



HOLDFAST

April 2007

NUMBER 9

OFFICIAL NEWSLETTER OF THE VIETNAM TUNNEL RATS ASSOCIATION INC

Tunnel Rats to march under their own banner in three cities on ANZAC Day this year



This year Tunnel Rats will be proudly marching under their own Vietnam Tunnel Rats Association banners in three capital cities – Sydney, Melbourne and Perth.

Melbourne led the way three years ago, Perth was next, and now Sydney has joined in through the exceptional efforts of Grahame Cook (1 Troop 66-67).

In Sydney, Grahame went through the long process of obtaining approval from the RSL for the Vietnam Tunnel Rats Association to march under their own banner. We will be forming up in Bent Street Sydney, right behind the Vietnam era 1 Field Squadron Engineers group. The Tunnel Rats will meet after the march at Mortdale RSL. If you have any questions, contact Grahame on 0428 258 104.

In Perth the Tunnel Rats

will form up behind the Vietnam Engineers group in The Terrace. A reunion is planned for after the march. Contact Peter Bennett on the day or call Peter on 08-9385 5499 if you have any questions.

In Melbourne the Tunnel Rats will form up in Collins Street between Swanston and Russell Streets, alongside the Town Hall. We are position number 321, right after the main Vietnam-era Engineers group. Look for our Tunnel Rats banner.

Lunch after the March

After the march in Melbourne a bus will pick us up alongside the Shrine to take us to a Vietnamese restaurant in Victoria Street Richmond for lunch (\$15) and a zillion beers. All former Tunnel Rats are welcome. Instructions on meeting the bus will be handed out on ANZAC Day. After lunch you can stay on for more

beers and war stories, or you can tram it to the Turf Club hotel where the Vietnam-era Engineers are meeting.

Sandy MacGregor to lead us



In Melbourne this year we'll be led by Colonel Sandy MacGregor who was Troop Officer of the legendary 3 Field Troop in Vietnam in 1965-66, the Troop that found and searched the famous Cu Chi Tunnels.

Army Combat Badge



Here it is lads. Wear it with pride. More details inside.

Membership

If this issue of Holdfast contains a loose form for renewal of membership, it means your membership is due. Please post it with your cheque for \$38 to keep your membership valid.

OUR OWN TUNNEL RATS SHIRT

High quality, pure cotton, black polo shirts with the Tunnel Rats banner on the back and the Tunnel Rats logo on the front.

(Wimps option: you can choose to have the logo on the front, with no banner on the back of the shirt).



DESIGN ON BACK OF SHIRT



DESIGN ON FRONT OF SHIRT

PLEASE NOTE: THE SHIRTS ARE BLACK, NOT WHITE

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Where does the money go you thieving bastard?
After paying out the T-Shirt printer, the packaging and the postage, there is a profit of about \$12 on each shirt. Every cent of this profit goes to the Vietnam Tunnel Rats Assoc to help pay the costs of the newsletter. No member or anyone associated with any member of this association makes a single cent of profit from this or any other income from our members. We have an absolute policy against any Veteran making a profit from fellow Veterans via our association or our newsletter. It won't happen here.

GUARANTEED

If you don't want to cut into this fantastic newsletter - simply photocopy the order form

Nostalgia Pages



Pages of great pics from the past to amaze and amuse. Contributions welcome. Send your favourite Vietnam photographs by mail to:
 Jim Marett 43 Heyington Place Toorak Vic 3142
 Or by email to:
tunnelrat@optusnet.com.au



Are we in the South of France mate!

Rendered walls in soft pastel colours, terracotta tiles, louvered window shutters - this could be rural France, but it aint! Sappers Mick Weston and "Noddy" Norris are resting in the village of Binh Ba, just after the Battle of Binh Ba in early June 1969. As part of a French-owned rubber plantation, Binh Ba shows it's French influences. The owner lived in a big flash mansion with servants padding around on the polished tile floors. The war intruded big-time though in early June 1969 when elements of 5RAR with Tanks and APCs reacted to rocket and small arms fire on them from within the village.



Why are these Sappers laughing?

That's easy to answer - they're just back from operations out bush, safe and sound in the base camp. It's 1966 and Tunnel Rats Bob Buxton and Alan Horder are really, really looking forward to an ice-cold beer in the boozer - as soon as it opens. First up though, it's time for a hot shower and fresh greens, and maybe even a clean pair of socks if they can con them out of the troop storeman.



The Texas Bar

Aussies on leave in Vung Tau could make themselves at home anywhere, even in bars with decidedly American names. The Texas Bar was known for great Country & Western music, but strangely they'd never heard of Slim Dusty or Chad Morgan!.



Ration Recall

Remember these? The contents of the brown foil pouch in every C Ration meal box, containing: sugar, milk powder, coffee, salt, chewing gum, cigarettes, toilet paper and a book of matches that wouldn't light in damp conditions - perfect for Vietnam! Non-smokers traded the fags for things they really wanted like peach slices or pound cake.



I'm invisible

Geoff Handley was a Tunnel Rat with 2 Troop 1968-1969, and in the photo above Geoff is real close to going home. In the language of the time, Geoff was "short" and the last thing he wanted to be doing was going out bush on another operation. At such times one learnt how to make yourself scarce when troop staff were looking for "volunteers".



Sappers taking a sip - or two

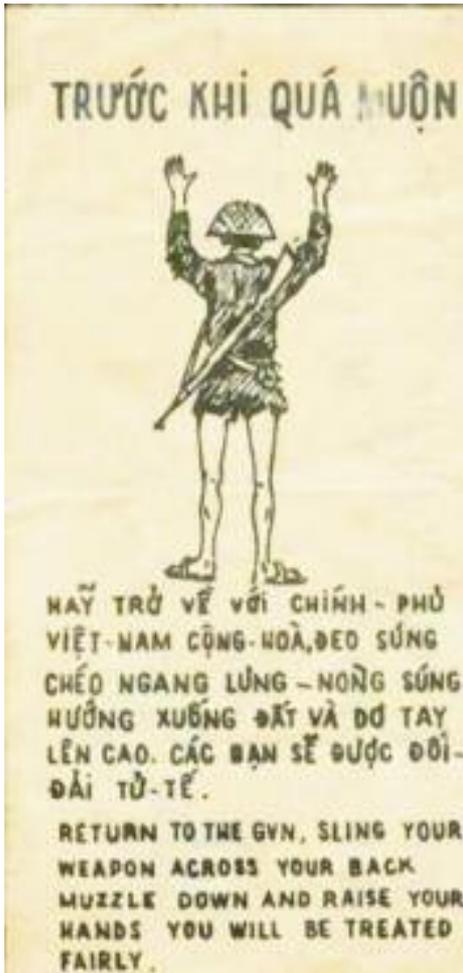
(Left to right): Cul Hart, Harry Itarna and Ray Belenger enjoy evening cocktails in their tent at Nui Dat. Drinking in the lines was illegal, and thus an art form to carry out without ending up on a charge. Not only was it important to not get caught while drinking, but the stash of grog needed to be well hidden. Sappers being Sappers, there were some ingenious caches throughout the troop lines. Some hid them under the floor boards, which wasn't all that original. One smart lad had his stash hidden inside his huge hi-fi speakers. It ruined the sound, and the bottles of Bacardi rum tended to rattle on the high notes, but he never got caught.



Viet Cong welcome

This enemy directional mine was based on the concept of the American Claymore mine. The curved shape caused the blast effect to spread out over a broad arc. In front of the explosives packed into the metal casing were hundreds of nuts, bolts and other metal scraps. These would pepper the air with lethal shrapnel.

Cheiu Hoi Leaflet



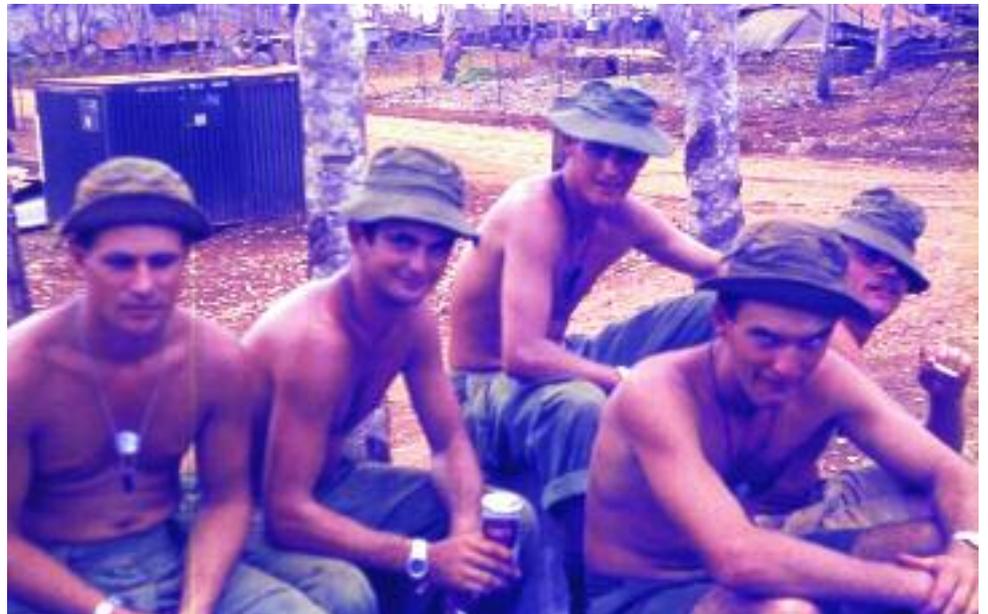
Drunk's pick-up point

When on leave in Vung Tau, this square in front of the church was the pick-up point where Australian Army trucks would be waiting to take you back to the Badcoe Club after a day of hell-raising in town. You needed to get to the square just before curfew or you missed the truck and had to make your own way to camp. This meant you were out after curfew, and could be nabbed by the military police. An alternative, if you were so inclined, was to spend the night in town in a sleazy hotel in the arms of a local maiden.



Bush Tucker Man

Sapper Billy Coolburra shows off his hunting skills while on exercises at Nelsons Bay in 1964. Billy was in Vietnam the following year with 3 Field Troop, the original Tunnel Rats who searched the Cu Chi tunnels, now a tourist attraction.



If the beer runs out we're going to get really angry!

This is 1966-67, but no matter what year you were there, the Troop BBQ was always a highlight. Usually held after a major operation, it was a great time to get together with Troop mates you probably hadn't seen for six weeks. It was basically a gigantic piss-up and the cooks went out of their way to source plenty of prawns, crabs and juicy steaks. Most of the food however was tossed around in food fights rather than eaten. This is a 2 Troop BBQ, with Peter Fontinni on the far left and Bob Knowles on the far right. Can you name the other guys for us?



A flight you wanted to miss
The regular medical evacuation flights from Vung Tau to Australia took wounded Aussies home to the best possible medical care available, but these were flights you just hoped you'd never be on.



Fighting Frank

Frank Brady seemed to like following the action. He was initially in the British Army as a Para, including postings to the Middle East. He then joined the Australian Army (but only on condition he'd be guaranteed a posting to Vietnam) and did a tour as a Tunnel Rat with 1 Field Squadron. As if this wasn't enough action for a young man, he went back to Vietnam for a second tour, this time with the AATTV ("Training Team"), working mostly with South Vietnamese Troops. Go for it Frank!



Sappers clear the way

Nothing slows down a 52 ton tank more than the threat of an 80lb enemy anti-tank mine. When roads were considered a risk for mines, the Sappers went out front to do the slow hard slog looking for signs of VC mines. Disturbed earth or a bit of plastic sheet sticking out of the ground were give-aways.



Death Trap on Wheels

If you wanted to design a vehicle specifically to kill the passengers - here it is. The motorised cyclo, or "Kamikazi Cab". You sat powerless in the front while the madman behind played with your life. Only the brave and the senselessly drunk got on board these beasts.



Twin "Pissaphones"

This is the ultimate in luxury, and ideal for conversation while partaking. These urinals were basically a 44 gallon drum buried in the ground, with the top covered with wire mesh. Powdered lime was thrown on top for "health reasons". There were horror stories of drunken men who stepped into these when returning from long sessions at the boozier - but these may be myths.



Paradise found

Through these portals roamed many a happy Sapper. These are the rooms at the Peter Badcoe Club where, if you were lucky, you spent two days leave after a few months of going bush. Real beds, maids, a pool, a bar. Paradise!



Hippie Jock

We called them "Hippie shirts" but in fact they were the traditional gear worn by one of Vietnam's mountain tribes. Here Jock McMullen, a Tunnel Rat with 2 Troop cuts a fine figure in one of the shirts while relaxing at the R & C Centre in Vung Tau.



"Pud" Moore's secret formula

WO-2 Barry "Pud" Moore of 1 Field Squadron had his own unique formula for perimeter defence - a 44 gallon drum of diesel and a stick of C4. It was very effective, and provided great visuals. This spectacular photograph was taken by John (Jack) Green, who was a Corporal in 1 Troop, 1 Field Sqn in Vietnam in 1967. "Pud" Moore was killed in action in Vietnam on 16 November 1967.

Tunnel Rats Tour back to Vietnam

It's on! The rats are returning to Vietnam. Here's the chance to relive some of those great times (and maybe some of the not so great times) in the company of fellow Tunnel Rats on a return visit

We sought opinions on whether the trip should be for the blokes only, or to include wives or partners. There were strong opinions both ways, so the only fair way to handle it is to have two trips, one for the blokes only and one later for mixed company.

The blokes only trip will take place in September this year (we'll advise you later this year on the dates for the trip to include wives and partners).

The trip for the lads is for nine nights and the plan is for us all to meet in Saigon on "Day One" (September 15th) and from there the tour will commence. The cost of all hotels in Vietnam (including breakfasts), all specified tours, permits and transport in Vietnam are covered in the cost of \$750 (twin share) or \$1,100 if you want a room to yourself. Each person has to book and pay for their own ticket to Saigon and be there in time for us all to meet up on the evening of Saturday 15th September.

We thought it best for everyone to organize their own return tickets to Saigon as people will be leaving from different cities around Australia. For some it may be easier and cheaper to go via different airlines. But check carefully to ensure you arrive in time for welcome drinks on the evening of Saturday 15th of September. Plan to arrive a day earlier if your flight arrives late at night.

You can book your ticket via the internet or via a travel agent, but don't book any hotels as this will be covered in your \$750 (or \$1,100 if you want a room to yourself). Qantas, Air Vietnam and JetStar fly direct to Saigon, but you may get a cheaper airfare by flying with Singapore Airlines, Thai Airways, Malaysian Airlines or



Vung Tau Peninsula with the Long Hais in the background, the back beach to the right, and town centre in the middle.

Cathay Pacific which would involve changing planes in either Singapore, Bangkok, Kuala Lumpur or Hong Kong.

Don't grab the first airfare you find. There's plenty of time. Shop around and get the best deal, particularly if buying on the internet as these prices can vary daily. If you're not familiar with buying air travel on the internet, ask help from someone who is, because it might provide your best value fare.

You will also need to get a visa for visiting Vietnam – we will provide the forms.

The trip is for nine nights in Vietnam, (two nights in Saigon, then five nights in Vung Tau followed by two more nights in Saigon.) The price includes all breakfasts, but lunch, dinner and drinks will be at our own costs. Our hotels will be quality mid-range priced establishments.

We are still negotiating prices and the costs may end up a little cheaper. We will advise on this later and will reduce the price accordingly. Meantime, we'll need your commitment and an initial deposit with the booking

form on these pages.

In Saigon we'll all meet up at our hotel on Saturday 15th September for welcome drinks.

Next day we'll do a tour of Saigon, including the War Remnants Museum and several other military venues.

Each day in Saigon we'll meet up for late afternoon drinks then move on to dinner for those that want to.

The following day we head for Vung Tau by Hydrofoil up the Saigon River. We spend five nights in Vung tau and during our stay we'll visit many of the places that we operated in.

We'll visit Baria including the Australian funded orphanage, the Horseshoe, the Long Phuoc tunnels, the Long Hai Mountains and former Minh Dam Secret Zone, Nui Dat (where we'll attempt to find the area of our old lines), the Long Tan battlefield and memorial area, the village of Binh Ba and a section of the old minefield which ran from Dat Do down to the sea at Long Phouc Hai.

During some of these visits we will meet with former



A new temple constructed in the Long Hai Mountains

members of Viet Cong and NVA who fought against us.

There will be plenty of free time in Vungers to look around the old haunts and reminisce. Late afternoon each day we'll get together for drinks and plan a dinner together for those that want to join in. There's plenty of good seafood in Vung Tau – at great prices.

After five nights we return to Saigon by ferry in time for a bit

of shopping for souvenirs including at a market selling lots of old war surplus items (from both sides!). Next day we head to the Cu Chi Tunnels. We'll tour the complex, attend a propaganda lecture and you'll also have the opportunity to fire an AK47, and M16 Armalite and other weapons of the war at their rifle range (US\$1 per bullet). Going down the tunnels is optional, and though they have been widened

for tourists, it's still a tight squeeze in spots.

Then it's back to the hotel in Saigon, time for some last minute shopping and then afternoon drinks before our grand farewell dinner.

Next day we pack and head for the airport and home. Those who want to can extend their stay at their own cost, or can add on other cities or countries, but you need to organize and pay for that yourself separately.

The weather during our stay will be hot and wet (surprise!). Average temperature maximum during September is 31 and that month usually generates 12 rainy days – but this is usually late afternoon downpours.

We need your commitment so we can firm up the hotels and the tours. If you want to join the tour, simply fill in the form and post it to us with a cheque for \$100 as a deposit. This will go towards your eventual total cost, which we'll call for later when all the details are confirmed. Book now using the form below.

VIETNAM TRIP \$100 DEPOSIT & BOOKING FORM - DO IT NOW!

Where does the money go you thieving bastard?

As per our usual policy, this trip is run entirely for the benefit of members. Not one cent of profit and no advantage of any kind goes to the Association or any member or office holder of the association.

Photocopy the form if you don't want to cut into the page of the newsletter.

Once we confirm all the details we'll call on you to pay the remaining amount due.

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BUNKER ASSAULT

Saving Trooper Gebhardt– the full story

By Peter Scott

This article pulls together for the first time, multiple accounts of a battle which took place north of Dat Do on 21 May 1970. We record, also for the first time, the courage of two Diggers who played a key role in the battle, Craftsman Graeme Unmack, and Sapper Steve Wilson.



Callsign 3 Charlie heads into the scrub

On 11 July 2005, ABC TV's "Australian Story" series ran a story titled "Bunker Assault – Saving Trooper Gebhardt". The program covered an action during the Viet Nam War in which a range of Australian Army units were involved in a fierce battle during an assault on a Viet Cong bunker system. (1).

Unfortunately the ABC coverage made the same mistake the Army made back in 1970 by totally ignoring the brave roles that two ordinary Diggers played in saving John Gebhardt's life.

How it Happened

Three Centurion Tanks of 3 Troop 1 Armoured Regiment (callsigns 3, 3A and 3B) were supporting 7RAR operating out of the Horseshoe on Operation Concrete II. A fourth, the Centurion-derived Armoured Recovery Vehicle (c/s 8A) operated by the RAEME Light Aid Detachment, completed the tank group; On board the ARV was the Engineer mini team whose specialist tasks included dealing with any mines and booby traps that the tanks might encounter.

At 10:45am on 21 May 1970, the tank group, together with 1 Platoon and the Reconnaissance Platoon 7RAR loaded into APCs from 3 Cavalry Regiment and departed the Horseshoe base camp to investigate a suspected Viet Cong campsite northwest of nearby Dat Do.

They were led to the area by an ex-VC "Hoi Chanh", a defector or "rallier to the true national cause", from Company 2 of D445 Battalion (our perpetual enemy in the area).

At grid reference YS 523 658 they found and searched four recently occupied but empty bunkers. By this time Possum 28 (the Army's small reconnaissance helicopter) with 7RAR CO Ron Grey on board, arrived overhead. Grey spotted more enemy bunkers about 800 metres away at grid reference YS 519 663. (2)

Leaving a small ambush party in the first set of bunkers, the combat group moved off quickly, with the tanks leading the way, then formed up, line abreast, in a rice padi 200 metres from the enemy bunkers that had been spotted by Ron Grey. The APCs, with infantry aboard, were close behind and ready to follow them in.

Craftsman Wayne "Dick" Burton, RAEME vehicle mechanic on the ARV remembers distinctly how;

"the Vietnamese kids who were following us disappeared, and the Chou Hoi got excited as we neared the system. We then formed up to push through a big patch of bamboo; it took a few goes to get through. Then all hell broke loose. RPG's flying everywhere and heaps of small arms fire, some of the grunts took cover around the ARV. The tanks

started firing main armament canister and H.E". (3)

Sapper Steve Wilson (Engineer mini team No. 1) recalls:

"I took a photo as we went in through the bamboo. Everything from that moment went really fast; tanks firing cannon shot into the VC, Infantry fighting to the left of us in the long grassI turned around to see a cricket ball sized object coming towards my head, with just enough time to duck, I followed it with my eyes to see the RPG explode on the ground. My No.2 Butch Marsden said "Shit Willy!!!" and we both turned a whiter shade of pale. A second RPG then slammed into the front of the tank to the right of us, which came to an immediate halt; word came over the radio that the driver (Gebhardt) had been hit." (4)

While the tanks had come to a halt, the APCs moved up and the infantry dismounted. All elements were now right on top of the bunker system and engaging the enemy, who were obviously in numbers and putting up fierce resistance. An immediate problem for the tanks was how to prevent c/s 3A from being destroyed, and how to recover the wounded crew.

Dick Burton remembers vividly how:

"The lead tank 3A Sgt. B. Chambers took an RPG 7 in the mantlet above driver John Gebhardt's head. In response to their predicament, the ARV moved up behind them. Graham Unmack Vehicle Mechanic, and Steve Wilson, No.1 from the Engineer mini team dropped their weapons; jumped off the the ARV and moved forward between the two

tanks managing to get the steel tow rope and hooking up, all under intense enemy fire. Still under fire, Graham Unmack then moved to the front of 3A to release the gear stick to neutral as the engine stalled with the driver unconscious. It was hard to give him covering fire as too many grunts were around. The ARV then towed 3A backwards out to the right of the system into a draw or dry creek in the open. Infantry were pinned down to the right of the ARV in a stand of trees as more bunkers were there. "The Dustoff chopper wouldn't come in immediately as the situation was too hot for them. During this waiting period some infantry diggers came up to the ARV for a re-supply of ammo that we kept in the bins; we threw sandbags full of .223 and 7.62 magazines over the side to them.

"I think it was Sapper Steve Wilson from the mini team who helped get Gebby out of the drivers hatch. I was busy with a 30 cal. having a go at a VC who was escaping across the creek bed. I then took Gebby's place and drove 3A back through the system. It was a pig to drive as steering brakes needed attention, that was keeping me swearing and occupied until we got out of system to regroup. I do not remember the dust off, whether it was in the draw or after we regrouped. As time goes bloody fast when you have a lot going on and the adrenalin is kicking in. Replacement crews for tanks were choppered in. The ARV has two hatches which both had a 30 cal. on each which I shared with Sgt. Dennis Mclean". (3)



Sapper Steve Wilson, a Tunnel Rat with 2 Troop 1 Field Squadron



21 May 1970 Centurion Tanks almost at the Bunker System. Photo tTaken by Sapper Steve Wilson just before "all hell broke loose"



One of the enemy bunkers, showing the packed-earth overhead protection on top of log supports



Dick Burton and Graeme Unmack on the ARV after the Bunker Assault (Photo Dick Burton)

Steve Wilson's recollections are equally vivid:

"RAEME Craftsman Adrian Probert drove the ARV through the VC small arms fire up to behind the stricken tank. Unmack beckoned me to help him run a heavy duty cable from the ARV to hook up to the motionless tank. We jumped down and went forward, with bullets hitting the front of the ARV. Unarmed as he was, but with covering fire from the tank group, Unmack then dashed around to the drivers hatch, and, with his back to the enemy, climbed up and put the gear leaver to neutral. I tell you, he was good! Even with our covering fire, the VC fire was still getting through, and we were obviously the targets. We both then ran back and climbed up onto the ARV, where my No 2 Butch Marsden and the rest of the ARV crew were still firing everything they had at the enemy.

"The ARV then towed 3A out through thick bamboo to an open area where a chopper could land to Dust-off our casualties.

"Attention was focused on wounded tank driver (Gebhardt) with shrapnel wounds to his head it didn't look good for him. I helped lift Gebby out of the driver's seat and placed him on the ground waiting for the chopper. In the distance we could see VC fleeing in an effort to escape the RAAF Bushrangers. I knelt beside him; he was rambling on a bit and kept asking 'Where are the choppers?' I sat beside him from the time he was placed on the ground until the chopper came, trying to reassure him. 'Don't worry mate, they're on their way, you'll be alright' Three tankies then came and relieved me. I did not see Chamber's wrap Gebhardt's head, he was not bleeding profusely while I was with him, and I only saw brain matter." (4)

Commentary from the ABC TV show described the next aspect of the action as follows:

"Barry Chambers and another soldier managed to manoeuvre John out of the driver's hatch and on to protected ground. It was not an easy

task - the capsule was tight and there was no time to remove him gently. Part of his skull had been blown away and his exposed brain was bleeding profusely. Ignoring his own injuries, Barry wrapped John's head with as many dressings as he could find, and waited for medical assistance." (1)

Meanwhile, the Infantry were still hooking in, as this quotation from the acclaimed book "Conscripts & Regulars (5) by Michael O'Brien describes:

"When Corporal Powell saw that Private Crouch had been killed, in a retaliatory act of bravery, he charged the bunkers and was wounded himself..... Staff Sergeant Rowley deliberately exposed himself to enemy fire to recover one of his wounded from a bunker entrance; while he was doing this the casualty received a burst of AK47 fire across his stomach..... Rowley's courageous actions in this instance were recorded in his citation for the Military Medal.

"The Australian force withdrew to evacuate it's casualties. As this was occurring, (the reinforcements from) 3 Platoon and A Coy Headquarters, led by Maj Chris Thomson, moved by armoured personnel carriers from the Horseshoe. When they arrived, Major Thompson called for Helicopter Gunship support. Three Australian Bushranger helicopters pinned down the estimated 50 man Viet Cong force within 100 metres of the Company until the A Coy group re-assaulted the position"

The duration of this first firefight was about 60 minutes.

The Infantry thought that the tanks had left the battle, but they were merely assisting in the dust-off evacuation of their comrades – then the 52 ton monsters returned to the bunker system to help finish off the job in phase 2 of the battle, a firefight of about 15 minutes (2)



Callsign 3A prior to the bunker assault. Troopers John Gebhardt (L) and Rodney Lynch® - Photo Dick Burton

Dick Burton recalls returning to the bunker system for the second go:

"We went back into the bunker system and blew the hell out of it with H.E. and 30 cal. The tanks did grinding turns on bunkers crushing anything in them. I remember the grunts capturing an enemy Major and his lady-friend who had been wounded, and I thought at the time that she didn't have much chance of survival in ARVN Hospital."

"Conscripts & Regulars" also described an extraordinary display of newfound loyalty by the Hoi Chanh:

"During the battle the Hoi Chanh shouted out at his mates in the bunkers, waited for them to appear then very happily blazed away at them. The entire position was secured by 1600 hours"

Aftermath and Conclusion

"We received no debrief, no well done, nothing", said Dick Burton. "I heard much later that on the LAD side, Captain Powers told Sgt. Mclean he was in for a M.I.D. but nothing was mentioned about Graham and Steve doing the towing hook up under fire or me getting the tank out of the bunker system. I think that Graham and Steve deserved a MM each".

The 1AR commander's diary has been the only acknowledgment of the contribution of the soldiers on the ARV, and this only saw the light of day after the "Secret" classification ran out after 30 years:

"Callsign 8Bravo invaluable in recovering 3Alpha from contact, 'dustoff', and later providing replacement driver." (6)

Not only was the courage and contribution of Unmack and Wilson in the "saving of Trooper Gephardt" not acknowledged at the time of the action when awards were given out for the action, but their brave conduct was not even mentioned in the ABC TV program, wasting a very public opportunity to acknowledge the bravery of Sapper Wilson and Craftsman Unmack.

Steve Wilson remains philosophical about it all: "It would have just been nice if someone could have sent a message back to 1 Field Squadron HQ

saying 'your Sappers did well'. But they didn't. It was as if we weren't even there".

Dick Burton has similar sentiments: "Actions like this one left an indelible impact on people, and lack of recognition left some lingering resentment. All that was needed was a bit of acknowledgment, a word of thanks."

Perhaps we can leave the final word to another Viet Nam veteran. In *Jungle Tracks*, Gary McKay, a former Infantry Officer, talks about the 'corrupt and antiquated' (his words) Australian military honours and awards system that was in place during the Viet Nam War.

"Soldiers do not go into battle to pick up decorations or awards to pin on their uniforms ... but they do deserve recognition, and if soldiers place their lives on the line and go 'above and beyond the call of duty', they should be honoured" (6)

The members of the Vietnam Tunnel Rats Association pay tribute to all combatants from all Corps involved in the action of 21 May 1970. We remember and honour the sacrifice of Private Noel Crouch, 7RAR, killed in action.

We acknowledge and admire the skill and the bravery under fire of Staff Sergeant Rowley during the action.

We especially recognize the courage under fire of Graeme Unmack and Steve Wilson. By their brave conduct they upheld the highest traditions of the Australian Digger and of their respective Corps (RAEME and RAE). We are proud to have served with them.

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www.abc.net.au/austory/content/2005/s1411828.htm
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7 Bn A Coy 1 Pl
3. Burton, Wayne pers. comm. 2007
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5. O'Brien, Michael Conscripts and Regulars with the Seventh Battalion in Vietnam, Allen and Unwin 1995
6. War Diaries, Commander 1 Armoured Regiment RAAC, 21 May 1970 AWM Canberra
7. McKay, Gary and Nicholas, Graeme, *Jungle Tracks, Australian Armour in Vietnam*, Allen and Unwin 2001

About the Author:

Peter Scott served in the Australian Army in South Vietnam as a field engineer with 1 Field Squadron RAE during 1969-70. He was attached on Operations to rifle companies of 5RAR and 7RAR, and also spent time in Engineer mini teams with 3 Cavalry Regiment and 1 Armoured Regiment.

All 1 Field Squadron Vietnam Veterans can qualify for new Army Combat Badge

Our initial advice on the wording of the Army directive regarding the ACB was that for Sappers to qualify they had to have spent 90 days out bush with Infantry or Armoured units. The wording of the directive said: "Any member of any Corps who were force assigned to an infantry, armour, artillery, aviation or combat engineer based combat team/battle group or similar unit/sub-unit, and has given either continuous or an aggregate of 90 days satisfactory service on warlike operations for a single deployment or operation is eligible to wear the ACB".

The units who qualify were then listed and the only Vietnam era Engineer unit included is 1 Field Squadron.

It was clear after our last issue came out stating the "90 days out bush" criteria, that opinions were wide and varied on exactly what the qualification criteria really meant, so we contacted the RAE Head of Corp (HOC) office, who in response were very clear, stating:

"If you served with 1 Fd Sqn in Vietnam, during the prescribed period for 90 days, you will be eligible for the ACB. There is no other criteria and HOC will not attempt to set a criteria within a criteria because it would be impossible to manage. "The Chief of Army's directive is clear and concise and we (HOC) will process applications for the ACB within the spirit and conditions of that document without applying any additional criteria. To do otherwise would be divisive and impossible to manage because there is no individual or association that would be in a position to vouch for every single sapper that served in Vietnam regarding eligibility."



Above: The new Army Combat Badge

Effectively this means that everyone who served with 1 Fld Sqn for 90 days qualifies and Sappers spending "90 days out bush" or being attached to Infantry or Armour is irrelevant. We are delighted that this makes the ACB available to a greater number of our comrades in 1 Fld Sqn, and we congratulate them and know they will wear the badge as proudly as the former Field Troop members will. This broader attitude to the awarding of the badge is no different to Infantry Battalions, where the entire Battalion receives the right to wear the badge, regardless of their role in the Battalion and whether or not they went "outside the wire".

Applying through the Tunnel Rats Association

All applications for the ACB need to go through an approved Association. The Vietnam Tunnel Rats Association will continue to process applications (free of charge) for our members. A revised application form is included in this issue.

Non-Field Troop applications

Non-members and those who did not serve with one of the Field Troops can approach 1 Fd Sqn Gp R.A.E. Qld Inc who have kindly stepped into the breach to also handle ACB applications after initially deciding not to. Their address is P.O. Box 703 Warwick QLD 4370 or contact Honorary Secretary Barry Kelly on 07-4661 2898 or (mobile) 0417 740 282 or via email on tunnelrat66@bigpond.com

When can you expect the badge?

The backlog is huge. Our applications are sent promptly to HOC, and from there to the relevant issuing office within the Army. We have two bulk lots of applications lodged and have been advised that it is very unlikely anyone will have the badges before ANZAC Day this year.

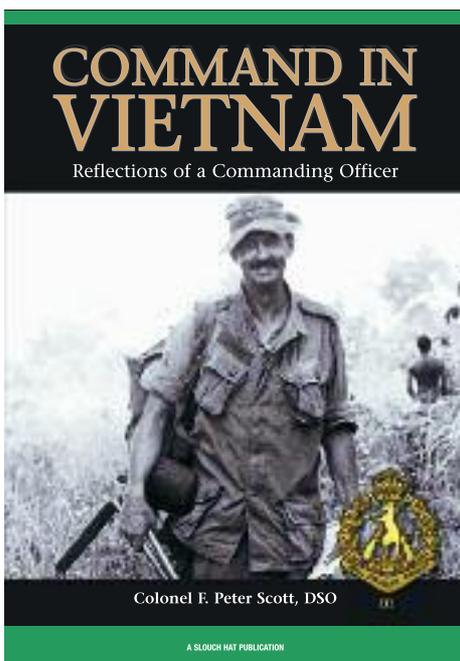
This is disappointing, but, hey, we've waited over 30 years for the badge anyway, so what's a few more months!

NEW BOOK ON 3RAR

Command in Vietnam
Reflections of a Commanding Officer
By Colonel Peter Scott, DSO
CO 3RAR 1969-72

After graduating from RMC Duntroon, Peter Scott served in Japan with BCOF, and then in Korea with 3RAR. He also served in Woodside with 4RAR during 1963/5 before assuming command of 3RAR in 1969.

His book "Command in Vietnam" briefly traces his early career, but is mainly focused on the issues and problems of commanding an Australian infantry battalion (3RAR) during the war in Vietnam in 1971. Commanding officers rarely write about their experiences, but Colonel Scott is well qualified to compare the command and operational issues in Vietnam with those in the Korean War. Well



illustrated, "Command in Vietnam" reviews each of the main operations undertaken by 3RAR. Colonel Scott also provides a fascinating look into a war during which, operations were usually directed from the CO's helicopter, rather than from the

battalion command post.

The Sappers from 2 Troop 1 Field Squadron supported 3RAR during their 1971 tour, including on the memorable Battle of Long Khanh in June of that year. Colonel Scott commented positively on the Tunnel Rats, stating: *"The Diggers of 3RAR relied heavily on the advice and confident way in which the Tunnel Rats undertook their tasks, which were many and varied. Destroying UXBs and bunkers were the most prominent and frequent of these. However the real advantage to 3RAR was to have the Splinter teams to each Company for each operation."*

"Command in Vietnam" is a hardcover book of 160 pages with a great selection of photos. Look for the book in good book stores, or purchase direct from the publisher Slouch Hat Publications of PO Box 174 McCrae, Vic, 3938. The price is \$49.95 post free.

ARMY COMBAT BADGE APPLICATION FORM

SERVICE NUMBER:		
INITIALS:	NAME:	
UNIT/S SERVED WITH (Please tick and fill in date details below)		
<input type="checkbox"/> 3 Field Troop	From	Till
<input type="checkbox"/> 1 Troop 1 Field Squadron	From	Till
<input type="checkbox"/> 2 Troop 1 Field Squadron	From	Till
<input type="checkbox"/> 3 Troop 1 Field Squadron	From	Till
DECLARATION: During my service in Vietnam I served with the above unit/s during the periods stated.		
SIGNATURE:	DATE:	
ADDRESS:		
TELEPHONE:		
EMAIL:		
VIETNAM TUNNEL RAT ASSOC MEMBERSHIP STATUS (Please tick)		
<input type="checkbox"/> I am a new joining member – membership application form enclosed		
<input type="checkbox"/> I am renewing my existing membership with the enclosed form (Your membership is due for renewal if a renewal form has been included for you in this issue)		
<input type="checkbox"/> I am an existing paid-up member		

**COMPLETE
 THIS FORM
 AND POST IT TO:**

**VIETNAM TUNNEL RATS
 43 HEYINGTON PLACE
 TOORAK VIC 3142**

If you don't want to cut into this fantastic newsletter - simply photocopy the form

Sappers sniff out the enemy

Sometimes in combat you just have to follow your instincts - and your nose, as (then) Lieutenant George Hulse records in this recollection of Operations Stirrup Cup and Track Duster which took place 3 –12 October 1968 near Thai Thien, Vietnam.

Operation Stirrup Cup was mounted by V Coy of 4 RAR/NZ (ANZAC) Bn on 3 October 1968. V Coy was one of two infantry companies of New Zealanders who formed an integral part of the ANZAC Bn. The other three infantry companies and supporting elements were Australians.

The Op Stirrup Cup mission was to penetrate deep into a known VC logistic support base area near Thai Thien and to capture large quantities of stores, particularly rations, which were destined for enemy units.

V Coy had a Combat Engineer Team (CET) commanded by Cpl Ken Ford of 1 Tp, and also the Tp Officer, Lt George Hulse under command for the Op. The Op was successful in that a very large amount of rice and other stores were captured and either destroyed by Engineers, or returned to the SVN authorities. There were several contacts with the enemy resulting in enemy casualties, but none to the V Coy force. Part of the reason for surprising the enemy in the area, was that we moved into their area under cover of torrential monsoonal rains. Engineers reconnoitred the area and found what appeared to be VC mine markers, and a suspicious round hole near the track (about the size of an M16 mine) adjacent to a T intersection in the system of tracks which the VC used for transporting their loads. No mines were found. The Op lasted for just one day, and when we returned to Nui Dat, there was no doubt that the job had not been fully completed. We needed to go back there again and find the remainder of the enemy stores.

The return to the Thai Thien area was mounted on 8 October 1968, codenamed Op Track Duster, allocated to D Coy of 4 RAR, with under command a Tp of Centurion Tanks, APCs, Direct Spt Bty (Artillery) and Cpl Ken Ford's CET, plus the Tp Offr. This time, there would be no surprise and D Coy, commanded by Major Don Deighton (later MC), knew that they might have to fight for the enemy stores. Immediately prior to entering the "hot" area where the stores were located, Maj Deighton asked me to brief his officers on the engineer experience of Op Stirrup Cup. I made a particular point of stating my concerns about the mine markers and the need for care when the forward elements arrived at the T intersection.

Lt Phil "Bullets" Bunyan was allocated the task of forward platoon. Phil was a determined



Elements of V Coy 4 RAR take a break



Sapper Smillie (left - later KIA), Sapper Laird and Troop Officer George Hulse (right)



Sapper Phillip Baxter examines enemy goods found during Operation Stirrup Cup

infantry officer, and deployed his platoon in a manner befitting a competent commander. He placed himself well forward so that he could command the fire fight should one occur.

At about 1430 hrs, 8 Oct 1968, Lt Bunyan's platoon arrived at the T intersection and began searching the area carefully. The scouts, Ptes Peter Brewer and Keith Shaw found a sack of clothing on



Sapper Gary Von Stanke



Weapon cleaning time for the V Coy 4 RAR diggers

the side of the track and indicated that it should be searched. Lt Bunyan moved forward, but never reached it. There was an enormous explosion as three DH 12s (the Russian version of the claymore mine – it was round instead of rectangular) and a suspected M16 were command detonated. This was followed by a fierce fusillade of AK 47 fire from the enemy. The entire forward section was hit, with both scouts KIA, and the platoon commander very seriously WIA (he miraculously survived and lives today in Canberra). There then followed a number of clashes as the D Coy soldiers fought the enemy off so that they could attend to their WIA comrades. The company stretcher bearer, Pte Richard Foster (MID) put himself at great risk many times to treat and comfort the wounded soldiers while the fire fight raged around him. We sappers destroyed a DH 12 which had failed to fire, and then the company withdrew and “Dusted Off” our casualties. Then Maj Deighton ordered us to go back in again and continue the search for the enemy stores. He was one gutsy grunt Major.

The mission was allocated to Lt Ross Sillar, with the orders that if no stores had been located by

1600 hrs, he was to withdraw his platoon to form a part of the night defensive position. All the sappers went with Lt Sillar. At 1600 hrs there followed a scene which would best be described as something out of a military comedy. I could smell the rice (I served in Malaya as a Corporal and had smelled it several times when patrolling near Malay Kampongs). But, Lt Sillar had reached his 1600 hrs deadline and was forced to abandon the search and head back to the company's night defensive location. So, I did a deal with Sillar. I asked him to take a well-deserved break, and give his platoon time for a brew before withdrawing from the area, while I took Cpl Ken Ford's CET a little further along the track to see if my nose was detecting rice or something else. Sillar agreed.

I assembled Ken's CET in front of me and gave them the most hurried set of orders I have ever given in my career as a soldier. The whole SMEAC (you remember – Situation, Mission etc) in less than two minutes. I then asked for a volunteer to go “forward scout” and thought that I was going to have to nominate someone if no volunteer stepped forward (remember that this track had, less than two hours earlier, an entire infantry section blown away by the enemy). To my extreme relief, Sapper Gary Von Stanke volunteered immediately. We, a patrol consisting entirely of sappers, took off at a fast patrol pace. “Von” moved like a ghost, quickly scanning his entire field of view. Wherever his eyes went, so too did his rifle barrel. And fast.

We were well clear of Sillars platoon when we smelled again the rice. We searched, we found it. I asked Ken to get Sillar's platoon up to the caches we had found. Within minutes Sillars platoon, and then the entire company battle group was into the area smashing down the scrub with men and tanks. We captured many tonnes of rice, clothing, medical supplies and salt. And it did not finish there. On withdrawal, Maj Deighton assigned me the job of clearing the only road out of the area so that the tanks could withdraw without running over mines. Ken spread his sappers out along the road with instructions that they would continue searching their patch of road until the last tank passed by. They did, and I remember thinking at the moment the last tank and its protective infantry security screen went by, that the last soldiers out of there were the sappers who were now behind the infantry and tanks. We, the sappers, were indeed, “first in and last out” on this part of the Operation. That CET included: Cpl Ken Ford, Lcpl Lloyd Chambers, Sappers Gary Von Stanke, Phil Baxter (later MM), Michael Bruggeman, Frank Smith and Ron Smillie (later KIA). They did the Corps proud!

Tunnel Rats under fire!

Don't worry lads it wasn't a major battle, merely a minor skirmish. Last month two disgruntled Vietnam Veterans sent out a volley of stinging emails attacking the Vietnam Tunnel Rats Association from every angle they could think of. Sent to a list of fellow Veterans, we guess the writers hoped to start a firestorm of protest, but in fact the opposite happened and we were bombarded with support. Ooops!

It is interesting that the things we as an Association have fought for and the things we are most proud of seem to be the very things that get under the skin of these two email enabled warriors. The new Army Combat Badge really gets them in a lather.

Both of the gentlemen are Vietnam Veterans, one a former Engineer, and neither of them are members of our Association. We owe them both a vote of thanks. Their email attacks not only reinforced our position by bringing out a flood of support for us, but also opened the door for us to air again just exactly what we are all about.

We do need to keep this all in perspective though, and not get too excited about an impending revolution. This was just two grumpy Vets (real grumpy). We have 500 Tunnel Rats on our mailing list, and we estimate there were a total of 700 men who served in the Field Troops in Vietnam. We think we have the numbers!

We simply don't have the space to run all of the letters and emails of support we received, but we do run on the following pages two key letters we received from Rex Rowe and Sandy MacGregor, plus comment from Jim Marett.

But first here's the main beefs from the two complainers:

(1): The Vietnam Tunnel Rats Association is an elitist organisation.

(2): The VTRA doesn't recognise the service of men outside the Field Troops (3 Field Troop and 1, 2 & 3 Troop of 1 Field Squadron).

(3): The VTRA are making judgments on who receives the new Army Combat Badge (ACB) and denying it to people who may qualify.

(4): We were wrong to claim in "Holdfast" that it is an offence for unqualified people to wear the ACB.

(5): The term Tunnel Rat is inappropriate because it was stolen from the Yanks and "anyway what's wrong with being a Field Engineer?"

(6): And finally, one of them claimed to have served with 3 Field Troop in Vietnam during the period 1967 – 1968. We pointed out that this was impossible as 3 Field Troop had left Vietnam well before these dates. We say he served with 3 Troop, not 3 Field Troop – but he fails to concede this point.

Jim Marett, Rex Rowe and Sandy MacGregor respond over the following few pages:

Jim Marett comments:

On the accusation of "elitism" - our association represents the men of the Field Troops and we speak of them highly and fight their cause. We don't believe we need to apologise for that and we respect any other Unit Association's right to do likewise.

We believe that the men who served in the Field Troops carried out an exceptional range of specialist tasks and gained a combination of experiences few others had in Vietnam. The high-risk positions these men were regularly in is reflected dramatically in the casualty list.

The experience of being attached to Infantry for the duration of Operations, walking with them, sleeping with them, and being in combat with them, gave the Field Engineers experiences few others had in Vietnam apart from the Infantry themselves.

I guess the epitome of what we did would be shown in mine incidents while attached to Infantry, where we had to clear safe lanes to the wounded. I still see Infantry Veterans welling up with tears when they meet us and recall some of those harrowing moments. They are full of thanks and admiration for what we did. Add into this mix our other specialist tasks of booby traps, demolitions and bunker and tunnel searching and you have a group of men who have every right to be very proud of their service.

Over the years, slowly but in ever growing numbers, many Engineers who served in Vietnam but not in the Field Troops began to refer to themselves as "Tunnel Rats". You may consider this harmless, but in reality it belittles the genuine experiences of the Field Troops and had the potential to fade all those extraordinary experiences into a confused and ill-defined mass that put forward the absurd notion that all Engineers were the same in Vietnam. The hell they were! You call this attitude "elitism". We call it pride in what we did.

So the association was formed to wrest the title "Tunnel Rats" back to the Field Troops. We believe we have retrieved that title and it is now back where it belongs.

We also believe that the blurring of the line defining Tunnel Rats had already begun eroding the pride that former Field Troops had in their service in Vietnam. Many would go to functions where other Engineers referred to themselves as "Tunnel Rats" when they were nothing of the sort. We knew it was wrong, but naturally wanted to avoid confrontation or



or argument with a fellow Veteran.

This led to quietly suffering the slow ebbing of our reputation, and a very noticeable slide in the pride Field Troop Veterans were able to express and display. The role of the newsletter was to help restore that pride. We know we have done that.

Regarding the new Army Combat Badge, firstly, from our point of view, we represent the men who served in the Field Troops and our concentration and efforts are about ensuring these men receive their due recognition.

The Vietnam Tunnel Rats Association successfully lobbied specifically to have the men who served in the Engineer Field Troops in Vietnam (3 Field Troop and 1, 2 & 3 Troop of 1 Field Squadron RAE) awarded the ACB. We did this via direct submissions to the Chief of Army.

We have since had notice from the office of Head of Corp, RAE, that they will be allowing a broader spectrum of men within 1 Field Squadron to

Above: Jim Marett getting his feet wet with 5RAR in Vietnam in late 1969. In his capacity now as President, Chief Postal Clerk and Grand Poobah of the Vietnam Tunnel Rats Association, Jim comments here on the recent email attack.

qualify, which we are delighted about and which we detail in this issue of "Holdfast".

It is not our role as an association to sit in judgement of who does or does not receive the ACB, however, it is our duty to check that all applicants which go through our office did serve in one of the Field Troops, because these are the men we represent and the only applications we will handle.

Regarding the unqualified wearing of the ACB - before publishing we of course did check with the Policy Office of the Directorate of Honours and Awards, Department of Defence, Canberra and were informed that "to wear the ACB without being authorised to do so would be a breach of the Defence Act."

Regarding your question "what was wrong with being a Field Engineer?" Our answer is obvious – nothing. It's what we are all about, it's the very core of our pride. There's nothing at all wrong with being a Field Engineer. We celebrate it, we honour it and we promote it. Continuously. Shamelessly.

Perhaps you confuse our frequent use of the title "Tunnel Rat" with some kind of abandonment of the title "Field Engineers". Nothing could be further from the truth. We continually refer to ourselves as Tunnel Rats in order to maintain our campaign of "ownership" of that title in the Australian Veteran community, but "Field Engineers" and "Tunnel Rats" are one and the same – but only if you served in one



*Were all Engineers the same in Vietnam?
The hell they were!*

of the Field Troops in Vietnam.

You are wrong to say you served with 3 Field Troop in 1967-68. You served with 3 Troop 1 Field Squadron not with 3 Field Troop which had that designation while it was separate from 1 Field Squadron and in Vietnam on its own. When 3 Field Troop went home in 1966, and 1 Field Squadron arrived, from that moment on the Field Troops within the Squadron were (and still are) properly referred to as 1 Troop, 2 Troop and 3 Troop.

Sandy MacGregor has the full story on the evolution of the title "Tunnel Rats", and this is published in Sandy's response below. However, confirming the acceptability of that title to the Australian Army, the current 3 Troop 1 Field Squadron (now based in Darwin) is known officially the Tunnel Rats in honor of 3 Field Troop which Sandy led in Vietnam prior to your tour. The current 3 Troop proudly display the Rat on their flag, their APC and their orderly room, and they've even had their own Tunnel Rat stubby holders printed. Sandy by the way is leading the ANZAC Day march in Melbourne this year for the Vietnam Tunnel Rats Association.

Our Association represents the men who served in the Field Troops – exclusively. For some reason this simple fact seems to push your buttons in the worst possible ways. Perhaps the solution is for you to form your own Association – one tailored to your own aims and needs. We sure won't be changing ours to suit you.

Jim Marett

President - Vietnam Tunnel Rats Association

Following is a response to several aspects of the email campaign from Sandy MacGregor:

Lets face it – the term "Tunnel Rats" is here forever – so lets get used to it and honour it.

Yes we did refer to ourselves as "Ferrets". After the searching of the CU CHI tunnels I, with Lt Col Preece, and I think it was Brig Gen Williamson attended a World Press conference in Saigon (Jan 1966). At this conference I explained that a ferret was like a rat and was used in Australia to chase out the rabbits – immediately someone said Tunnel Rats. I agreed and since then this term has stuck. (Just a by the way – up until the Cu Chi Tunnels the American forces had not been going down tunnels. I had wrongly assumed that the American forces had gone down after they had blown smoke to find tunnel entrances, and then blown air in to clear them).

We know this because we had sappers going unconscious in the Cu Chi tunnels because of the foul air that we created. During the Australian

searching of the Cu Chi tunnels the word spread and Americans went down as well – however we were the first. This was confirmed as a result of this World Press conference which I was told to attend. Following this operation General Westmoreland issued an edict that all tunnels would be searched because of the enormous intelligence that could be found within them.

Now to 3 Field Troop and 3 Tp: In my book, No Need For Heroes, the first commander of 1 Field Squadron, (that wonderful commander of men), Major Warren Lennon, wrote: "When I became the Squadron Commander of 1 Field Squadron in Vietnam, it included Three Field Troop, which became 3 Troop. They, 3 Troop, had been working more or less independently and had earned themselves a big reputation."

My understanding was that the troops of 1 Field Squadron were known as 1 Tp, 2 Tp, and 3 Tp. The independent troops were known as 3 Field Troop and the Malaysian one was 2 Field Troop.

I know that when we were awarded the Meritorious Unit Citation that I enlisted the help of the RAE Corps (I think Brig McDonough) to change the establishment of 1 Field Squadron from 1 Tp and 2 Tp to 1 Tp and 3 Tp so that the citation could be worn by 3 Tp, 1 Field Squadron whilst serving in 3 Tp. I had a very proud day at Holdworthy when this came through and the presentation could be done.

All the Best

Sandy MacGregor

PS: Yes I will be leading the Tunnel Rats in Melbourne on Anzac Day and I would love to catch up with all Sappers.



In September 1966 at Nui Dat, (then Captain) Sandy MacGregor (far right) accompanies Task Force Commander Brigadier O. D. Jackson and Major Warren W. Lennon (left), OC of 1 Field Squadron on an inspection of Sandy's Troop.

Following is the letter from Rex Rowe:

Dear Jim,

I have recently heard about some perhaps ill-chosen, but possibly well-intentioned comments concerning the Tunnel Rats Association, and the basic philosophies of what it is all about. Indeed I believe I am correct in suggesting that some of the criticisms may well have been directed at yourself in particular. This is a great shame, in view of what you and a few others have really achieved in banding together, many like minded former sapper brothers-in-arms. It just seems to me, that life is too short to allow oneself to get uptight and stressed by contrary opinions and disputes over matters such as the Tunnel Rats Association; when it is really better to just keep smiling - if you understand what I mean! I reckon that we would all be better placed, offering congratulations and gratitude for the time, effort and money, that you and others have put into establishing and running the organization.

Frankly though Jim, it seems to me that it may be best, for all now to step back, and to try and take some of the 'underlying heat' out of a situation, which sadly seems to be 'simmering' in the minds of a few disgruntled ex-sappers, for whatever reason. For myself, I can only offer congratulations to those - like yourself - who have energetically put the Tunnel Rats Association together as a legal, cohesive, and well run organization for the benefit of your members. Whilst I do not fully qualify for membership under your association's criteria, I am pleased and proud that you and your committee have included me in an ex-officio capacity.

I remember that, when I was with the Squadron in South Vietnam in 1969, I referred to the blokes in the Field Troops as "Troopies", and continued to do so when I returned to Australia. However, if your Association now identifies its members as "Tunnel Rats", that seems to me to be a matter entirely for your membership; and it is a good name! The "Rats of Tobruk Association" formed by a widely acclaimed and recognized group of World War 2 veterans regard their Association as exclusive and dare I suggest it - maybe a little elitist - and why not? Those men certainly earned their title. Equally, I reckon that the 'troopies' of 1 Field Squadron, and 3 Field Troop before them, can fairly claim the title of "Tunnel Rats". Equally, the huge number of banners displayed at Anzac Day marches and the like throughout Australia, suggest some exclusivity and probably a hint of elitism. Again Jim; why not?

Those who argue that there should be no exclusivity and elitism in Australian veterans' organisations, are probably 'skating on very thin ice'.

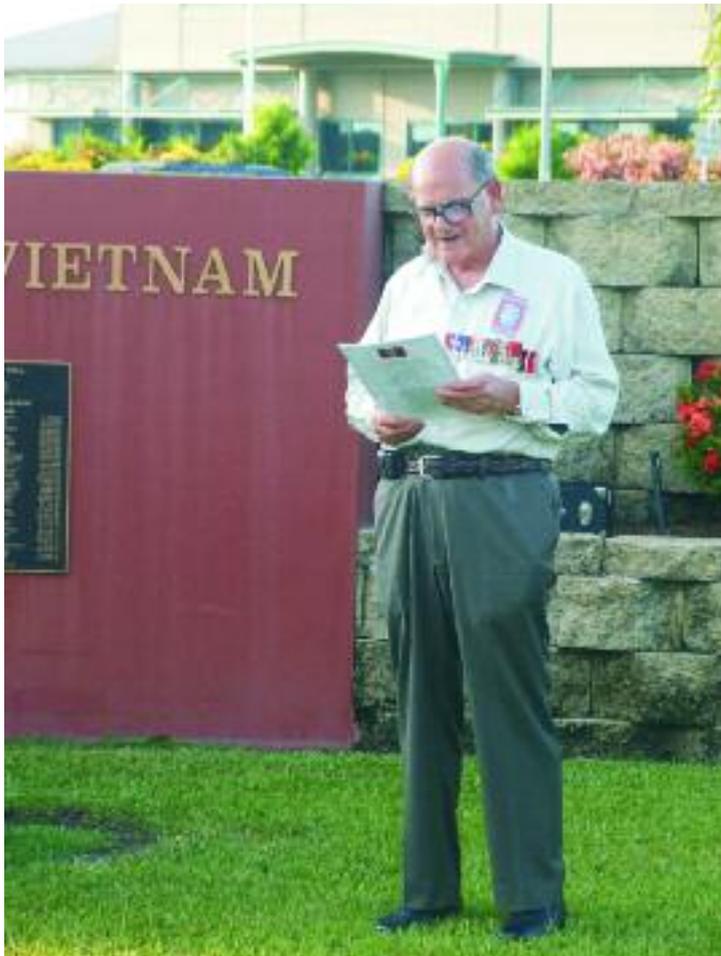


Rex Rowe (bottom row, 2nd from left) enjoying an "illegal" Christmas piss-up in the lines with some bad boys of 2 Troop 1 Fld Sqn 1969.

After all, every serviceman and servicewoman, who has represented our country, served under one flag, so perhaps one banner and one flag only would put paid to any accusations of exclusivity or elitism by any service, formation or unit. As I suggested earlier Jim, it really is probably better to smile quietly and with tolerance; but smile nevertheless when one hears or reads sad and unsubtle comments - no matter how well intended.

I think I should point out here though Jim, that the '1 Field Squadron Tunnel Rats' banner used annually for many years now at the Sydney Anzac Day March, was donated by an ex 3 Field Troop Field Engineer. I understand that he bears no ill-will or grudges against non-Field Troop blokes who march under his banner, but obviously must have served in 1 Field Squadron Group. I further believe that his rationale is simply that, anyone who served in 1 Field Squadron Group, was either a Tunnel, Rat or was directly involved in providing the vital support to the Troopies undertaking their field engineer roles. I have been honoured to march in Sydney under this banner for a number of years now.

We should also not ever forget the 1 Field Squadron Workshops men who also formed an integral and very important part of 1 Field Squadron Group in South Vietnam.. They march under their own banner on Anzac Day in Sydney, immediately behind the 1 Field Squadron Group, rather than with all the other RAEME elements. Our Workshops blokes are rightly proud of their roles as part of the 1 Field Squadron team. They certainly earned the right to be as exclusive and as elitist as they wish. Without their bravery, initiative and sheer hard work, 1 Field Squadron could not have functioned. My own experiences with the Squadron in Vietnam, proved



Rex Rowe opening the Tunnel Rat's Remembrance Ceremony during the Association's visit to 1 CER and 1 Fld Sqn in Darwin, November 2006.

that the same applies equally to the good men of 21 Support Troop of about 100 sappers - including the plant operators, drivers and the bulk of our tradesmen, all of whom were required to take their turn at TAOR patrols, together with the cooks, bottleshavers, clerks, and storemen; with the 'planties' in particular, uncomplainingly taking great risks in their daily engineer tasks; I am sure that all fair minded Tunnel Rats share my thoughts on this issue. I hope so!

There is of course the other matter which 'raises the hackles' of Tunnel Rats Association critics, and that is the concern over the award of the recently inaugurated 'Combat Badge'. My own reading of the award criteria is that ALL ex-members of 1 Field Squadron, who served for a specified period in the unit are entitled to apply for and receive the badge. I understand that your Association is kindly co-ordinating, validating and verifying applications for the award from members of the Tunnel Rats Association. What is not widely known is the background work that you personally undertook, in personal representations to the Chief of the Army, on behalf of your members. Your efforts

Jim are much appreciated. For those sappers who feel aggrieved that they do not meet the criteria you have set out in the January 2007 issue of your 'Holdfast Newsletter', may be better advised to apply through other sources - and let us hope that they keep smiling too! I understand that you have recently spoken with the 'Engineers Directorate', about the qualifying service, so can I humbly suggest that if you feel it is appropriate, you may care to publish the results of your enquiries.

I return Jim in conclusion, to my original purpose in writing this letter to you. I hope that by publishing this letter we will "pour some good oil on troubled waters", and maybe get everybody smiling. It is important though that everyone who served in 1 Field Squadron Group in Vietnam - and 3 Field Troop before them - feels that their efforts were appreciated and understood. That of course includes everyone who provided the support necessary to keep the Troopies/Tunnel Rats in the field, and doing the job required of them. The unit was not an administrative 'rump' designed and organized solely to provide support to the three field troops, though it can properly be said that, the 'core' role of the Field Squadron is field engineering, in its widest sense. 1 Field Squadron Group consisted of many elements, without which we simply could not have done our job. That the Tunnel Rats did an outstanding job throughout the conflict cannot fairly be disputed. That you have the right to form the Tunnel Rats Association; also cannot fairly be disputed.

Thanks Jim to you and your family, and to those of your association members who put so much time and effort into running what is an excellent and well-run Association to the benefit and welfare of your members

Good on you Jim. Keep it up - and keep smiling. The Tunnel Rats may not have been THE best - but there are none better!

Yours aye,
REX ROWE



Latest list of Tunnel Rats

Here's our updated list of former Tunnel Rats from 3 Field Troop and 1 Field Squadron RAE, Vietnam 1965-71. This is not a complete list, it is simply a list of all the men we have been able to find and make contact with. If you can help with names and numbers, please contact our "Master of The List", Graeme Gartside on 08 8725 2845, or by mail to Graeme Gartside, 9 Park Street Mt Gambier SA 5290 or by email: hawthorn@anson.com.au

LISTS ARE NOW ALPHABETICAL

3 FIELD TROOP (1965-66)

PETER ASH 02 6771 4623
IAN BIDDOLPH 02 4472 9434
ALAN CHRISTIE 07 5494 6628
ALLAN S COLEMAN 07 3204 7401
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 03 5728 3341
BERNIE POLLARD 08 9248 3178
ALAN TUGWELL 08 8552 5229
BILL UNMEOPA 08 9300 5561
SNOW WILSON JNR 02 6649 3998

OC's 1 FIELD SQUADRON

JOHN KEMP 02 6288 3428
REX ROWE 02 4861 6324

SSM's 1 FIELD SQUADRON

BARRY CRISP 07 5529 6566

1 TROOP (1966-67)

DICK BENTLEY 08 8386 2334
NICK BURGERHOF 07 3271 1592
RAY BURTON 08 8268 4575
JOE CAZEY 07 3710 8102
ALLAN S COLEMAN 07 3204 7401
GRAHAME COOK 02 4390 5159
MICK GEORGE 02 6882 8574
ALAN HAMMOND 0423491091
CUL HART 02 4392 0912
NEIL INNES 02 9875 2962
KEN JOLLEY 02 6624 4066
BARRY KELLY 07 4661 2898
PETER McTIERNAN 02 6557 5211
GAVIN MENZIES 02 6584 7257
RON ROCKLIFFE 02 9789 4302
TREVOR SHELLEY 0419784954
KEVIN SMITH 03 9787 1506
JOHN THOMPSON 0732168906
ROSS TULLOH 0418223345

1 TROOP (1967-68)

HENRY BAGGALEY 07 5433 0482
BRUCE BEVAN 02 9580 3327
BOB COLEMAN 03 5342 0941
ROSS COMBEN 08 9535 2273
JACK GREEN 07 3278 8719
PHIL (JONAH) JONES 07 3390 1130
RAY KENNY 07 3881 3648
PETER KOCH 04 3822 3100
BRETT NOLEN 03 5278 9969
CLIVE PEARSALL 03 9459 4470
ALAN RANTALL 03 9434 2031
PETER SHEEHAN 03 9390 2834
JIM TROWER 0418842744

1 TROOP (1968-69)

PHIL BAXTER 02 4625 6213
PETER CARRODUS 02 9759 6383
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
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)
LARRY BATZE 07 4033 2025
ALLAN S COLEMAN 07 3204 7401
PAUL COOK 02 4946 5321
GARRY DEGERING 03 9763 0510
JOHN FELTON 07 4661 8679
GRAHAME FLETCHER 0408822489
P. "GUTS" GEISEL 07 4092 1735
TERRY GLEESON 03 5623 2886
TREVOR KELLY 08 9538 1184
DES MCKENZIE 07 5448 3400
LES SLATER 08 9361 0603
VIC SMITH 07 4124 5943

1 TROOP (1970-71)

MICK AUGUSTUS 07 3205 7401
ERIC BANFALVI 07 3201 8234
DAN BRINDLEY 02 6643 1693
IAN CAMPBELL 03 9870 0313
BRUCE FRASER 07 5499 0508
GORDON GREEN 02 9878 2111
PETER KRAUSE 02 6723 2835
BARRY MELDRUM 03 5427 1162
ROGER NEWMAN 07 5450 6054
DENNIS PEGG 03 6229 9294
JOHN PRITCHARD 02 9626 3376
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

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 9727 1839
ALAN HAMMOND 0423491091
BILL HARRIGAN 08 9447 1127
PETER HEGARTY 07 4169 0372
GRAEME LEACH 07 4777 8627
KEN MCCANN 03 5985 3276
ROD MCCLENNAN 07 3267 6907
NOEL MCDUFFIE (SILENT NUMBER) 07 3267 0310
BOB MCKINNON 03 6250 3686
PETER MATTHEWS 08 8552 1746
MICK SHANNON 07 5523 2157
STAN SHEPHERD 08 9248 4432
BOB SWEENEY 08 9248 4432

2 TROOP (1967-1968)

M. BALLANTYNE 08 8298 2515
JOHN BENINGFIELD 07 4778 4473
PETER BENNETT 08 9385 5499
DENNIS BURGE 08 8281 2270
HARRY COOLING 07 4778 2013
GARRY COSGROVE 02 4845 5153
PETER FONTANINI 08 9301 0805
ROLAND GLOSS 02 6367 5324
JOHN GOLDFINCH 02 6674 0855
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) 07 4055 1915
DAVID MATULIK 0417856877
TONY PARMENTER 07 4775 5095
BRIAN RANKIN 03 5623 5572
HANS REHORN 08 8087 5671
ANDREW ROGERS 03 9439 7566
MICK ROWBOTHAM 02 6342 1292
GEOFF RUSSELL 03 9336 3137
BRIAN SHEEHAN 0413 669 087
JAMES SMITH 08 9752 2935
"SNOW" WILSON 08 9752 2935

2 TROOP (1968-1969)

BOB AUSTIN 02 6644 9237
ROSS BACHMANN 07 5495 1443
DON BEALE 02 6236 8267
RICHARD BRANCH 07 4947 1044
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
ROD CRANE 08 9530 3083
JO ROBERT EARL 02 4990 3601
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
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
TERRY O'DONNELL 03 5334 3443
DAVID PANNACH OVERSEAS (HONG KONG 0011 852 9646 4131)
TED PODLICH 07 3862 9002
DARYL PORTEOUS 07 4973 7663
RAY VANDERHEIDEN 02 4776 1373
MICK WESTON 07 5444 3307
RAY (PHILLIP) WHITE 03 9740 7141

2 TROOP (1969-1970)

JANIS ATRENS 02 6292 3071
"ARAB" AVOTINS 07 4129 8012
BRUCE BOFINGER 02 4861 5715
FRANK BRADY 02 6555 5200
DAVID BROOK 03 9546 2868
JIM BURROUGH 03 9885 8285
RON COMAN 07 3355 7279
KEVIN CONNOR 07 4032 2208
GARRY COSGROVE 02 4845 5153
ARTHUR DAVIES 07 3408 1556
FRANK DENLEY 02 6571 2056
ROY ELBOURNE 02 4868 1493
GRUMPY FOSTER 07 4041 2321
GRAEME GARTSIDE 08 8725 2845
DOUG GEORGE 03 9889 2116
GREG GOUGH 0417 911 173
BRAD HANNAFORD 08 8389 2217
JOHN HOPMAN 02 9398 5258
PHIL "JONAH" JONES 07 3390 1130
CHRIS KOULOURIS 02 4952 6341
BILL LAMB 0418 424 208
MICK LEE 07 3808 4823
MARTY MCGRATH 02 6059 1204
JIM MARETT 03 9824 4967
BOB OTTERTY 03 5199 2516
BEVAN PERCIVAL 07 5537 1577
PEDRO PIROMANSKI 08 9306 8169
IAN PITT 03 5349 2018
JACK POWER 07 4955 3761
COLIN REDACLIFF 02 9673 0597
JOHN RONALDSON NEW ZEALAND
BRIAN SCOTT 07 3204 5691
PETER SCOTT (219) 02 4341 3782
"ROO DOG" SCOTT 07 5576 0232
LES SHELLEY 07 3264 4041
JIMMY SHUGG 08 9776 1471
BOB SMITH 07 5442 9322
MICK VAN POETEREN 03 9435 0383
GERRY WALLBRIDGE 03 9803 4223
DENNIS WILSON 08 8892 2671
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
KEITH BURLEY 07 5543 0990
PETER CAIRNS 03 6267 4646
BRIAN CHRISTIAN 07 4778 6602
"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
TOM DODDS 040672260
DES EVANS 07 4128 2390
BRUCE FENWICK 02 4977 3530
RAY FULTON 03 6288 1176
DAVID GAMMIE 02 4365 2696
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
CHRIS KOOLEN 03 5237 7368
KEVIN LAPPIN 07 3273 8614
GARY McCLINTOCK 07 4788 0123
PETER MCCOLE 03 5155 9368
BOB MCGLINN 07 5426 1597
IAN MCLLEAN 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 03 5345 2397
DES POLDEN 03 6223 3830
KEITH RAMSAY 02 6585 6503
MICK RASMUSSEN 0428 790 645
GARY SANGSTER 0409 522 099
PETER SCHREIBER 02 6569 3390
JOHN SMITH 0400032502
ROY SOJAN 08 9926 1235
JOHN STONEHOUSE LOST CONTACT

JOHN TICK 04 3898 7262
STEVE WALTON 07 3269 3192
TERRY WAKE 07 4786 2625
DAVE YOUNG 02 4283 3439

3 TROOP (1966-67)

WILFRED EYLES 02 4390 0150

3 TROOP (1967-68)

CHUCK BONZAS 08 9330 3490
BRUCE BREDDIN 07 5591 3202
NORM CAIRNS 03 6267 4629
KERRY CAUGHEY 03 5971 4188
DAVID CLARK 08 8388 7278
BOB COLEMAN 03 5342 0941
BARRY GILBERT 03 5023 6657
"JONAH" JONES 07 3390 1130
JACK LAWSON 0429 798 673
PETER MACDONALD 08 9448 5418
BARRIE MORGAN 0419 820 290
VIV MORGAN 02 9331 3252
TOM SIMONS 03 6344 6058
KEVIN SHUGG 0411144500
FRANK SWEENEY 07 3205 4161
ALAN TUGWELL 08 8552 5229
MURRAY WALKER 08 9332 6410
MICK WOODHAMS 08 9459 0130
BOB YEWEEN 07 5532 4560
KEN YOUNG 02 9602 5204

3 TROOP (1968-69)

GEOFF BOX 08 9731 2757
ERIC BANFALVI 07 3201 8234
BRIAN GLYDE 02 4457 2200
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
JOHN MURPHY 08 9493 3771
GEOFF NEENAN 08 9362 4079
JOHN NULTY 02 6931 1884
TED O'MALLEY 07 4091 3561
BOB PRITCHARD 07 4779 0608
GREG ROBERTS 03 5941 2269
RAY (PHILLIP) WHITE 03 9740 7141

THREE TROOP (1969-70)

TONY BOWER-MILES 0412 317 306
CHRIS BROOKS 08 9271 2811
JIM BURROUGH 03 9885 8285
TERRY CARTLIDGE 03 5367 1472
RICHARD DAY 08 8088 4129
PHIL DEVINE 0418 830 169
BOB DONE 02 4944 9321
RAY FULTON 03 6288 1176
DOUG GEORGE 03 9889 2116
GRAHAM HARVEY 07 5445 2636
TREVOR HUGHES 07 5532 3497
DARREL JENSEN 07 4938 7203
ROD KIRBY 07 4973 7726
PETER KNIGHT 02 6247 6272
GERRY LYALL 07 3343 4725
PHIL MCCANN 03 5442 3459
CHIS MACGREGOR 02 4472 3250
NORM MARTIN 0422 508 336
ROELOF METHORST (SILENT No.)
"JACKO" MILLER 03 6267 4411
CHRIS MULLER 07 4653 0457
VIN NEALE 03 9786 1549
G. RENTMEESTER 03 9735 5236
BRENTON SMITH 08 8388 5501
GORDON TEMBY 08 9757 2016
LEON TUTTLEBY 08 8952 6598
HANK VEENHUIZEN 0407 487 167

THREE TROOP (1970-71)

STEVE ARMBRUST 07 5545 1073
GEOFF ANSELL 03 5762 1215
MIKE BARNETT 02 9869 7132
JOHN BENINGFIELD 07 4778 4473
DARRYL BINNS 08 8988 5827
MAL BOTFIELD 02 9872 2594
IAN CAMPBELL 03 9870 0313
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
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
CARLO MIKKELSEN NEW ZEALAND 0064 9 4797857
BEN PASSARELLI 02 9610 3949
ROBERT REED 07 3351 4440
ROD SCOTT 07 4096 5372
PAUL SCOTT 02 6656 0730
LES SHELLEY 07 3264 4041
GORDON TEMBY 08 9757 2016
DAVID WILSON 07 3855 1370



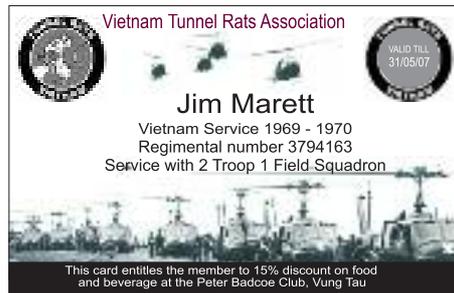
Getting the newsletter free is no longer an option

In the past we've had a policy of sending the newsletter to every former Tunnel Rat we've found. It was worth it just to pull us together again and get some communicating going. Unfortunately the cost of doing this has become too much with just the income from those who have joined and paid their \$38.

We have a list of about 400 former Tunnel Rats and we have been sending "Holdfast" to each of them. At this stage we have about 200 men who have joined, which means they are carrying the cost for the others. We now have the added cost of processing and posting out the new Army Combat Badges.

We think you'll agree the newsletter is great. It is often described as the best unit newsletter in existence. So

if you want to keep receiving it, you need to join up, using the form on this page. The superb personalised "Tunnel Rats" membership card below is provided for those who join:



Who can join?

The Association was formed for all who served with one of the Field Troops. Membership is exclusively for men who served in Vietnam with either 3 Field Troop or 1 Troop, 2 Troop or 3 Troop of 1 Field Sqn. This is not an attempt to exclude, but to bring together the Field Engineers. Other units are free to form their own Associations.

Why we formed the Vietnam Tunnel Rats Association

Our status seemed to be getting a bit blurred. It had reached the point where any Engineer who served in Vietnam was calling himself a Tunnel Rat. The members of the Field Troops fought alongside the

Infantry plus they performed their additional tasks of mine and booby trap detection and clearing, plus bunker and tunnel searching and demolition.

By wrongly claiming Tunnel Rat status, some men from non-field Troops have begun to blur the line defining the unique role of the Tunnel Rats. If it became generally accepted that all Engineer units in Vietnam were Tunnel Rats, then our status would be reduced. Nobody has a right to do that. We should not allow anybody to diminish something we are so proud of. The forming of the Association is not an elitist thing, it is simply intense pride in what we did and a move to protect our status.

Holdfast Newsletter
is edited by Jim Marett and published quarterly by the Vietnam Tunnel Rats Association Inc.
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Toorak Vic 3142
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Mobile 0403041962
tunnelrat@optusnet.com.au

If you're not a member, you need to join to keep getting the newsletter - it's only \$38

NAME:	SERVICE NUMBER	
ADDRESS:	POST CODE	
PHONE:	MOBILE:	
EMAIL:		
FOR VERIFICATION PLEASE TICK AND FILL IN DETAILS OF UNIT/S SERVED WITH IN VIETNAM		
<input type="checkbox"/> 3 FIELD TROOP	FROM	TILL
<input type="checkbox"/> 1 TROOP 1 FLD SQN	FROM	TILL
<input type="checkbox"/> 2 TROOP 1 FLD SQN	FROM	TILL
<input type="checkbox"/> 3 TROOP 1 FLD SQN	FROM	TILL
The cost is \$38. You can pay by credit card (your statement will read "Ultimate Design Graphics"), or by cheque or postal order. Please make cheques and postal orders payable to Vietnam Tunnel Rats Association		
Tick which card you wish to use: <input type="checkbox"/> Visa <input type="checkbox"/> Master Card		
Card number		
Name on card		Expiry Date
Signature:		
POST TO:	VIETNAM TUNNEL RATS ASSOC 43 HEYINGTON PLACE TOORAK VIC 3142	

If you don't want to cut into this fantastic newsletter - simply photocopy the form