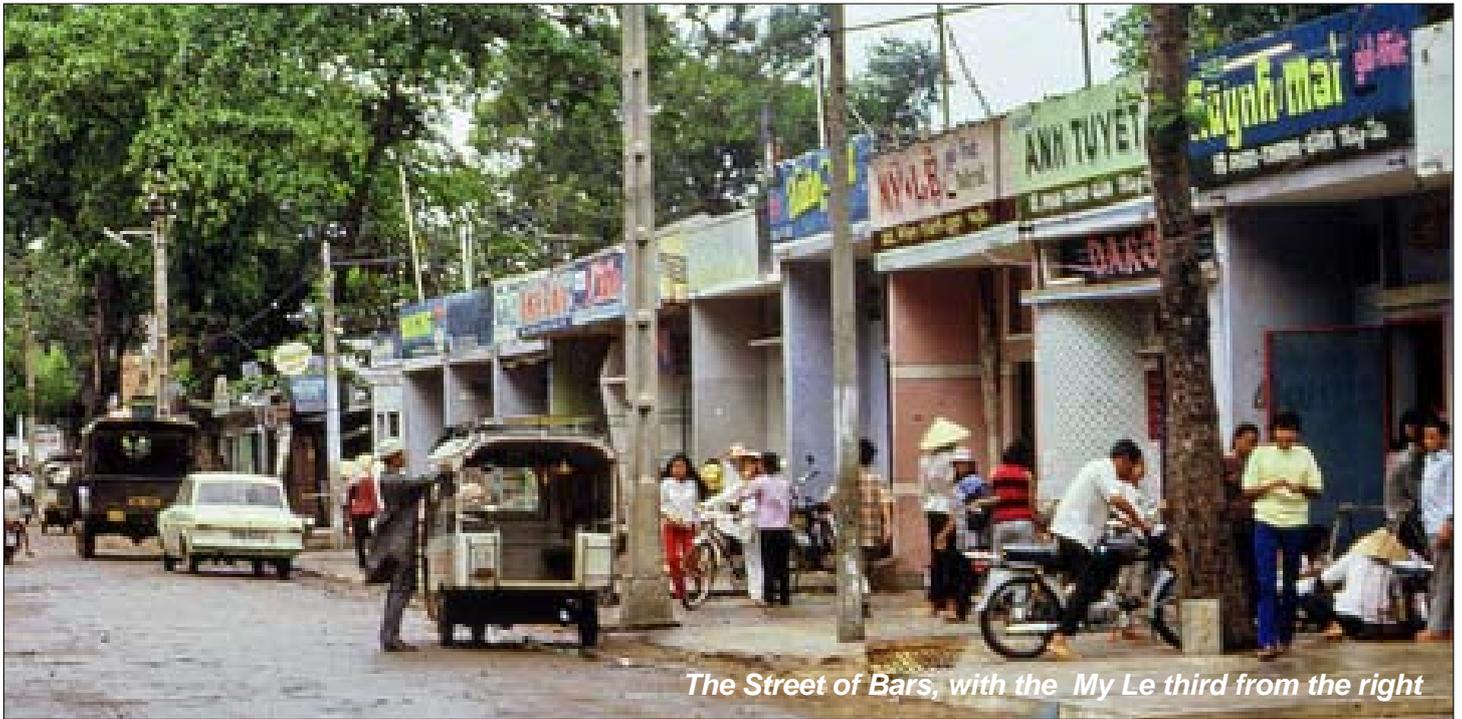
Bob knew he had to get out of town. He applied for transfer to 1 Fd Sqn as a draftsman

and was quickly accepted. Bob should have talked to some of his mates already in 1 Fd Sqn first, because they would have quickly told him that no matter what you were posted to 1 Fd Sqn as, you always ended up as a Field Engineer in one of the Field Troops. Bob was headed for the bush!

It was quite a shock for Bob, but that's another story. Here's Bob's words of wisdom on the best bars in Vungers:

The My Le Bar in the street of bars was one of his favourites. It was a small bar and the girls didn't hassle you too much. For regulars like Bob, they even extended credit if you were running short of dollars.

But the big attraction was the jaffle iron. Somebody had enlightened them to the wonders of this Aussie snack cooker,



The Street of Bars, with the My Le third from the right

which produced what are today called “toasties”. They only had one filling – cheese. It came in huge blocks, straight from US military sources, as did the giant tin of butter (used for coating the outside of the sandwich before placing it into the jaffle iron).

The heating source was one of those army issue, single-burner petrol stoves with the in-built plunger pump – now recognised as a highly dangerous fire hazard.

A cheese jaffle (with a sniff of petrol to it) and a warm Ba-mi-ba beer in a grubby glass packed with dirty ice – paradise!

The Queen Bar had a great atmosphere, says Bob, but the girls were relentless at ripping you off. While you were sober, you could figure out what they were up to, but with too many beers under your belt you invariably fell victim to their scams.

Their favourite means of skimming dollars off young Diggers was a dice game, which seemingly had ever-changing rules. To rope you in, and give you false confidence, the girls would let you win a few games, and hand you your winnings, but

it was all part of the scam.

Ensuring you had plenty to drink, the girls then cranked up the size of the bets, still letting you win now and then, but finally reaching the point where a couple of big-money rolls of the dice were played, and before you knew it, you were broke.

At this point, Bob says, the girls seemed to rapidly lose interest in your charm and good looks, and quietly faded away.

The Jade Bar was outside the main “entertainment” area of Vung Tau, but it was well worth the walk or the ride in a Lambro (don’t forget to skip out on the driver without paying).

Unusually, this place was a combined bar and massage parlour – a combination few other places in town seemed to have. They must have been bribing the right people.

As you entered the place, there was a reception area, displaying photos of the available girls. You took your pick and the girl would soon meet up with you in the adjoining bar.

After a few drinks and getting to know your new friend, you moved out back to one of the

rooms, each of which were totally self-contained, with a bath, a steam bath and a massage bed.

According to Bob, after a few hours of total pampering, there was no greater feeling in life than to wander back to the bar to have a few beers and a cuddle with your now, very best new friend. Though a little more expensive than the sleaze joints in the centre of town, this place was a regular for Bob.

Perhaps we begin to understand how Bob was running out of money despite being on such a high pay grade.

The Hong Kong Bar was on a corner, near the Vung Tau market, and this was one of Bob’s favourite haunts. Apart from the bar downstairs, it also had a covered outdoor bar upstairs, where bands from the Philippines would pump out perfect copy versions of all the latest pop songs.

However, it wasn’t the fresh air or the live music that attracted Bob, it was “Brandy Nancy”. Nancy was stunningly beautiful, and was a manager rather than a bargirl.

Unlike every other girl in the bar, Brandy Nancy was not

for sale. She had another source of income. Every opportunity Nancy had, she would ask Aussie and US soldiers to get her a bottle of Cognac (French Brandy) from the US PX in Vung Tau – hence her nickname. Nancy insisted the Cognac was for her sick father, but she was in fact making a fortune selling it on the black market.

Bob saw Nancy's unavailability as a challenge rather than an obstacle. He visited the Hong Kong Bar at least three times a week for six months, convinced he could win Nancy over with his charms, and generosity – he took a bottle of Cognac on at least one of those visits every week.

Bob reckons close to 50% of the money he spent in the bars of Vung Tau was spent in the Hong Kong Bar, wooing Brandy Nancy. Bob admits he never got to first base, but despite this, says he still has fond memories of Nancy, describing her as the most beautiful women he has ever seen – bar none.

Bob's obsession resurfaced a couple of years ago, when he found himself regularly wandering through the Vietnamese suburbs of Sydney, hoping Brandy Nancy had made it to Australia as a "boat person" and he would catch sight of her.

The fantasy eventually subsided when he came to the realisation, that even if he miraculously did see her, she would be an old bugger of 65, just like him.

The waterfront bars were on the wide pavement running along the Front Beach. Nobody was sure about whether or not these bars were out of bounds to Aussies on leave, but Bob liked to go to them as a break from the money-grabbing atmosphere of the bars in the centre of town. There were girls



Expensive but worth every cent



*The Hong Kong Bar ,
home to Brandy Nancy*

behind the bar, but they didn't hassle you for Saigon Teas or coax you into money-draining card games. They also served half decent snacks, if you were game to eat "Heppo Rolls" and tiny birds grilled to a crisp on sticks over charcoal fires. Bob was up for most things.

The French Goddess: We leave the best for last, which was an upmarket massage parlour, with a small bar area, the name of which Bob no longer recalls.

It was a regular haunt of US Forces, evidenced by the shoulder patches from dozens of US Army and Air Force units proudly on display behind the reception desk.

Bob says the massage

here was really well done, but this wasn't the attraction. The real drawcard for Bob was the receptionist, a beautiful young woman, part French and part Vietnamese. He recalls her name as Aimee.

Bob spoke a little French from his school days, and says that when she spoke French back to him in those lovely sing-song guttural tones, his heart literally melted.

We get the idea that romantically, Bob had a tendency to become attracted to, and eventually obsessed with women he could never have.

Aimee was strictly the receptionist only, and not involved in the "happy ending" massage

services which went on out the back of the premises.

Making visits two or three times each week, and chatting more and more with Aimee, Bob realised he was "in love" again.

To visit the place he had to have a massage, but he reached the absurd point where he was insisting that Aimee instruct the massage girls that he wanted a straight massage, and none of the funny business – to prove he was being faithful to Aimee!

The massage girls demanded that Bob pay the full price despite the fact he was getting none of the "specials", and Bob of course agreed.

On top of the cost of the massage, Bob was bringing Aimee a carton of Salem on each visit, at her request, despite the fact he never saw her smoke (doubtless the Salem were going out the back door and straight onto the black market).

Being a regular visitor, Bob became friendly with some of the other patrons, and one day mentioned his "love" for Aimee to a US chopper pilot he had seen often at the parlour.

Bob revealed his obsession with Aimee to the pilot, and said he'd even spoken with the unit Padre about what was involved in an Australian soldier marrying a local girl.

Cool as a cucumber, the pilot suggested Bob might want to also speak to the massage parlour owner, Aimee's Vietnamese husband!

This revelation, combined with Bob's parlous financial position, was too much for Bob, and this was the point when he made his move to 1 Field Squadron.

Bob, by the way, became a good Tunnel Rat, and was made up to No.1 status just before heading home – to marry his childhood sweetheart.



Aimee, the French goddess was Bob's final undoing



The bars along the beachfront

SAPPER SNIPPETS

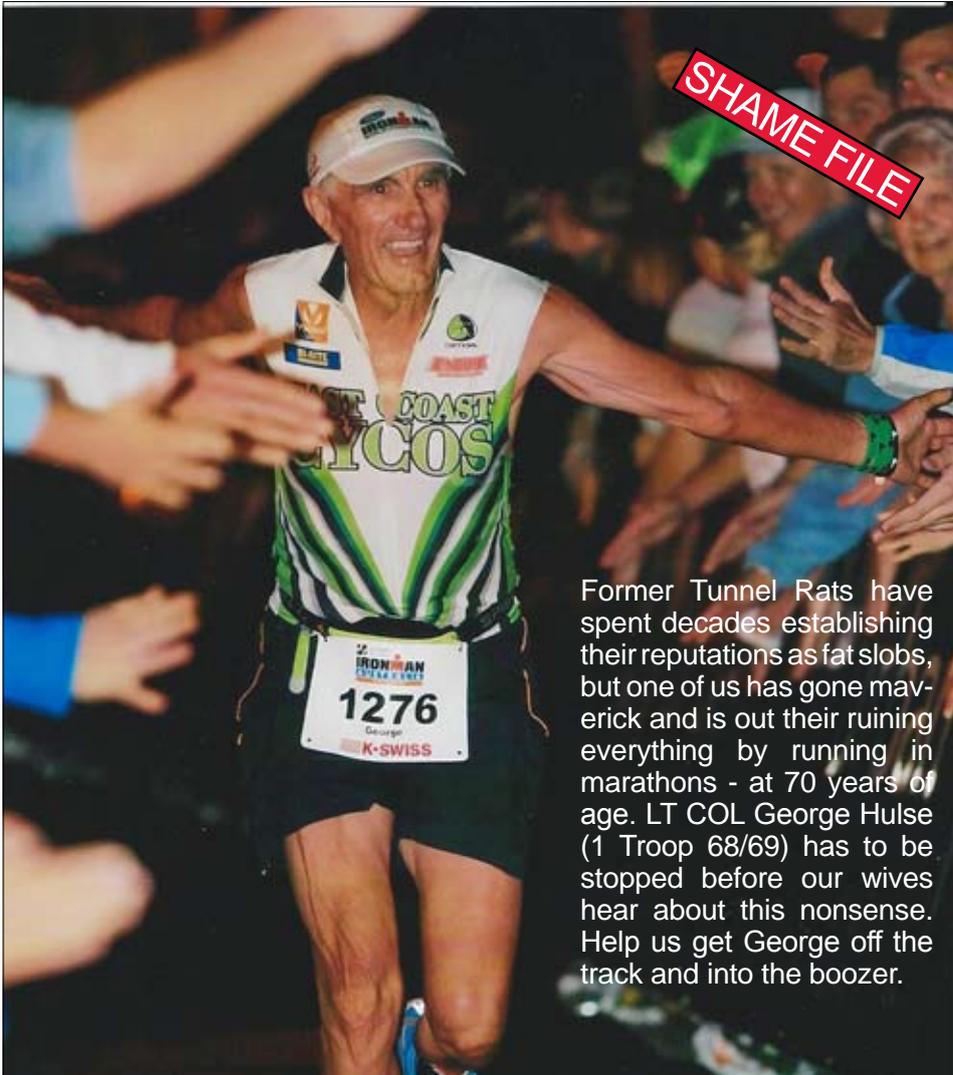


Back on a mission - former RSM of SME goes feral
Old soldiers never fade away - good ones keep getting cool secret missions. Above left is Bevan Percival, former Tunnel Rat with 1 Field Squadron in Vietnam (69/70), and former RSM of SME (86/87). On the right is CAPT. Willard of *Apocalypse Now* fame. Were they separated at birth? Has Bevan been captured on film while on a secret mission in the exotic East?



SOER out front
A member of the Special Operations Engineer Regiment heads out front of the Special Forces convoy he is with, to clear their way across a suspected mined area.

Stop this man from ruining our reputation



Former Tunnel Rats have spent decades establishing their reputations as fat slob, but one of us has gone maverick and is out their ruining everything by running in marathons - at 70 years of age. LT COL George Hulse (1 Troop 68/69) has to be stopped before our wives hear about this nonsense. Help us get George off the track and into the boozier.

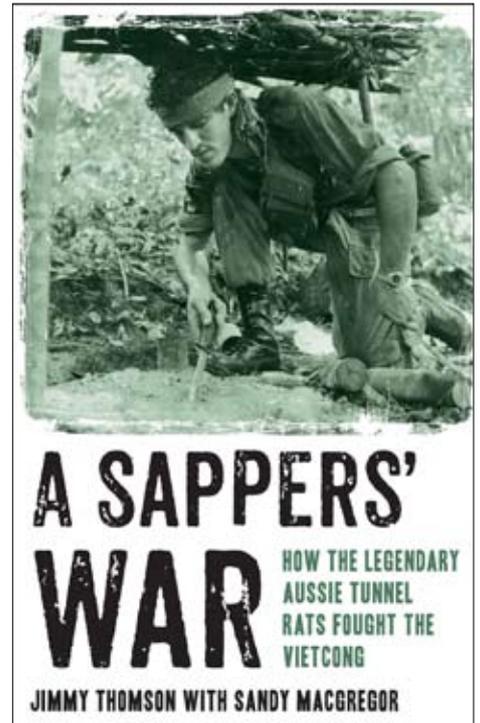
"Follow the Sapper"



It's amazing who you meet out on the road



There are a lot of former Tunnel Rats cruising the country in their trailers, caravans and, in the case of the rich bastards, in their mobile homes. Despite the wide open spaces, many meet up in the middle of nowhere. The mode of recognition (apart from us all being old, grey and suspicious of anyone who appears at all friendly) is usually a Vietnam Veteran's sticker. In the above case however, it was a bit more "in your face" with that superb Tunnel Rats wheel cover. The wheel cover belongs to Twiggy Branch (right) who was with 2 Troop in 68/69. On the left is Terry Gleeson (1 Troop 69/70). They came across each other somewhere west of Alice Springs. Though they'd never met before, they had lots in common, and discussed it all over a few beers. Terry lives in Warragul, Vic, while Trigg lives in Proserpine, Qld.



Beaut book

Keep an eye out for this book in the stores. It has been selling well. It was jointly authored by Jimmy Thomson, a journalist, and Sandy MacGregor, who, as a young captain commanded 3 Field Troop in Vietnam, where he won the Military Cross. He served in the Army for thirty years, finishing as a Colonel in the Reserves.

Old Sappers can sniff out a minefield anywhere



Rodney O'Regan was a Tunnel Rat with 1 Fd Sqn in 70/71, and is now heavily involved in WWI Lighthorse re-enactments all over the world. While on a ride in the Middle East, Rodney came across this minefield in the Golan Heights, Israel. Rodney donned his Tunnel Rats 2011 Vietnam tour shirt for the occasion. At left is Rodney in full kit in front of the Pyramids.

We need to get a few more gongs up to match these bad boys from North Korea



North Korea is the world's most militarized country, with a total of 9.5 million active, reserve, and paramilitary personnel, which is weird considering their total population is 25.4 million. They have the 4th largest in the world, after China, the U.S., and India. Clearly, they also love to give out medals, which is also a bit weird considering they haven't had a war since 1953.

“What’s with the big stick Sir?”



Regimental Sergeants Major carry a Pace Stick as a symbol of their appointment. The Royal Regiment of Artillery (United Kingdom) lays claim to being the originator of the Pace Stick. It was used by Field Gun Teams to ensure correct distances between the guns on the battlefield. The original Pace Stick was more like a walking stick with a silver or ivory knob. It could not be manipulated like the modern Pace Stick, which opens like a pair of callipers, and is used to measure the correct length of pace in marching drill. Correct pace length is necessary not only for ceremonial purposes, but also to reduce fatigue on long marches. The Pace Stick comes in two colours, brown (natural stained timber) and black lacquer. The black version is used by Regimental Sergeant Major's of the Armoured, Aviation and Nursing Corps, all other Corps use the natural timber version. The Regimental Sergeant Major Royal Australian Engineers Pace Stick has a 'field service level' fitted in it.

US Biker Tunnel Rats make contact



There is a Motorcycle Club called the Tunnel Rats, based in Illinois in the United States, and they have made contact with us after seeing our website and our newsletters on-line. They are a pro-Veteran organisation, and regularly pay their respects to their nation's fallen and those currently serving. Tom Koziol (centre in the photo below with two other members) is a prime mover in the club. Tom built the amazing bike (bottom) in honour of his Dad, a Vietnam Veteran who built a bike on his return from Vietnam. The Tunnel Rat bikers are subscribing to our newsletter, and we welcome them aboard. If any of our VVMC members want to get in touch with the club we can provide contact details.





A night at the ADFA

On April 5th this year Jim Marett and Jethro Thompson were guest speakers at the Australian Defence Force Academy in Canberra. The Academy is where young men and women joining the Navy, Army and Air Force spend three years training as officers while also completing a university degree. The occasion was a formal dining-in night, with over 250 Officer Cadets and instructors attending, including the Commandant of the Academy, COMMODORE Bruce Kafer AM, CSC, RAN. Jim and Jethro's presentations covered how the Tunnel Rats operated in Vietnam. Jethro also covered important lessons to be learnt from the mine incident in which he was wounded. Both Jethro and Jim were delighted to see the high levels of self confidence and social skills displayed by the young Officer Cadets. Our country is in good hands!



TOP: Jim Marett, OFFCDT Elise Carey, Jethro Thompson, and CAPT Simon O'Dea, an instructor at ADFA and a former Troop Commander with 1 FD SQN RAE.

MIDDLE: Dinner guests watching Jim's presentation.

RIGHT: Jethro with three first year Officer Cadets at the drinks prior to dinner (left to right) OFFCDT Hood, OFFCDT Green and OFFCDT Hood (yes they're twins!)

Tunnel Rats List

All list enquires to Graeme Gartside (contact details below)

This is our latest list of former Tunnel Rats. If you are not on the list and wish to be, please send your details (Troop, year, phone number and address) to Graeme Gartside at email: ggart@inbox.com or call 08 8725 6900 or by mail to Graeme Gartside, 9 Park Street Mt Gambier SA 5290

3 Field Troop (1965-66)

Ian Biddolph 02 4472 9434
 Alan Christie 07 5494 6628
 Brian Cleary 07 5500 6363
 Allan S Coleman 07 4661 1924
 Bill Corby 07 5502 1193
 John "Tex" Cotter 07 4723 1244
 Des Evans 07 4128 2390
 Wilfred Eyles 02 4390 0150
 Ray Forster 07 3409 1907
 Geoff Green 03 6272 8167
 Barry Harford 08 8088 4371
 Sandy MacGregor 02 9457 7133
 Frank Mallard 08 9377 4560
 Keith Mills 07 4770 7267
 Warren Murray 02 6059 8142
 John Opie 0427280703
 Bernie Pollard 08 9248 3178
 Ross Thorburn 0408413204
 Bill Unmeopa 08 9300 5561
 Snow Wilson Jnr 02 6649 3998

OC's 1 Field Squadron

John Kemp 02 6288 3428
 Rex Rowe 0419 251 420

1 Troop (1966-67)

Nick Burgerhof 07 3271 1592
 Ray Burton 08 8268 4575
 Ron Carroll 0408884327
 Joe Cazey 07 3710 8102
 Allan S Coleman 07 4661 1924
 Graham Cook 02 4390 5159
 Mick George 02 6882 8574
 Alan Hammond 0423491091
 Cul Hart 0413300120
 Neil Innes MM 02 9875 2962
 Ken Jolley 02 6624 4066
 Barry Kelly 07 4661 2898
 Axel Kraft 08 9572 9597
 Peter McTiernan 02 6557 5211
 David Martin 02 6379 6097
 Gavin Menzies 02 6584 7257
 John Olsen 0414433341
 Ron Rockliffe 02 9789 4302
 Trevor Shelley 0419784954
 Kevin Smith 03 9787 1506
 "Jethro" Thompson 0732168906
 Ross Tulloh 0418223345
 Graham Zalewska-Moon
 (Poland phone: 48-815177391)

1 Troop (1967-68)

Billy Adams 03 5974 2916
 Henry Baggaley 07 5433 0482
 Reg Bament 02 6948 2524
 Bruce Bevan 02 9580 3327
 Neville Bartels 07 4055 9871
 Col Campbell 0417658770
 Dave Campbell 07 4225 6310
 Bob Coleman 03 5332 0975
 Ross Comben 08 9535 2273
 Jack Green 07 3278 8719
 Norm Hitchcock (Canada)

1-250-2455137

Ray Kenny 07 3881 3648
 Peter Koch 04 3822 3100
 Brian Lewis 07 3880 0376
 Mike McCallum 02 6288 5113
 John Neal 02 9982 6694
 Barry O'Rourke 03 5987 2828
 Clive Pearsall 03 9459 4470
 Terry Perkins 0413343168
 Alan Rantall 03 9434 2031
 Ivan Scully 03 9802 0977
 Peter Sheehan 03 9390 2834
 Carlton "CP" Smith 0448000334
 Jim Trower 0418842744

1 Troop (1968-69)

Phil Baxter MM 02 4625 6213
 Ray Bellinger 0407952670
 Adrian Black 0417756729
 Mike Bruggemann 0409441992
 Peter Carrodus 02 9759 6383
 Albert Eyssens 03 9769 9715
 Ken Ford 02 6645 2738
 Max Goiser 02 9792 1765
 Peter Hollis 02 6581 5401
 George Hulse 07 3399 7659
 Robert Laird 03 6356 1748
 Brian Lamb 02 6059 6947
 Kent Luttrell 0408387641
 Kerry McCormick 03 6344 5291
 Keith Murley 0429729764
 Richard Reilly 02 6262 7374
 Colin Spies 07 4743 4676
 Garry Von Stanke 08 8725 5648
 Cliff Truelove 02 6495 7844
 Ken Wheatley 07 4774 0045
 Bob Wooley 03 6264 1485
 David Wright 03 9435 4131

1 Troop (1969-70)

Kevin Atkinson 08 9041 1571
 Larry Batze 07 4033 2025
 Allan S Coleman 07 4661 1924
 Paul Cook 02 4946 5321
 Garry Degering 03 9796 0136
 John Felton 07 4661 8679
 Grahame Fletcher 0408822489
 Brian Forbes 0412047937
 Jon Fuller 02 4774 1674
 P. "Guts" Geisel 07 4092 1735
 Terry Gleeson 03 5623 2886
 Trevor Kelly 08 9538 1184
 Des McKenzie 07 5448 3400
 Anthony Marriott 03 6257 0279
 Doug Myers 0421904562
 Les Slater 08 9361 0603
 Max Slater 0412 772 849
 Vic Smith 02 4339 2131
 Dave Sturmer 02 8407 9812

1 Troop (1970-71)

Mick Augustus 07 3205 7401
 Dan Brindley 02 6643 1693
 Ian Cambell 03 9870 0313

Ray "Brute" Carroll 08 9342 3596
 Phil Duffy 0406020382
 Harry Ednie 03 5866 2644
 Bruce Fraser 07 5499 0508
 Gordon Green 0419606640
 Garth Griffiths 0435902386
 "Paddy" Healy 02 4930 7541
 Peter Krause 02 6723 2835
 John Lewis 07 3425 1524
 R Loxton 0419944755
 Geoff Maddock 03 5442 2875
 Barry Meldrum 03 5427 1162
 Roger Newman 07 5450 6054
 Peter North 08 9279 5905
 Dennis Pegg 03 6224 9090
 Bob Pfeiffer 07 5464 5221
 John Pritchard 02 9837 7482
 John Severyn 0407008610
 Garry Shoemark 02 6546 6778
 Garry Sutcliffe 07 4684 3229
 Donald Stringer 07 4151 2659
 Paul Taylor (NZ) (64)42990915
 Terry Ward 02 6566 6163
 Jim Weston 02 4987 7179
 John Wright 03 6398 6211

2 Troop (1966-1967)

Richard Beck 07 3208 5808
 David Buring 02 6254 6689
 Ron Cain 02 6586 1412
 Graeme Carey 02 6056 0997
 Terry Gribbin 03 9722 9717
 Alan Hammond 0423491091
 Bill Harrigan 08 9447 1127
 Peter Hegarty 07 4169 0372
 Graeme Leach 07 4777 8627
 Ken McCann 0409938830
 Rod McClennan 07 3267 6907
 Noel McDuffie 0427051678
 Bob McKinnon 07 3267 0310
 Peter Matthews 03 6250 3686
 Warren Morrow 0418427947
 Mick Shannon 08 8552 1746
 Stan Shepherd 0412 232 197
 Bob Sweeney 08 9248 4432

2 Troop (1967-1968)

M. Ballantyne 08 8298 2515
 John Beningfield 07 4778 4473
 Peter Bennett 0418915550
 Dennis Burge 08 8281 2270
 Kenneth Butler 0414897889
 Harry Cooling 07 4778 2013
 Garry Cosgrove 02 4845 5153
 Geoff Craven 03 5629 5224
 Peter Fontanini 0438 881 940
 Roland Gloss 02 6367 5324
 John Goldfinch 02 6674 0855
 Paul Grills 07 4162 5235
 Ron Johnston 07 3351 1609
 Eddie Josephs 0417882491
 Lew Jordan 03 6397 3261
 Ray Kenny 07 3881 3648
 John Kiley 02 4228 4068
 David Kitley 02 4735 4991
 Robert Knowles 08 9535 6416
 Bernard Ladyman 08 9795 7900
 Warren McBurnie 02 6687 7030
 Stephen McHenry 08 9344 6939
 Eric McKerrow (Silent number)
 Dave McNair 08 9725 2821
 Kevin Moon 0419539174

Tony Parmenter 0417856877
 Brian Rankin 07 4775 5095
 Hans Rehorn 03 5623 5572
 Andrew Rogers 08 8087 5671
 Mick Rowbotham 03 9439 7566
 Geoff Russell 02 6342 1292
 Robert Russell 03 5975 5329
 Brian Sheehan 03 9336 3137
 Carlton "CP" Smith 0448000334
 John Tramby 0428659048
 John Willis 03 9363 7878
 "Snow" Wilson 08 9752 2935

2 Troop (1968-1969)

Janis Atrens +371 2944 6521
 (This is Janis's mobile in Latvia)
 Bob Austin 02 6644 9237
 Ross Bachmann 07 5495 1443
 Don Beale 02 6971 2424
 Richard Branch 0409496294
 Harold Bromley 03 9726 8625
 Peter Brunton 03 5156 5531
 Jim Castles 02 9639 2941
 Harry Claassen 07 3273 6701
 Peter Clayton 0418 823 266
 John Coe 07 4776 5585
 Rod Crane 08 9530 3083
 John Douglas 0433747401
 Robert Earl 02 4990 3601
 Brian Forbes 0412047937
 John Gilmore 08 9795 6847
 Stan Golubenko 03 9361 2721
 Paul Grills 07 4162 5235
 Geoff Handley 03 5593 1791
 Ross Hansen 07 3202 7540
 Wayne Hynson 03 5245 6898
 Ray Jurkiewicz 07 3886 9054
 Brian Lamb 02 6059 6947
 Phil Lamb 08 8564 2001
 Wayne Lambley 07 3851 1837
 Darryl Lavis 08 8263 9548
 Peter Laws 02 4942 8131
 Bud Lewis 07 3881 1230
 Rick Martin 02 6928 4253
 Bill Morris 08 9384 2686
 Don Nicholls 02 9579 4126
 Colin Norris 02 4627 1180
 Bob O'Connor 0418742219
 Terry O'Donnell 0417371632
 Rod Palmer 0417672643
 David Pannach (Hong Kong)
 852-2892 2714
 Ted Podlich 07 3862 9002
 Daryl Porteous 07 4973 7663
 Mick Weston 07 5444 3307
 Ray White 03 9740 7141

2 Troop (1969-1970)

"Arab" Avotins 07 4129 8012
 Bruce Bofinger 02 4861 5715
 Frank Brady 02 6555 5200
 David Brook 03 9546 2868
 Jim Burrough 0400884633
 Ron Coman 07 3355 7279
 Kevin Connor 0408 748 172
 Garry Cosgrove 02 4845 5153
 Arthur Davies 07 3408 1556
 Roy Elbourne 02 4868 1493
 Grumpy Foster 07 4041 2321
 Graeme Gartside 08 8725 6900
 Doug George 0419475246
 Greg Gough 0417 911 173

Brad Hannaford 08 8389 2217
 John Hopman 02 9398 5258
 Chris Koulouris 02 4952 6341
 Bill Lamb 0418 424 208
 Mick Loughlin 07 4060 3039
 Mick Lee 07 5543 5001
 Marty McGrath 02 6059 1204
 Jim Marett 03 9824 4967
 Bob Ottery 03 5199 2516
 Bevan Percival 07 5573 6925
 Pedro Piromanski 08 9306 8169
 Ian Pitt 03 5349 2018
 Jack Power 07 4955 3761
 Colin Redacliff 02 9673 0597
 Rolf Schaefer 08 8962 1391
 Brian "BC" Scott 07 3204 5691
 Peter Scott (219) 02 4341 3782
 "Roo Dog" Scott 07 5535 6290
 Les Shelley 07 3264 4041
 Jimmy Shugg 08 9776 1471
 Bob Smith 07 5456 1194
 Mick Van Poeteren 03 9435 0383
 Gerry Wallbridge 03 9803 4223
 Dennis Wilson 08 8659 1189
 Stephen Wilson 07 5538 2179
2 Troop (1970-1971)
 Bruce Arrow 02 6288 3872
 Mick Bergin 03 5974 2175
 Graham Besford 03 9439 2661
Mal Botfield 02 9872 2594
 John Brady 02 6888 1192
 David Briggs 08 9537 6956
 Keith Burley 07 5543 0990
 Peter Cairns 03 6267 4646
 Brian Christian 07 4778 6602
 Grahame Clark 0408533869
 Dennis Coghlan 08 9724 1380
 "Sam" Collins 08 8262 6107
 Ron Cook 03 8787 7377
 Jock Coutts 08 9279 1946
 Bill Craig 08 9530 1008
 Denis Crawford 03 9497 3256
 John Crocker 07 3206 7995
 John Cross 02 4757 2273
 Robin Date 03 9783 3202
 Gino De Bari 08 9437 5641
 Tom Dodds 040672260
 Des Evans 07 4128 2390
 Bruce Fenwick 02 4977 3530
 Ray Fulton 03 6288 1176
 Ziggy Gniot 0418 885 830
 Bob Hamblyn 08 8672 3930
 Cec Harris 02 6629 3373
 Paddy Healy 02 4930 7541
 Kevin Hodge 08 8322 2619
 Paul Jones 02 6231 5963
 Jim Kelton 02 6948 3927
 Kevin Lappin 07 3273 8614
 Gary McClintock 07 4788 0123
 Peter McCole 03 5155 9368
 Bob McGlenn 07 5426 1597
 Ian McLean 02 6286 3928
 Jeff Maddock 03 5442 2875
 Leon Madeley 07 5497 1038
 Butch Marsden 08 9921 6183
 Bill Marshall 07 5545 0389
 Rod O'Regan 02 6550 6068
 Graeme Pengelly 0407 138 124
 Des Polden 03 6223 3830
 Keith Ramsay 02 6585 6503

Mick Rasmussen 0428 790 645
 Ron Reid 0427 461 297
 Gary Sangster 0427224099
 John Scanlan 0488 132 903
 Peter Schreiber 02 6569 3390
 Garry Shoemark 02 6546 6778
 Alex Skowronski 0407954570
 John Smith 0400032502
 Roy Sojan 08 9926 1235
 John Stonehouse 08 9653 1895
 Peter Swanson 0401392617
 John Tick 04 3898 7262
 Harry Eustace 0408515270
 Steve Walton 07 3261 9446
 Terry Wake 07 4786 2625
 Dave Young 02 4283 3439
2 Troop (1971-72)
 Warren Pantall
3 Troop (1966-67)
 Wilfred Eyles 02 4390 0150
3 Troop (1967-68)
 Ken Arnold 02 6974 1181
 Dennis Baker 08 89527281
 Chuck Bonzas 0407866487
 Bruce Breddin 0418766759
 Norm Cairns 03 6267 4629
 Kerry Caughey 03 5971 4188
 David Clark 08 8388 7728
 Bob Coleman 03 5332 0975
 Jim Dowson 03 5662 3291
 Bob Embrey 07 3351 1222
 Barry Gilbert 03 5023 6657
 Brian Hopkins 0401829744
 John Hoskin 08 8270 3002
 Jack Lawson 0429 798 673
 Peter MacDonald 08 9448 5418
 Barrie Morgan 0437861945
 Michael O'Hearn 02 4932 7509
 Gary Pohlner 0427172900
 Peter Pont 07 4095 0150
 Tom Simons 03 6344 6058
 Kevin Shugg 0411144500
 Mervyn Spear 08 94539232
 Frank Sweeney 07 3882 6025
 Brian Thomson 0428551368
 Vic Underwood 0429 907 989
 Murray Walker 08 9332 6410
 Glenn Weise 0427 741 170
 Mick Woodhams 08 9459 0130
 Bob Yewen 07 5532 4560
 Ken Young 02 9602 5204
3 Troop (1968-69)
 Geoff Box 08 9731 2757
 Col Campbell 0417658770
 Barry Chambers 08 8927 8237
 Neil Garrett 03 5798 1522
 Brian Glyde 02 4455 7404
 Peter Gray 02 4285 8877
 John Hollis 02 6662 6660
 "Sam" Houston 07 5495 5480
 Phil Lamb 08 8564 2001
 Ian Lauder 08 9419 5375
 Kent Luttrell 0408387641
 John Murphy 08 9493 3771
 Geoff Neenan 08 9362 4079
 John Nulty 02 6931 1884
 Ted O'Malley 07 4054 3472
 Barry Parnell 07 4947 1976
 Bob Pritchard 07 4779 0608
 Greg Roberts 03 5941 2269



Steve Armbrust (left)
 and Darryel Binns,
 both of 3 Troop 70/71,
 at work on Route 2

Walter Schwartz 0439512322
 Don Shields 08 8297 8619
 Ray Vanderheiden 02 4776 1373
 Wal Warby 0418240394
 Ray White 03 9740 7141
Three Troop (1969-70)
 Tony Bower-Miles 0412 317 306
 Chris Brooks 08 9271 2811
 Jim Burrough 0400884633
 Terry Carlidge 03 5367 1472
 Bruce Crawford 02 6628 0846
 Richard Day 08 8088 4129
 Phil Devine 0439066012
 Bob Done 0407485888
 Ray Fulton 03 6288 1176
 Graham Fromm 08 8532 2561
 Doug George 0419475246
 Graham Harvey 07 5445 2636
 Trevor Hughes 07 5532 3497
 Darrel Jensen 0428387203
 Rod Kirby 07 4973 7726
 Peter Knight 02 6247 6272
 Gerry Lyall 07 3343 4725
 Phil McCann 0417423450
 Chris MacGregor 02 4472 3250
 Norm Martin 02 4953 1331
 Jock Meldrum MID 0424924909
 Gary Miller MM 07 5495 5647
 "Jacko" Miller 03 6267 4411
 Chris Muller 07 4653 0457
 Danny Mulvany 08 9356 6890
 Vin Neale 03 9786 1549
 Peter Phillips 0429362935
 G. Rentmeester 03 9735 5236
 Brian "BC" Scott 07 3204 5691
 Paul Scott 02 6656 0730
 Gordon Temby 08 9757 2016
 Peter Thorp MID 02 6288 0008
 "Curly" Tuttleby 02 6681 4133
 Hank Veenhuizen 0407 487 167
 "Wonzer" White 02 9833 0580
Three Troop (1970-71)
 Steve Armbrust 07 5545 1073
 Errol Armitage 0427 855 482

Geoff Ansell 0448 013 712
 Mike Barnett 02 9869 7132
 John Beningfield 07 4778 4473
 Darryel Binns 0417170171
 Trevor Boaden 0448160944
 Mal Botfield 02 9872 2594
 Ian Campbell 03 9870 0313
 Brian Christian 07 4778 6602
 Bob Clare 03 5439 5532
 Graeme Clarke 07 4128 4660
 Ted Clarke 03 5682 2584
 Allan J Coleman 02 9838 4848
 Steve Collett 08 9371 0075
 John Davey 07 3378 4316
 Chris Ellis 08 9398 1718
 Kevin Hodge 08 8322 2619
 Kenny Laughton 08 8297 4010
 Garry Lourigan 02 4844 5545
 R. McKenzie-Clark 08 9729 1162
 Robert McLeay 03 5386 1122
 "Jock" Meldrum 0424924909
 Roelof Methorst 0416834846
 Carlo Mikkelsen
 (New Zealand) 0064 9 4797857
 Ben Passarelli 02 9610 3949
 Robert Reed 07 3351 4440
 Paul Scott 02 6656 0730
 Les Shelley 07 3264 4041
 John Steen 0419772375
 John Tatler 0405188717
 Gordon Temby 08 9757 2016
 David Wilson 07 3855 1370
Three Troop (1971-72)
 Trevor "Zip" Button 08 95615363
 Ron Byron 02 6653 4791
 Mike Dutton 0438627140
 Brenton J Smith 08 8536 2923
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