



HOLDFAST

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OFFICIAL NEWSLETTER OF THE VIETNAM TUNNEL RATS ASSOCIATION INC.

THE VERY MOMENT THIS AUSSIE TUNNEL RAT WAS WOUNDED IN A MINE INCIDENT IN VIETNAM, HIS PET DOG AT HOME, 7200KM AWAY KNEW HE'D BEEN HURT



AN INCREDIBLE STORY OF MATESHIP, BONDING
AND THE SIXTH SENSE OF A FAITHFUL DOG

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: tunnelrats.vietnam@gmail.com

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Holdfast Magazine

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“Can I borrow your Cadillac?”



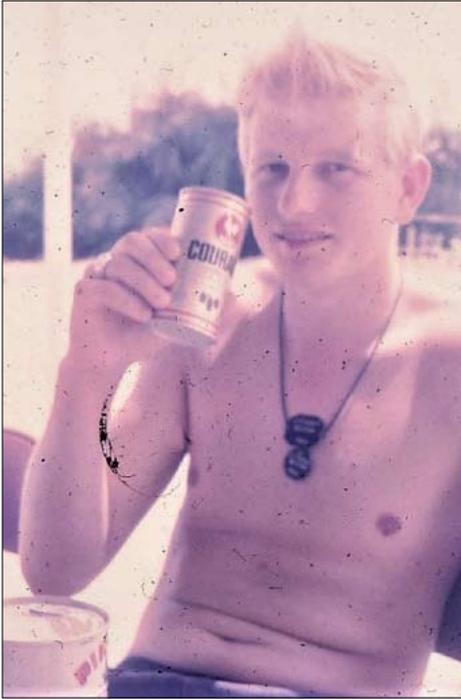
The armoured personnel carriers used by the South Vietnamese forces were made by the US luxury car maker Cadillac. Tunnel Rat Greg Gough (1969/70) figured it would make a great ‘chic magnet’ for his next trip to Vung Tau. Despite offering a slouch hat and three cartons of Salem cigarettes, the vehicle commander wouldn’t hand over the keys. Greg figures a bottle of Scotch would have swung the deal.

1 Troop lads in a rare civilised moment



When back in base after four to six week operations out bush with the Infantry, the Tunnel Rats from 1 Troop 1FD SQN were known to party as hard as 2 Troop and 3 Troop, but here they seem to be behaving very sedately. Perhaps the party has just begun and they simply haven’t warmed up yet. From left to right we have (TOP ROW): Bill (?), Steve Dunn and John Felton/ MIDDLE ROW: Les Graham, ‘Tubby’ Olsen, Graham Fletcher (wounded in action 10 February 1970) and Unknown. BOTTOM ROW: Unknown, Bob Pfeifer and Peter North. Bob Pfeiffer was the Troop Staff Sergeant at the time.

World's worst beer



In 1968 British beer brand, Courage launched into the Victorian market. In those days beer drinkers in Australia were fiercely parochial. If you were Victorian, you drank Carlton & United's beers, fullstop. Courage beer started appearing in Nui Dat unit boozers where all beers were sold at 15 cents a can. Tunnel Rat Mick Weston (above) does the taste test. Courage beer was so unpopular with the diggers it had to be sold at 5 cents per can to get rid of it. Even this didn't work until they made Courage the only beer available until stock ran out. There were some very unhappy drinkers!

"Bring another box of C-4 mate, this one's bigger than the Taj Mahal"



Sapper Don Stringer served as a Tunnel Rat with 1 Troop in 1970/71 and has quite a challenge ahead of him in the photo above. This has to be the Fort Knox of enemy bunkers. It is clearly much larger than average and has perhaps triple the normal amount of overhead protection. It was likely the command bunker within the enemy base camp. We would normally expend ten sticks of C-4 explosives on each bunker but this beast would need at least double that quantity. A bunker like this warrants special search attention too in case the command group concealed important documents in the floor or walls.

Beer-can mansion - "Drink up dad, we need to add another room"



This house was in Vung Tau, but these beer-can houses were seen throughout Vietnam during the war. They weren't really constructed from 'beer-cans', but were clad in sheets of tin printed for the manufacture of beer-cans. Whether they were printing spoils or simply stolen from the factory is not known but the latter would be the most likely. Due to French influence in Vietnam, beer brewing began there in 1890. The war years during the 1960s and early 1970s was a boom time for the local breweries so there would have been no shortage of opportunities to obtain the sheets. The brands seen on the houses were a mix of local brews and overseas brands being made locally under license. The brands '33', 'Pabst' and 'Budweiser' were the most popular with the discerning homemakers.

Room of a thousand nightmares



The Mines Room at 1 FD SQN HQ Nui Dat was a 'museum' like no other. It housed scores of enemy mines, booby traps, rockets and shells - all collected by Sappers out in the field on operations. All items were 'made safe' as much as is possible, but virtually all of them were live in that they still carried the explosive and switch elements involved so we could study them. We also took newly arrived Infantry through there to show what they can expect to be facing. Many of these visitors couldn't resist the temptation to touch - hence the warning sign which read: "WARNING - Some items held here are live. No person is to touch or handle any item unless under orders and direct supervision of a senior NCO of 1FD SQN. All items are to be treated as live."

Getting an early start



These four Tunnel Rats from 3 Troop (1968/69) are heading for a few days leave in Vung Tau where they expect lots of fun, frivolity and of course drinking. The fun and frivolity can't start until they arrive, but they obviously see no reason why the drinking can't commence while on their bumpy truck ride down to Vung Tau from Nui Dat. This was highly illegal, but "what are they going to do, send me to Vietnam?" For those of us who regularly spent time out bush on four to six week long operations, those rare jaunts down to Vung Tau were treasured moments. The town was totally safe and you knew that you and your mates could just chill out and relax for the few days you had there. You could swim and even surf at the beach across the road from our accommodation. But best of all you could head into town for a few zillion beers with your troop mates at the dodgy bars lining the streets. The photo was sent to us without names - Can anyone help us name these lads?

'Beaux boulevards bordés d'arbres'



'Beautiful tree-lined boulevards' were a great legacy of French influence in the once colonised Vietnam. You can still see them in many towns, including even busy Saigon. The road above (photographed in 1969) running alongside the front beach in Vung Tau is still there, but the trees have been ripped out to make way for 'nice, neat tiled walkways'. WTF!

“Don’t bunch up!”



Sapper Ian Kelk (1967) on patrol and holding his mine detector battery unit out of the water. The ‘blob’ in the far background is Tunnel Rat. “Jonah” Jones on his first operation of his first tour 1967/68 on which he was mentioned in Dispatches. Ian was leader of the two man Tunnel Rat team and may have over-stressed the importance of not bunching up!

A Sapper’s search skills put to the test again



In September 1967 Tunnel Rat, Trevor Drummond (centre), uses his bayonet to check a fireplace during the searching of a hamlet while attached to 2RAR on Operation Atherton. With him is Private Paul Lane (left) and Private Garry Conder, both of 2RAR. Sapper Drummond was checking for not only a hidden cache of weapons, explosives or food, but also to see whether the fireplace hid a trapdoor entrance to a tunnel or bunker. Later in his tour, on 14 January 1968, again while attached to 2RAR, Sapper Drummond was wounded in action (WIA), suffering a gunshot wound to his arm during a contact with Viet Cong forces. He was dusted off to 3 Field Hospital in Vung Tau. After recovery he was able to return to duties.

“We better keep them busy or they’ll start blowing stuff up”



When Tunnel Rats were in base instead of out on operations the troop staff felt it was very important to keep the lads busy otherwise we might think of amusing things to do with the explosives we all had stashed in our tents. The possibilities were endless! But keeping us busy was also challenge. There are only so many leaves you can rake up and rocks you can paint white. At some point it was decided that each of the three Field Troops would have their own Volley Ball court. We took to them with great enthusiasm (until the Boozer opened each day). In the 1968 photo above 1 Troop is playing a serious game, except perhaps the three lads smoking at the same time!

Clearing the way



In August 1971 Tunnel Rats Claude Molone (left), and Paul Taylor prod for mines in front of a land clearing bulldozer in the Long Green area at the base of the Lonh Hai Mountains.

This sure beats a chainsaw!



To create a helicopter landing zone, Tunnel Rat Jack Power (left) prepares explosive charges to cut down several trees. He was on Operation Bondi in February 1970 and being assisted by Private Wally Cameron of 5RAR.

Checking for enemy explosives



Tunnel Rats "Swampy" Smith (left) and Gordon Temby check under a bridge for any demolition charges placed there by enemy forces. Located on Route 23, the bridge spanned a tributary of the Song Rai River.

Names we will never forget



Listing the 36 Tunnel Rats killed in action in Vietnam, this Honour Board was located in 1 Field Squadron Headquarters at Nui Dat. We still see their faces and we continue to honour them today. Rest in Peace Brother Sappers.

Sapper skills were tested to the limit on Operation Queanbeyan in the Nui Thi Vai mountains



Operation Queanbeyan was conducted from October 19 to October 26, 1966 in the Nui Thi Vai mountains, seen above from the Nui Dat base camp

The Tunnel Rats of 2 Troop 1FD SQN had been in-country just six weeks when they joined Operation Queanbeyan in support of 5RAR. The sappers searched tunnels, bunkers and vast caves plus dealt with many mines and booby traps. Two of the sappers were seriously wounded when the helicopter carrying them and their boxes of explosives crashed and burned. And two young sapper NCOs were recognised for their bravery on the operation. The following insights into the 5RAR operation provide perspectives from two men who were there on the ground: From the Combat Engineer angle, by Brigadier David Buring AM (Retd), former Troop Commander of 2TP 1FD SQN 1966/67: And an infantry view from Colonel Roger Wainwright (Retd), commander of 8 Platoon 5RAR 1966-67.

The Combat Engineer view



By BRIG David Buring AM (Retd), Troop Commander of 2TP 1FD SQN 1966/67

The operations Canberra, Robin and Queanbeyan were continuous. Operation Canberra started across Nui Ong Trinh and the south side of Nui Thi Vai. Operation Robin was a security operation on Route 15 for the transit of American units. Operation Queanbeyan was to-

wards the west and north side of Nui Thi Vai. 2 Troop had Combat Engineer teams out with each of 5RAR's companies.

On the first day of Operation Canberra, 6 - 10 Oct 1966, we started up a track on the southern spur of Nui Ong Trinh, and somewhere up on the hills there was a minor contact. I was further down the hill with Battalion HQ and ate my lunch with bullets flying overhead. As long as they sounded like on the rifle range in the butts, it seemed OK!

Later, in Operation Queanbeyan on the way up Nui Thi Vai on 17 and 18 October 1966 there had been a more significant contact which was dealt with by the Assault Pioneer platoon and the Anti-tank Platoon (later the Reconnaissance Platoon) who were accompanying Battalion HQ.

On 19 October after the contact the three sapper officers went back down the track to see where the VC had fired

from. They were myself plus Captain Graham Moon and Captain Barry Hawthorne (OC 21 Support Troop). Graham had recently arrived in Nui Dat to command 1 Troop, succeeding Doug Paine, who had been seriously wounded in the mortar attack the night before Long Tan. Barry had brought Graham out from Nui Dat to see an operation in progress.

Over the week or so that it took to work on the complex it became more of a sapper search and demolition task, but including 5RAR's Assault Pioneers and A Company which had a two-man Splinter Team from 2 Troop attached, led by CPL Graeme Leach, plus there were additional 1 and 2 Troop sappers from Nui Dat. It was mainly controlled by Barry Hawthorne at first, because he was the oldest hand we had, with plenty more operational experience than either Graham Moon or myself.

The location was a cave entrance formed by surrounding large boulders two to three meters in diameter. I was checking around the entrance (being a little more cautious on my first operation), while Graham Moon went in further and found the enemy radio plus documents that provided good intelligence.

There was no way those caves could be destroyed by explosives. We eventually doused them with CS in powder form. While we did this the Assault Pioneer Platoon provided security and checked some other entrances. On that third day I felt the risk of "too many cooks" so after a quick further look into a couple of the top level caves, I went back to the Battalion HQ to keep an eye on what the battalion was doing with the rest of my sappers on the other three sides of the mountain.

In the helicopter crash that day when Sappers Schubert and Hopper were injured, there was not enough room for the aircraft to land, and as it tried to



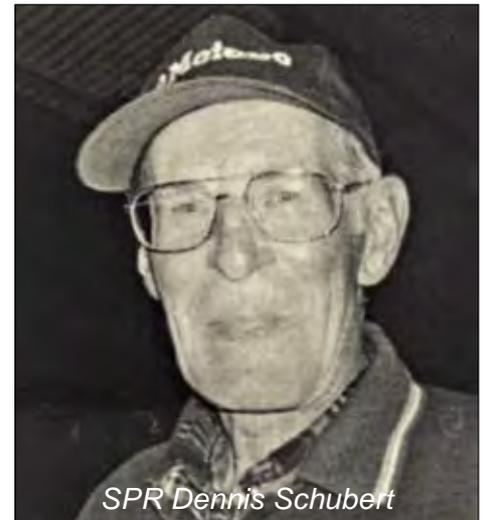
5 RAR Battalion HQ on operations on Nui Thi Vai. (Left to right: Signaller CPL Dave Western, Assistant Operations Officer CAPT Bob Supple, Operations Officer MAJ Max Carroll, and a 1ATF signaller)



Helicopter serial number A2-1018 photographed in Australia before shipment to Vietnam. The aircraft crashed and burned while carrying SPR Colin Hopper (below left) and SPR Dennis Schubert (below right) and their boxes of explosives (both were wounded).



SPR Colin Hopper



SPR Dennis Schubert

gain height it vibrated strongly and then crashed. Sapper Schubert suffered an injured back and a broken leg whose knee still bothers him. Sapper Hopper was battered and bruised and incurred a broken pelvis.

The RMO of 5RAR, Capt Tony White, helped with all the injuries. Sappers Hopper and Schubert spent two weeks in the hospital at Vung Tau, then took three days in a Hercules to get back to Australia. They were then kept

in 2 Camp Hospital at Ingleburn for some time. Sapper Schubert was relocated to 7 Camp Hospital at Kapooka to be nearer his home.

Later, Sapper Schubert worked as a driver for a Signals unit in Dundas NSW, then went home to his property at Trungley Hall near Temora where he still lives. Sapper Hopper went back to a 28 acre property at Glen Oak (north of Raymond Terrace) where he built the family home and worked for some time as a scheduling clerk for BHP. While they both spent little time in country, they have kept in touch at our reunions.

The main Operation Queanbeyan story was that Cpl Charlie Rendalls won his Military Medal (MM), described this way: "On 17 October, C Coy 5RAR suffered seven casualties from booby traps and Cpl L C Rendalls, commanding the supporting Combat Engineer Team, moved to the head of the company and cleared forward, covered by one scout to his rear. During the next two hours he located seventeen booby traps, some previously not encountered."

His MM citation read: "Corporal Rendalls during this clearance operation displayed considerable skill and unquestioned bravery. His efforts permitted the infantry to continue the operation without further casualties, and the calm manner in which he performed this arduous task reflects great credit upon himself and his squadron."

Charlie Rendalls commented that this experience led to the practice of putting the lead sapper in front of the forward scout with his dangling wire whenever booby traps threatened.

The MID citation for Graeme Leach reads: "As a section Commander in 2 Troop 1st Field Squadron, Corporal Leach has led combat engineer teams on numerous operations in support of infantry and armoured units. His skill and bravery, particularly in tunnel search operations, has in-



Two Tunnel Rats were recognised for their valour on Operation Queanbeyan: TOP; CPL Charlie Rendalls (right) was presented with his Military Medal on the same day as PTE Colin Cogswell (left) of 5 RAR, and ABOVE; Corporal Graeme Leach was Mentioned in Dispatches

spired his men to produce results beyond normal expectations. The intelligence material gathered by this Section Commander's team has provided valuable information about the enemy. At all times during operations, Corporal Leach displayed a high standard of dedication and bravery which has been an inspiration to his men and which reflects great credit upon himself and his squadron."

In summary it was pretty clear that 5RAR were keen for a stoush with the VC like 6RAR had at Long Tan, and yet they had to pass up the chance during Op Canberra due to an 11th hour intelligence report that the enemy force was quite big.

An Infantryman's view



By COL Roger Wainwright (Retd), Commander of 8 Platoon 5 RAR 1966/67

On the early morning of 9 October, with a few stitches inserted (having received minor shrapnel wounds the day before along with other 8 Platoon members), I flew into an LZ being secured by B Company to await the arrival of C Company and rejoin my platoon on Operation Canberra. After a resupply of ammunition, explosives and rations, we continued the search of the western slopes of Nui Thi Vai, finding more enemy facilities, tunnels, ammunition and surgical equipment.

The sappers (combat engineers) were kept very busy, destroying as many of these as they could and undertook the onerous task of delousing many of the booby traps and mines that were discovered. In addition to these enemy munitions, we also encountered very touchy unexploded US BLU3 cluster bomblets, many caught by their fins in the thick vegetation. The Combat Engineer Teams of 1 Field Squadron that joined us were all extremely brave and skilful and a very welcome addition to any infantry company. We can only admire the skills and tenacity they showed in climbing into tunnels, searching for and delousing mines and booby traps, and using high explosives to destroy enemy facilities. They were a vital part of our operations

and held in very high regard.

This pattern of searching continued into the next day but could not be completed as we had to move quickly to the north-western edge of Nui Thi Vai for extraction by helicopter to Route 15 for the commencement of Operation Robin. We knew we were to return to Nui Thi Vai several days later, to continue with the clearing of enemy from it in another operation. Orders for Operation Queanbeyan, our return to Nui Thi Vai, were issued during Operation Robin and, to gain surprise, we departed from the roadside of Route 15 on foot at 0300 hours on 17 October. We harboured in the thick undergrowth to avoid detection prior to moving into our designated area of operations at first light. Essentially, this was the same area where we had suffered casualties and discovered numerous enemy facilities in the preceding week.

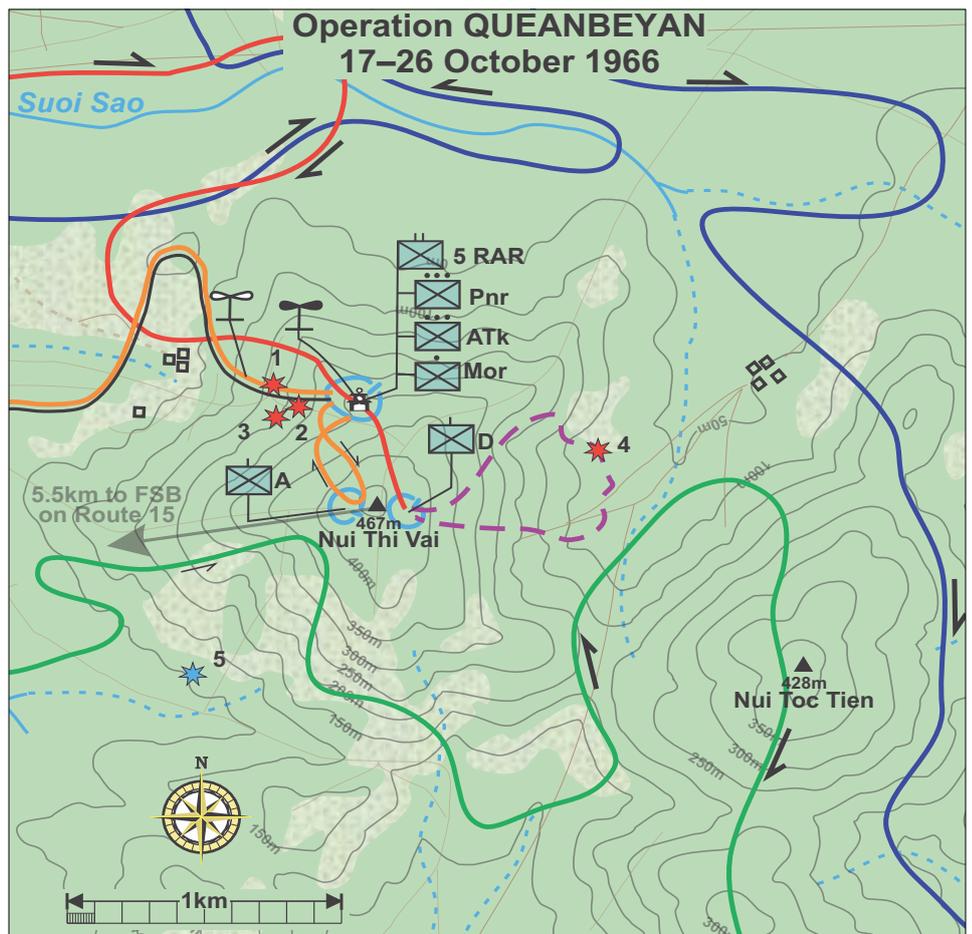
Expectations were quite high that the battalion would be in for an interesting time. It was hard going in the thick vegetation and steep rocky slopes and, in the afternoon, we heard continual gunfire and fire support from a US helicopter light fire team. We found out later this came from a major contact involving the Anti-Tank Platoon.

The following morning, we reached the area where we'd had the enemy contact 10 days before and, after searching the area, we realised that we needed far more explosives to destroy the enemy facilities than we were carrying. Consequently, these were flown into us, along with two additional combat engineers.

The LZ to be used was the one that had been used to evacuate our earlier casualties. We were watching the approaching RAAF Iroquois when it appeared that the rear rotor clipped a tree during its descent. The helicopter then crashed nearby but just outside the area we had secured. It lost power, its nose collided



ABOVE: Some of the seven soldiers of C Company 5 RAR (including LT Roger Wainwright) wounded by a booby trap grenade on 8 October 1966 during Operation Canberra just prior to Operation Queanbeyan. Left to right: PTE Bob Box lying on the stretcher; MAJ John Miller, L/CPL Lionel Holden; PTE Ian Foran (back to camera); SGT 'Rowdy' Hindmarsh; LT Roger Wainwright; L/CPL Ron Shoebridge; PTE Dave Riik; and L/CPL "Stretch" Bryan. Kneeling at bottom left is SGT Darryl "Shorty" Ford who was an Army PR person out on the operation. He was WIA in another mine incident later that day.



with a tree and it slid down the tree crunching heavily onto the ground.

My platoon was closest to the crash, so I moved a section to the far side of the wreckage to provide additional security. Two members of 5 Section, Private

Syd Shore and Private Bill Cavanagh, ran forward to assist. At this stage a small fire was burning inside the aircraft, on the right-hand side. Syd Shore describes the incident: "Just as the helicopter was arriving, we had noticed another booby trap near

the track we were on. I ran towards the helicopter just as it hit the ground after sliding down a tree. Some crew and passengers who were able were exiting the fuselage and I told them to move down the track but not to move off it.

"There was a small fire which I would have been able to put out but couldn't work the fire extinguisher. Bill Cavanagh had now arrived. We noticed that one of the pilots could not get out as his right foot was pinned by the tree. Bill and I then worked together with a RAAF crewman, who was on the inside, to pull away the Perspex under the damaged nose of the chopper to free the trapped right foot of the unconscious co-pilot.

"We eventually got him free but by this time the chopper was well and truly alight. Thankfully everyone was clear from the site before its machine gun ammunition started to explode. The TNT on board burned fiercely and destroyed the helicopter."

Syd and Bill were both recommended for awards and some months later we were advised that they were Mentioned in Dispatches for their prompt and courageous actions. If they had not intervened, as their citations state, the crash 'would most certainly have resulted in the incineration of the helpless second pilot in the ensuing fire in the nose section of the aircraft'.

Years later while researching this operation, I came across the official 'Recommendation for an Honour or Award' for Syd and Bill. Both Lieutenant Colonel Warr and Brigadier Jackson, the task force commander, had recommended them for the George Medal. The subsequent reduction in their awards occurred higher up the approval chain. The RAAF helicopter crewman involved in the incident was subsequently awarded the George Medal.

Maintaining alertness, efficiency and ongoing battle hardness was a challenge for all pla-

Casualty list Operation Queanbeyan October 19-26 1966

LCpl. Harrison E.W.D.	5RAR	WIA#	Booby trap on Nui Thi Vai.
Capt. Ledan B.G.	5RAR	WIA#	GSW to chest.
Pte. Smalls B.	5RAR	WIA	Booby trap on Nui Thi Vai.
Pte. Thompson N.G.	5RAR	WIA	Booby trap on Nui Thi Vai.
Pte. Winkel W.C.	5RAR	WIA	Booby trap on Nui Thi Vai.
Cpl. Womal N.J.	5RAR	KIA	GSW to neck.
Pte. D'Antoine G.H.	5RAR	KIA	Sniper in Nui Thi Vai cave.
Spr. Schubert D.I.	1FDSQN	WIA#	Helicopter crash/burnt
2Lt. McAloney J.D.	5RAR	WIA	GSW ricochet to head
FltLt. Dohle C.M.	9SQN	WIA#	Helicopter crash/burnt.
Sgt. Buttriss G.D.	9SQN	WIA	Helicopter crash/burnt.
FltLt. Middleton P.M.	9SQN	WIA#	Helicopter crash/burnt.
LAC. Farr T.B.	9SQN	WIA	Helicopter crash/burnt.
LAC. Hawkins R.C.	5RAR	BCAS	Ricochet rock fragment.
Spr. Hopper C.G.	1FDSQN	WIA#	Helicopter crash/burnt.
Pte. Goodman D.S.	5RAR	WIA	Mine incident in Nui Thi Vai.
Pte. Lynch T.M.	5RAR	WIA#	Mine incident in Nui Thi Vai.

toon and section commanders, particularly as our tour of duty progressed. My platoon was most proficient when it was in regular contact with the enemy or there was convincing intelligence to suggest that enemy were nearby. We went through some extended periods of little contact with the enemy. Slackness could creep in with inattention on sentry duty, laxity on patrol, weapon cleanliness dropping off and an element of boredom creeping in along with repetitive routines. All this was nipped in the bud by section and platoon commanders. Doug Bishop remembers, 'the mind-deadening tedium and discomfort of click-after-click [kilometre-after-kilometre] of patrolling the area of operation and the ever present tiredness'.

On the positive side, it was strongly evident that we were gaining control of Phuoc Tuy Province and that the enemy was now very much on the back foot. A small historical note associated with 5 RAR's Operation Queanbeyan is that it was possibly the last time that Australia's famous Second World War weapon, the Owen machine carbine (OMC),



ABOVE: Operation Queanbeyan was possibly the last Australian operation in which the WWII era Owen Machine Carbine was used

was used on active service by the rifle companies of an Australian infantry battalion. Many members had already transitioned to the US M16 5.56 mm rifle with very basic familiarisation lessons in the days prior to these operations. The OMC had little hitting power mainly due to old ammunition being fired from a weapon which used low velocity pistol ammunition.

This extract written by COL Roger Wainwright is from the 5 RAR Association's new book "Vietnam Vanguard" published in March 2020 and is used with permission of the co-editors and ANU Press.

*The book can be purchased or read on line at:
<https://press.anu.edu.au/publications/vietnam-vanguard>*

The very moment Sapper Peter Cairns was wounded in Vietnam, his dog 7200km away knew he'd been hurt

At 3:15pm (Vietnam time) on 2nd May 1971 Sapper Peter Cairns, a Tunnel Rat with 1 Field Squadron was wounded in action when the armoured personnel carrier (APC) he was travelling on hit a Viet Cong anti-tank mine. At exactly the same time, on a dairy farm in Woodbridge Tasmania (6:15pm AEST), Peter's pet dog 'Timmy' started barking urgently at the back door of the farmhouse.

Peter's mum opened the door to see what the fuss was, and 'Timmy' rushed into the house. This is a farm-dog who had never been allowed inside the house. Ever. 'Timmy' paced around this new territory, obviously sniffing for Peter's presence before heading into Peter's bedroom and hiding under the bed, whimpering.

For Peter's parents this was a complete mystery, until around two hours later an army Captain and an army Padre arrived at the door with the news that Peter had been wounded in a mine incident in Vietnam. They had no news on his condition other than he was alive and had been 'dusted off' to the 3rd Field Ambulance Hospital in Vung Tau.

Incredibly, through his canine sixth sense, 'Timmy' knew Peter had been hurt.

Around an hour after the Captain and the Padre left to head back to Hobart, 'Timmy' came out of the bedroom and headed to the back door where Peter's mum let him out into his normal domain. He was clearly no longer stressed.

Peter's parents took this as a good sign, figuring 'Timmy' knew Peter was going to be OK.

Around an hour later, by now close to 10pm AEST, the phone rang. It was the Red Cross Association with the good news



that Peter was conscious, talking to them and being looked after superbly by the medical team at the hospital.

On the day of the mine incident, Peter was riding on top of the lead APC, and by sheer luck an SAS five-man team was travelling in the APC behind (to be dropped off enroute). One of the SAS team members was a medic and he and a team-mate rushed to Peter's aid when they



TOP PHOTO: A SAS medic and his team-mate work on Peter's wounds while they wait for the 'Dustoff' helicopter to arrive. RIGHT: Peter's dog 'Timmy' at the farmhouse. He was a Labrador, Border Collie cross.



saw he had been wounded.

Peter suffered back, leg and neck injuries and was released from the hospital after ten days to return to his unit. Walking on crutches he was given light duties for several weeks before going out on operations again. Fortunately, by then he only had a little over a month left on his 12-month tour.

Incredibly, on Peter's return home to Woodbridge after his Vietnam tour, his dog 'Timmy' continued his magic. Peter was picked up from Hobart airport by his parents and as they drove home, about seven miles from the farm they saw a dog running along the road towards them. It was 'Timmy', who knew Peter was back and simply couldn't wait to see him.

Peter was just twelve years old when he adopted 'Timmy' from a Hobart dog pound, and it was obvious the dog had suffered terrible abuse in its previous home. He found paradise on the Cairn's family dairy farm and by the time Peter deployed to Vietnam at age 20 they had enjoyed eight years of bonding together.

It was an emotional meeting of two mates on that lonely country road when Pete came home, safe and sound.

ABOVE: The APC shortly after hitting the mine. Peter is on the ground to the right of the APC, with an SAS medic attending to his wounds. The heavy metal 'track' of the vehicle has been blown right off and stretches to the right of the photo. BELOW LEFT: Peter Cairns at the 1 Field Squadron headquarters area, Nui Dat on a recent Tunnel Rats tour back to Vietnam. Peter and his brother Norm, also a Tunnel Rat (1967-68) have been regulars on our tours back to Vietnam. BELOW RIGHT: Peter's mine incident took place 2.5km south east of Cam My village (see "X" mark), on the edge of the famous Courtenay rubber plantation.



b. Own Casualties

- (1) KIA - 111
(2) MIA - 2

*Extract from After Action Report
(has the 2 May date wrong)*

c. Mine Incidents. At YF484905 on 3 May 71 a 20 lb pressure initiated anti-tank mine was detonated by an APC of A Squadron 3 Cavalry Regiment crossing a road in the Courtenay rubber. The driver and the mini team number one were wounded and ~~blown off~~.

Mine clearing can be an imperfect science



By Sapper Carlo Mikkelson
Tunnel Rat with 3 Troop 1 Field
Squadron 1970/71

In early February 1971, the 102 Field Battery RAA deployed to set up a base in support of TWO operations. The fire support base was to be established in the northern sector of Phuoc Tuy province in an open area east of Route 2, and about 5km past the village of Ngai Giao where enemy activities had been observed for some time. The strategy was for the infantry to patrol aggressively in a bid to drive the enemy in the direction of mobile ambush positions staged by the infantry and the APC's of 3rd Cavalry RAAC.

The guns of the 102 Field Battery were to provide fire support for this operation, and a section of Centurion tanks from 1 Armoured Regiment provided mobile firepower. To bring the artillery and tanks into their allocated location, 3 Troop, 1 Field Squadron RAE provided a Combat Team consisting of five Tunnel Rats to deal with any mine and booby trap clearing, demolitions and tunnel and bunker search tasks on the operation.

Before leaving their base at Nui Dat the Combat Team consulted the mine incident map relevant to the area of operations. The map revealed that many mine incidents had taken place in the area over the years. It was also noted that a recent mine incident, only a few months earlier had brought down a US Army helicopter, killing the two crew on board. Available informa-



The mine crater being examined by L/CPL's Patrick "Jock" Quinn (squatting), and Graeme Perry, with the destroyed rover in the background.

tion stated that as the helicopter was attempting to land it triggered either a tilt-switch activated mine or grenades suspended between four bamboo poles.

"To our horror we realised we had missed something during our search"

Experience told us all that if there is one mine there will no doubt be more. With this in mind it was decided that the combat team would walk the convoy through the area after Ngai Giao and into the open ground where the fire support base was to be established. The helicopter had been destroyed only a short distance away from the track through which the Artillery vehicles, APC's and tanks were to travel.

The Combat Team walking in front of the convoy comprised of Sergeant Trevor Bowden out front in the middle of the track, followed at a respectable distance behind by L/CPL Patrick (Jock) Quinn and L/CPL Graeme Perry walking on each side

of the track. Further back was myself and SPR Ben Passarelli, walking alongside the winding track.

Just as the Combat Team was about to enter an area with heavy vegetation and undergrowth, and with the convoy behind us stretching out through the rubber plantation, a mine was activated by one of the Land Rovers travelling behind a truck carrying soldiers and towing one of the Artillery guns. To our horror we realised we had missed something during our search of that area. At the sound of the explosion, I remember crouching down and at the same time turning to see two wheels flying straight up into the air. The crew of the lead tank took up firing positions as we made our way back to the point of the incident, as fast as possible.

At the incident site was a Land Rover laying on its side, smoking from the blast and with two wheels missing. On the ground were four wounded soldiers being attended to by medics. A helicopter dust-off had been requested, and being well aware of the earlier mine incidents,



An APC pauses during the drive through the village of Ngai Giao

including the recent helicopter-triggered tragedy, the casualties were taken back to a road clearing where they could be safely extracted and flown to the military hospital in Vung Tau.

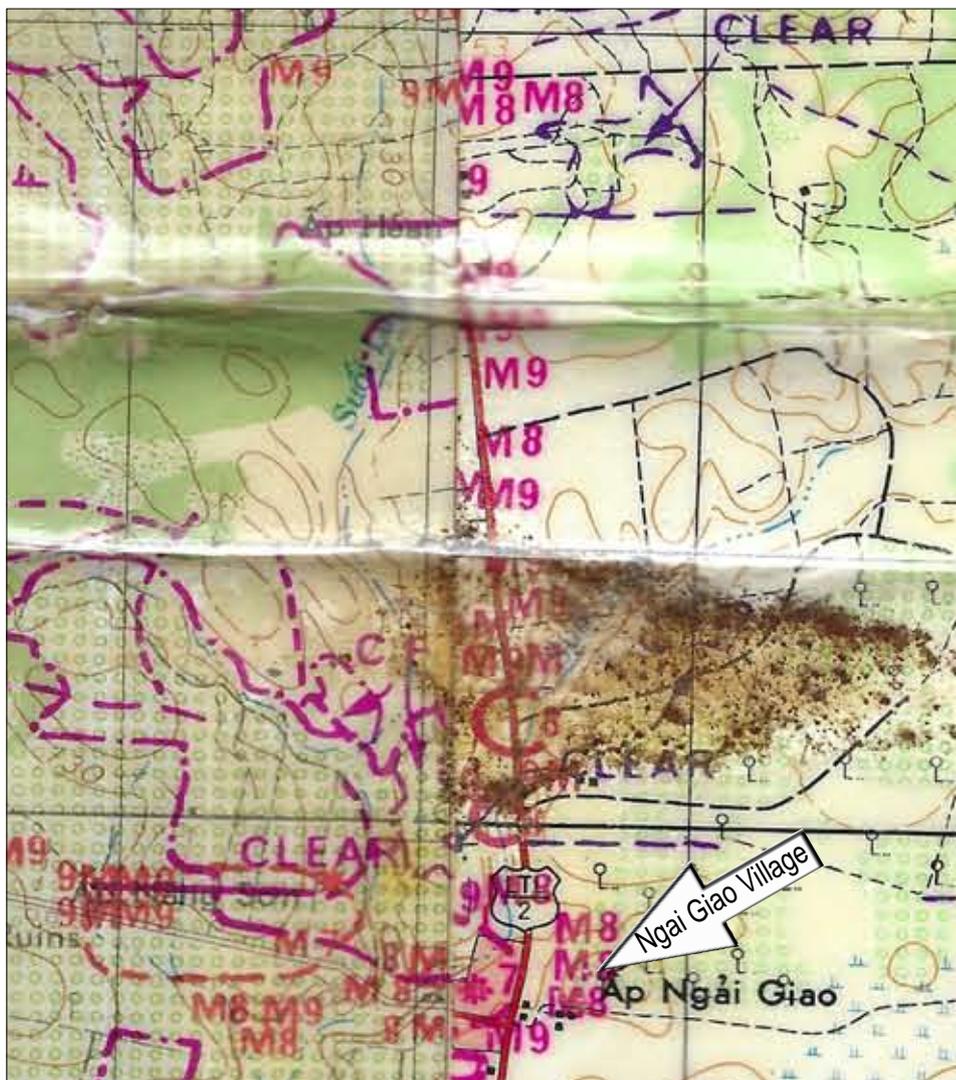
By sheer luck there were no fatalities, but two of the four Gunner casualties were wounded seriously enough to be evacuated back to Australia.

After the casualties had been successfully flown out, everything recoverable was removed from the Land Rover and it was pushed off the track so the rest of convoy could pass. We then set the vehicle up for demolition to ensure nothing was left for the enemy to recover. One APC stayed with us for this process then transported us back to head of the convoy where we continued our clearing task.

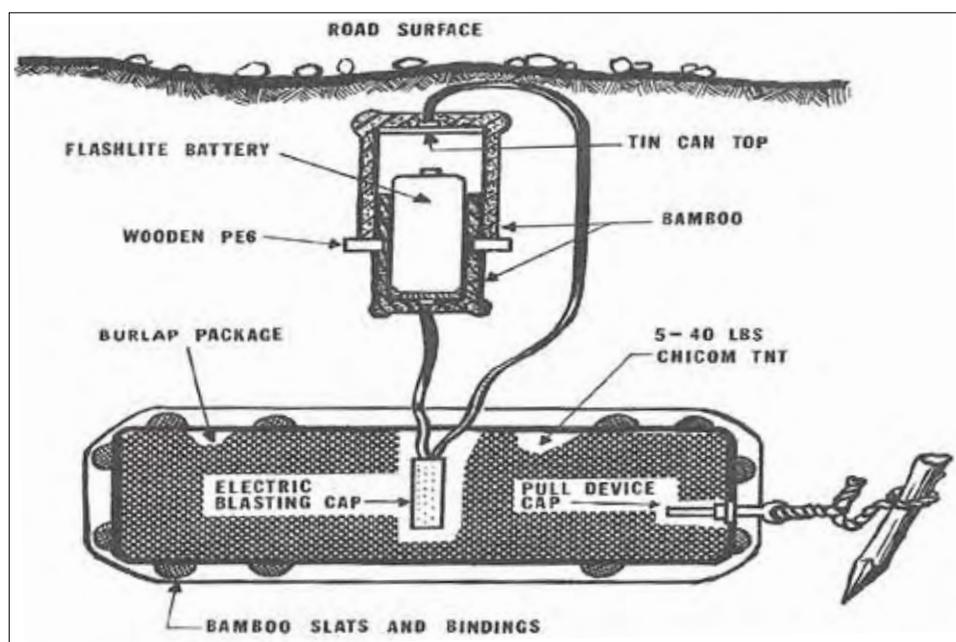
The deployment stayed in place for two weeks and the APC's staged various ambushes while the infantry worked on flushing out the enemy. A few enemy contacts were initiated from our ambush sites but they were at a distance and the results were unknown.

We had obviously failed to detect or see any traces of this mine, but we all knew this was always a possibility and was the reality of the war we were operating in and the speed with which we had to work to keep the convoy moving.

The four injured in the mine incident were all from 131 Battery: SGT D Doyle, Gunner (GNR) M Butler, GNR P Mackie and GNR L Walker. Doyle and Mackie were evacuated to Australia due to their injuries.



ABOVE: A section of a Tunnel Rats mine incident map from early 1970 showing the area on and alongside Route 2 north of Ngai Giao village. The red 'M8' and 'M9' symbols indicate mine incidents in those positions in 1968 and 1969. BELOW: The undetected mine may have been activated by a simple bamboo slats pressure switch or the more complicated version below, where four wooden pegs hold the top bamboo sleeve from foot and bicycle traffic. A vehicle will break the pegs and push the top bamboo sleeve down on the battery completing the circuit and detonating the mine.



Update (sort of) on our next Tu

Basically we are in limbo from government on when permitted. We will also be Foreign Affairs Department is declared safe. We are still in either March, April or May



The mob (all 65 of us) on our 2019 tour, at the former HQ site of 1 FD SQN, Nui Dat after our service placing 36 wreaths for our fallen Tunnel Rats at the ceremonial rock (still there) which stood with the flagpole in front of squadron headquarters

Tunnel Rats tour back to Vietnam

, with no clear indications international flights will be reliant on advice from the t on when travel to Vietnam all hopeful of making the trip y next year, so stay tuned!



Photo by Harry Kloplic, Tunnel Rat with 1 Troop 1967/68

Was Aussie training behind the 18th ARVN Division's brave last stand at Xuan Loc?



In 1975 the North Vietnamese communist forces made their final push and swept down into south Vietnam, heading for Saigon. Defended by poorly trained and outnumbered ARVN forces, a string of towns and provinces collapsed in the face of the communist onslaught. The rout continued unabated until the communists reached Xuan Loc where the Australian-trained 18th ARVN Division produced one of the epic battles of the war. It was arguable the ARVN's most heroic stand.

The 18th ARVN Division was based at Xuan Loc situated 60km north of the Australian base at Nui Dat. A strong relationship between Australian forces and the 18th ARVN Division was established at the highest levels which spread and matured over the years of Australian involvement in the war. A training program was created where individual platoons from the Division would attend six-week courses under Australian trainers, followed by a combined operation conducted jointly by the Australians and freshly trained South Vietnamese. Over a three-year period virtually the entire 18th ARVN Division went through these training and operational experiences with Australian forces. Mostly conducted out of the Australian base 'The Horseshoe' a few km east of Nui Dat, the courses concentrated not only on the basics, but also on leadership and instill-



ing unit pride, loyalty and fighting spirit. The soldiers on these course were changed men when they returned to their unit at Xuan Loc. The training courses were conducted from May 1969 up till the last course concluded in April 1972.

Just three years later, from early to mid-April 1975, the South Vietnamese 18th Division, defending the strategic road junction of Xuan Loc, northeast of Saigon, held off massive at-

tacks by an entire North Vietnamese Army corps engaged in a surprise assault to overrun Saigon and quickly end the war. Enduring extremely heavy fighting, they stopped the communist offensive before being ordered to retreat in order to help defend Saigon. While communist forces were guilty of over-confidence, the 18th Division's superb performance was largely the result of their training and the combat skills, prior planning, and inspirational leadership of their commander, Brigadier General Le Minh Dao. Brigadier Dao demonstrated that even in South Vietnam's darkest hour, the much-maligned soldiers of the Army of the Republic of Vietnam would fight when properly trained and led by able officers.

The battle begins

The first artillery shell landed directly on the Brigadier's home. It was a small two-story

house, inconspicuous really, despite its pinkish hues. It sat across the road from the province chief's residence, near the Catholic church in the middle of the town of Xuan Loc, the capital of Long Khanh province, adjoining Phuoc Tuy Province controlled by Australian forces. The General lived, as did many of his South Vietnamese soldiers, in the quiet, somewhat shabby rural town. The round crashed through the roof and exploded in the bedroom, a testimony to the incredible accuracy of the North Vietnamese artillerymen. It was immediately followed by a 2000 round bombardment lasting for precisely one hour. Fortunately, the Brigadier was not home.

Awakened by the steady hammering from the enemy batteries, the soldiers of the 18th Division of the Army of the Republic of Vietnam (ARVN) and the remaining Long Khanh provincial forces huddled in their prepared positions on the periphery of the town. The communist gunners were firing into the city center, unaware that the ARVN had moved to the outskirts to escape the expected artillery barrage.

As dawn arrived, the clank of steel treads heralded the appearance of North Vietnamese tanks, followed by waves of infantry, confident of their certain victory. It was 6:40 am on Wednesday morning, the 9th of April 1975.

Despite the crucial role the struggle for Xuan Loc played during the demise of the Republic of Vietnam. Western historians know few precise details about this epic engagement, in which the South Vietnamese 18th ARVN Division and Long Khanh provincial forces held off a series of massive combined-arms attacks by the infantry, armour, and artillery of an entire North Vietnamese Army (NVA) corps.

In direct contrast to the tremendous setbacks suffered by the South Vietnamese military in 1975 up to that point, the 18th ARVN Division made a truly re-



ABOVE: In late 1969, Tunnel Rat Brian "BC" Scott out bush with members of the 18th ARVN Division on their first operation after completing a six-week training course at 'The Horseshoe'.



ABOVE: at 'The Horseshoe' PTE Ron Jones of 6RAR instructs soldiers of the 18th ARVN Division on how to load and fire an M79 grenade launcher.

markable stand against heavy odds. This was during a time when many other ARVN units broke and ran. Why? What made them different from other ARVN outfits? What made its soldiers not only hold their ground but fearlessly slug it out? How did

they withstand the massive artillery barrages and defend against constant tank-led infantry assaults, and what effect did their resolute resistance have on the war?

The answers so many years later are not easy to obtain, but

what made Xuan Loc the focal point for the NVA attack was its strategic location 60km north-east of Saigon, the South Vietnamese capital. Xuan Loc controlled the vital road junction of Route 1 and Route 20, the two main paved highways into Saigon from Central Vietnam.

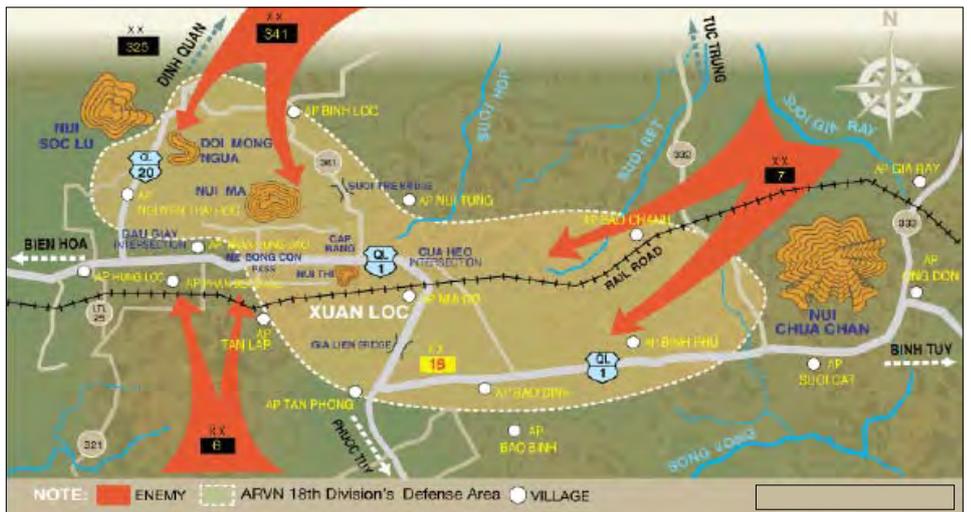
With the destruction of South Vietnam's two northern Military Regions in March 1975, Xuan Loc suddenly became a critical node on the improvised defensive line the desperate South Vietnamese were trying to form around Saigon. Most observers realized that whatever slim chance the ARVN had to defend the capital from the encircling enemy army was predicated on holding Xuan Loc. If the Republic of Vietnam forces could make a stand there, a chance remained they could stabilize the situation, regroup their battered military, and save the country from defeat.

The communist leadership in North Vietnam was determined, however, to "strangle the puppets in their lair" before the South Vietnamese could recover. Given the chaos that caused the fall of Da Nang on 29 March 1975. Hanoi's leadership saw an opportunity to quickly conclude the war with a swift attack on Saigon through Xuan Loc. They were convinced that another hard blow would crumble the last vestiges of ARVN resistance, and the city's loss would clear the path for a rapid communist advance to the very gates of Saigon, ending the decades-old conflict in one massive assault. To achieve that goal, the North Vietnamese threw their entire 4th Corps, comprised of three divisions, against the Australian trained 18th ARVN at Xuan Loc.

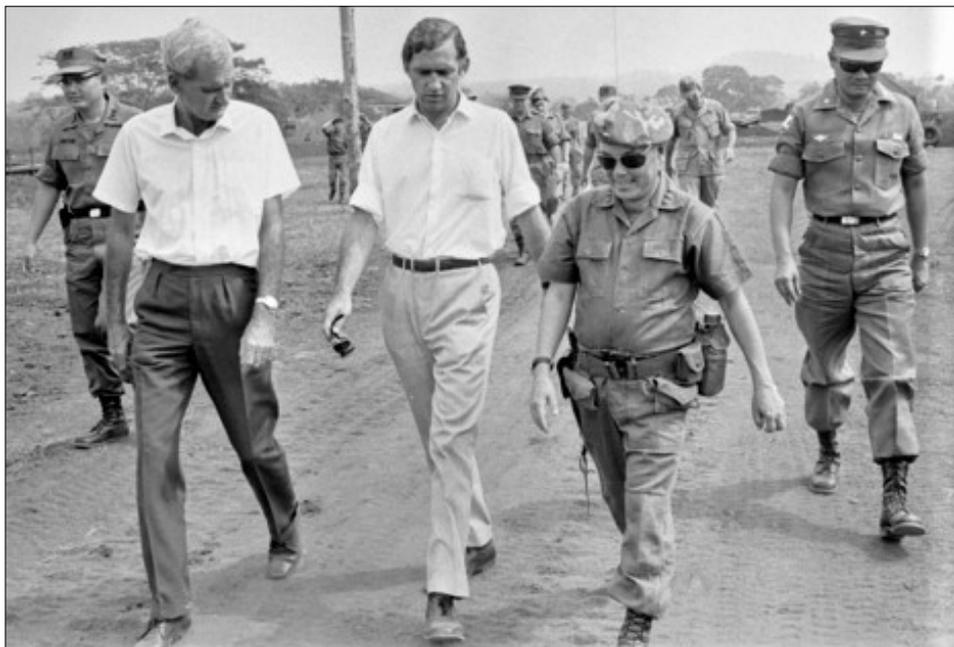
The 18th Division, however, did not crumble, and communist dreams of an easy victory withered in the fires of what the NVA commander, a battle-scarred veteran who had fought the cream of the French and American armies, called the fiercest battle



ABOVE: PTE Dick Bradley of 6RAR with an 18th ARVN Division soldier manning a 50mm calibre machine gun during the ARVN soldier's six-week training course.



MIDDLE: Xuan Loc Battle Map. ABOVE (left): Brigadier Dao checking his security points on the outskirts of Xuan Moc. ABOVE (right): Soldiers of the 18th ARVN Division await the next onslaught from NVA forces.



ABOVE: In January 1970 the Minister for the Army, Andrew Peacock (centre) visits 'The Horseshoe' with (at left) the Secretary for the Army, Mr Bruce White, and senior officers of the 18th ARVN Division. .



MIDDLE: Brigadier Le Minh Dao (seated) at the Forward Command Bunker during the Battle of Xuan Loc. ABOVE: An improvised aid station established during the battle by the 18th ARVN Division.

of his 30-year military career. Instead, the 18th's performance, shouldered at a moment in time when ARVN morale was at rock bottom, resoundingly answered the question asked by so many at the time: Will the ARVN fight?

While ultimately the Division was ordered to retreat from the ruined town, their valiant resistance briefly raised the hope that the South Vietnamese might hold off the relentless onslaught of the People's Army of the Vietnam (PAVN), long enough either for the rainy season to bring the offensive to a halt, or for covert diplomatic efforts to achieve a ceasefire.

The poor public reputation of the South Vietnamese military, fed by the collapses in I and II Corps, was partially redeemed by the heroic stand of the 18th.

As communist artillery fire blasted into the city and the 7th was also ordered to resume its assault, the results were the same. The dogged ARVN defenders threw back the attack columns of both divisions. Several more enemy tanks were destroyed, ARVN counter-attacks stopped NVA penetrations and reclaimed any lost ground.

Again the PAVN had not taken the city and North Vietnamese casualties were extremely heavy and growing. Hoang Cam wrote, "This was the most ferocious battle I had even been involved in! My personal assessment was that, after three days of battle, even after committing our reserves, the situation had not improved and we had suffered significant casualties."

In a footnote, Cam provides figures, which match those in the History of the People's Army. "During the first three days of the battle 7th Division suffered 300 casualties and the 341st Division suffered 1,200 casualties. Virtually all of our 85mm and 37 mm artillery pieces had been destroyed."

The PAVN Campaign Commander, General Van Tien Dung, wrote, "The battle of Xuan Loc was fierce and cruel from the very first

days. Our divisions had to organize many assaults into town, striking and striking again to destroy each target, and had to repel many enemy counterattacks.”

While COSVN's plan (Central Office for South Vietnam) to attack Saigon from the northeast was foiled, in the end, the III Corps forces could not withstand the entire North Vietnamese Army. Yet, despite the public image of corruption and incompetence, the ARVN, as shown in the battle for Xuan Loc, was an army that stood and fought with great courage.

The aftermath

South Vietnam's 18th Division had suffered 30 percent casualties in defense of Xuan Loc. Its attached Regional Force and Popular Force units were virtually wiped out. The division spent three days at Bien Hoa preparing for the final defence of Saigon. On April 23 Dao was promoted to Major General. The 18th Division was in defensive positions near the National Military Cemetery close to Bien Hoa when Saigon surrendered on April 30.

Dao wanted to keep on fighting. Dressed in civilian clothes, he made his way south into the Delta, trying to reach Can Tho, the ARVN headquarters for the IV Corps Tactical Zone. Before he got there, however, the corps commander, Maj. Gen. Nguyen Khoa Nam, and his deputy, Gen. Le Van Hung, committed suicide.

Dao surrendered on May 9 and spent the next 17 years in brutally repressive “re-education camps.” In May 1992 he was one of the last four senior ARVN officers freed. When asked by his captors why he did not flee like many other ARVN Generals, Dao told them he could not abandon the soldiers who had fought so hard for him. I was their General, he told his jailers, and if you are holding any of my men in prison, I wish to be the last man from the 18th ARVN released. “I could not look them



in face otherwise”, he said.

Speaking of the battle for Xuan Loc, he calmly states, “Fighting is an art; you must use not only your arms and legs, but your mind as well. Even though we knew we had lost the war, I still fought. I was filled with despair after the loss of the northern Corps, but I still fought.”

In April 1993, a year after his release from prison General Le Minh Dao arrived in the United States. He became active in the far-flung Vietnamese communities, spending much of his time traveling to see his former soldiers, keeping in touch with at least those of his men who were able to get out of Vietnam .

Despite his background he always insisted: “Please do not

TOP: The ruins of Xuan Loc after the battle. ABOVE: General Doa regularly traveled throughout the United States to meet with and praise his comrades from the 18th ARVN Division.

call me a hero. My men who died at Xuan Loc and a hundred battles before are the true heroes.”

Major General Lê Minh Đào passed away on 20th March this year aged 86.

Rest in Peace General.

With extracts from: “The Army of the Republic of Vietnam’s Defense of Xuan Loc, By George J. Veith and Merle L. Pribbenow” - The Journal of Military History.

Development of the Claymore mine



Private Brian Wruck of 2RAR sets up a Claymore mine while on an ambush patrol in March 1971

The Claymore is perhaps the most famous mine of the latter half of the 20th century. Making a name for itself during the Vietnam War, it was used to great effect by US, Australian and South Vietnamese forces to repel assaults and initiate ambushes.

Unlike traditional land mines, which direct their explosive upward, the Claymore is what is called a “directional mine.” This means the user points the mine by using a crude sight on top and steadies it with twin scissor-like anchors which can be pressed into the ground or stand free on their own. A wire is then unfurled a safe distance back to the user’s position where a ‘trigger’ in the form of a clacker is squeezed to initiate the explosion.

Since the Claymore has a curved rectangular shape, once fired, plastic explosive hurls 700 steel balls out in a 60° radius.

“A bullet may have someone’s name on it, but a Claymore mine is more like a ‘To whom it may concern’ message.”

Anything exposed within a 50 metre distance is bound to become a casualty. This only increases by magnitude the closer to the detonation. The function is rather like dozens of shotguns going off at once. There is nothing like it on the battlefield.

The physical appearance of the Claymore is known throughout the world. Besides its physical shape, it is constructed of green plastic and has the famous words “FRONT TOWARD ENEMY” in raised letters, warning the user which direction to point the business end. This makes sure the

weapon isn’t set up pointing back towards the user, and ensures the mine will live up to its name, derived from the Scottish Claymore sword which cut swathes through its enemies.

Development of the Claymore mine concept began in World War II when a Hungarian and German scientist revealed that an explosive with a heavy backing surface, like a steel plate, could direct most of its energy forward with significantly less danger behind it. They named the discovery after themselves, the Misznay-Schardin effect, and spent the remainder of the war trying to perfect it by creating different mines, such as antitank and trench versions, which demonstrated that the effect had promise. However, none ended up in use because the war came to an end, so the theory was shelved.

The concept was revived with

the Korean War when the Chinese launched massive human wave attacks that sometimes overran Allied positions. Conventional minefields helped but planting them took too long and units desired something just as effective and quick. Afterward, in the United States and Canada, designs for an answer began to take shape.

Canada was the first to try the Myszyn-Schardin effect with a large mine backed by Composition B that propelled steel cubes. Known as the 'Phoenix', it proved problematic and impractical due to its size. At nearly the same time, a similar design much smaller in size was developed in the U.S. At last, a workable directional mine had arrived.

It remains unknown if he used the Phoenix for inspiration, or it was an original idea that he had. Regardless, Norman Macleod, head of the Explosive Research Corporation, came up with a winner. He created a small curved, or convex, mine called the T-48, and tested it for the U.S. Military. The tests confirmed the mine's lethality, and it was quickly accepted into service as the M18 Claymore.

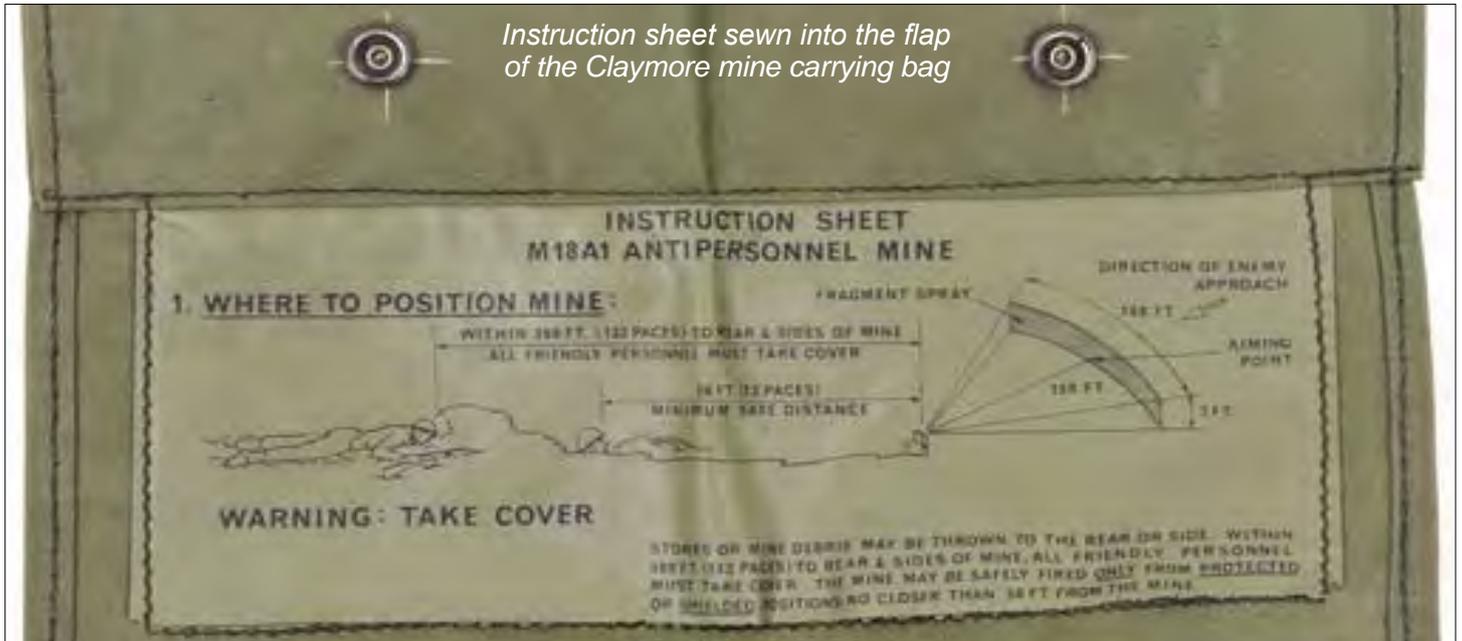
10,000 of these saw service until 1954, when officials requested manufacturers to make improvements in the following four key areas of performance:

- 1: It must weigh less than 1.6 kilograms.
- 2: It must throw enough fragments so that at a range of 50m it achieves a 100 percent strike rate on a man-sized target.
- 3: Fragments must have a velocity of 1,200m per second providing 58 foot-pounds (79 joules) of kinetic energy delivered to the target.
- 4: The fragment area must not be more than 8 feet (2.4 m) high and no more than 60 degrees wide.



ABOVE: Interior view of the Claymore mine, with the slab of explosive removed to reveal the 600 steel balls on the front face of the mine. Notice the detonators intruding into the area where the explosive slab would normally be. LEFT: the three most commonly used elements of the Claymore mine kit; the mine, the triggering device and the wire connecting the two. BELOW: Three mines set up for ambush and interconnected with Detcord.





Designers worked to meet the requirement and produced the M18A1. It corrected all of the M18's flaws, doubled the effective range, and fixed the reliability issues to set the standard for future directional mines. To confirm this, hundreds of thousands shipped off to a place where it was vitally needed – Vietnam. There, it not only proved highly useful, but became an essential element for almost all combat units.

Positioned on base perimeters, countless NVA and Viet Cong attackers were annihilated as they tried to storm the wire. In many cases, this was all that stood

between surviving and being overrun, leaving many soldiers owing their lives to the Claymore.

In the jungle, Claymores found use starting or ending ambushes and were carried extensively by infantry patrols, armoured units and special forces, who deployed the mines in a circle to guard their position as they slept. Not only were they planted on the ground, but frequently in lower branches of trees to improve the vertical spread of the explosion. Uses for the Claymore were limited only by a soldier's imagination when it came to how and where to employ it.

Then as today, almost all sol-

diers preferred and still use the remote control, or clacker. Tripwires and timers are available but are seldom used. Remote control provides a safety element of decision by a human mind. The M18A1 Claymore will continue in production and remain widely deployed.

More recently, there is an even smaller variant produced by the U.S. company Arms Tech Ltd., called the Mini-More. This mine is one-third the size and weight of its cousin, and is currently deployed with Special Forces.

With such a record, Claymore will remain a vital part of many arsenals well into the future.

And now...the Mini Claymore



More recently a smaller variant of the Claymore has emerged, called the Minimore-1 Miniature Field Loadable Claymore Mine. Known as the MM-1, this mine is one-third the size and weight of the original Claymore and is currently

deployed with Special Forces.

In response to a Special Operations requirement for a flexible, lighter and more compact version of this weapon, Arms Tech LTD developed a mine that is also unique in that it can be "loaded" in the field.

In a SOF application operators can now fill the device once they have entered into the operational area. Further, the MM-1 can be charged with a variety of available commercial or military-grade high explosive or even field expedient explosive. The fact that the Minimore-1 is totally inert as delivered from the factory means that no safety considerations need apply during shipment or while in storage. The MM-1 is lethal to the same range as the M18 A1 when charged with C-4 explosive. Range and lethality is a function of the type of explosive fill employed.

Message of thanks from the OC 1 Field Squadron to his men as the war was winding down



ABOVE: Major R Philip Kudnig, OC 1 Field Squadron (January 1971 to November 1971) at his desk at Squadron headquarters , Nui Dat

Major Philip Kudnig was the OC of 1 Fd SQN for the final 11 months of the Squadron's involvement in the Vietnam War. In the closing days before the Squadron departed, MAJ Kudnig took the opportunity to run a message of thanks to his men in the unit's newsletter "Nui Dat News". His message clearly conveyed the admiration and respect he held for his men. His message also made it clear that despite the winding down of Australian involvement in the war, it had still been a busy time for the Squadron, particularly the Tunnel Rats of the Field Troops.

Following is the text of his message in Nui Dat News:

"A farewell to Vietnam by the OC

This is the last edition of the Nui Dat News to be written in Vietnam. It is also the last edition before the bulk of our Squadron Group disperses, some to civil life and some to other units in RAE.

It is therefore opportune for me to tell you of some of our achievements in 1971 and to congratulate you on your efforts in attaining these.

in the main you are young men. We hear a lot of criticism of today's young men - that they are irresponsible, that they are permissive and that they have not developed that grit and determination characteristic of their fathers and grandfathers. I think the truth lies closer to the fact that they are pre-

sented with a bewildering variety of opportunities in every conceivable area of endeavour and that, true to human nature, they feel they must sample each variety before making a final selection. The selection was easier for their fathers and grandfathers as the choices were fewer: moreover, the recent dramatic changes in technology have necessarily re-modelled some of those personal characteristics considered so important by previous generations.

Your performance while I have commanded 1 Field Squadron Group has but confirmed a strong belief of mine - that Australia's young people are as able or more able than their fathers and grandfathers in all those activities important in a society. What you must have, however, is guidance to make that final selection of opportunities and it is the essential responsibility of those a little older than you to give you this guidance with honesty, courage and lack of prejudice.

To detail your achievements for 1971 would take far too long so I will merely list the most obvious results of your efforts - those efforts of each and every member of 1 Field Squadron Group:

Combat Support to Other Arms

Number of Bunkers destroyed: 800

Tunnels destroyed: 25, a total of 7000 metres.

Number of mine and booby trap incidents involving

field engineers:

a. Located and destroyed: 22 (all by Sappers)

b. Detonated by APCs: 32 (30 Sappers WIA)

Number of FSB/NDPs constructed: 50

Mechanical mine clearing

Minefields cleared or partially cleared: 21

Mines and munitions destroyed;

a. 3000 MI6s (mines)

b. 150 MI4s (mines)

c. 500 Miscellaneous items

Land Clearing

Total area cleared: 3668 acres

Names of areas cleared: A0 Mango, Tanh Ru, Route 327, Route 23, Long Green, Nui Dat

Defence Stores

Tonnage of stores supplied: 1000 short tons

Maintenance of 1 ATF Base

Total water supplied (at 80,000 gals a day): 21,600,000 gals

Mileage of road maintained: 7 sealed, 28 formed

Miscellaneous Tasks

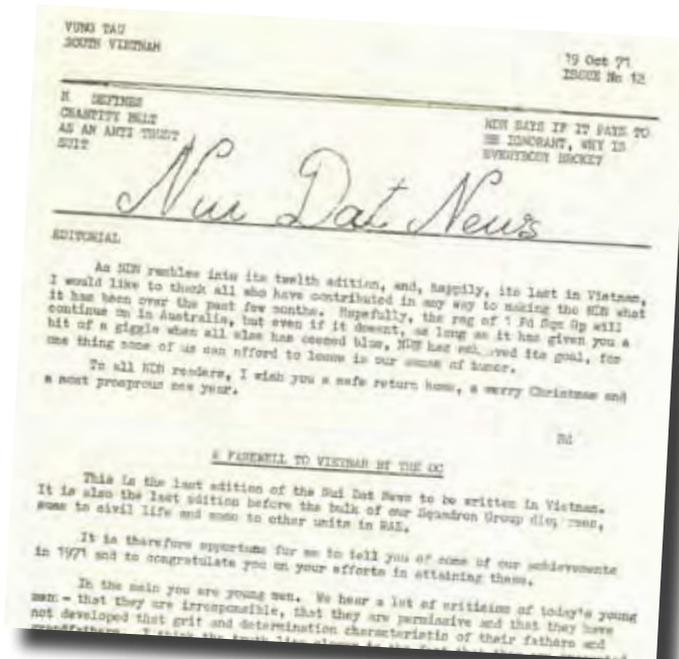
Reconstruction of Province roads: 5000 metres

Construction of Command Post for Sector HQ.

Thank you, you have done well

MAJ Philip Kudnig"

Note: Philip Kudnig passed away on 27th April this year. Rest in Peace Sapper.



Clockwise from top: Nui Dat News was the official newsletter of 1 Field Squadron in Vietnam: September 1971, 1 TP Tunnel Rats CPL Don Stringer (left) and SPR John Darrington check out a well in a small village: June 1971, 2 TP Tunnel Rats on Operation Overlord inspect the site after an Australian 'Huey' helicopter crashed, killing FLT LT Everitt Lance and CPL David Dubber, both RAAF: August 1971, 3 TP Tunnel Rats John Schofield (left) and Brian Peters set up an unexploded enemy RPG for deomolition.

SAPPER SNIPPETS

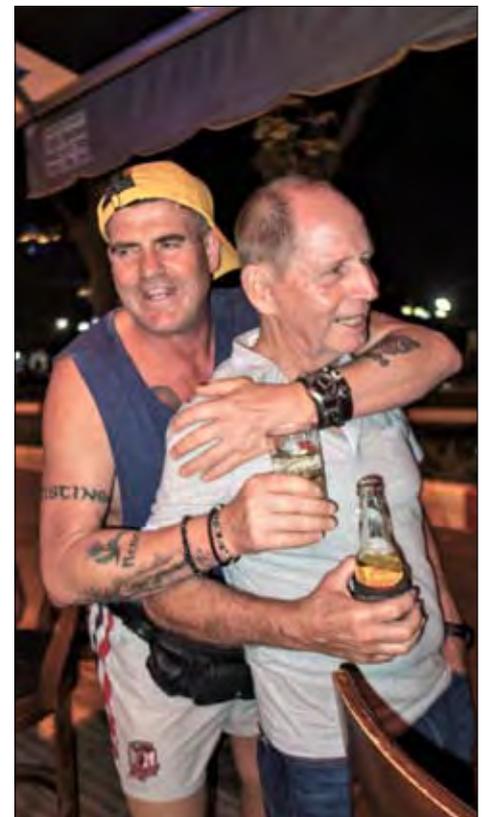
Tunnel Rat 'Ba Ba' Lamb and his dream bar in Vung Tau



Bill 'Ba Ba' Lamb (above with his partner Yuet) served as a Tunnel Rat in 1969/70 and admits he never really settled down after returning home from his tour of duty in Vietnam. He left Australia years ago to live in a remote village in northern Thailand. Whenever this got too 'remote' he would take a break by journeying down through Cambodia to Vung Tau in Vietnam. As this was the seaside town where we enjoyed in-country leave during the war, this was great nostalgia for 'Ba Ba', and over the years he built up a dream of one day running a bar in Vung Tau. It would be a great venue for Aussie veterans to frequent when they made visits to Vietnam, particularly his Tunnel Rat comrades. Well, 'Ba Ba' has moved to Vung Tau and realised his dream. He and his partner Tuyet have opened up the 'Night Bar' (We suggested a far better name would have been the 'Ba Ba Bar' but the signs had already been painted!) It is located at 27 Trương Công Định, Vũng Tàu. On the Tunnel Rats tour back to Vietnam last November the 'Night Bar' became a go to place during our five day stay in Vung Tau. The beers were cold and the welcome warm.



Kerbside overflow seating outside Ba Ba's bar in Vung Tau when our large Tunnel Rats tour group visited last year. (Left to right): Shane Gough (son of Greg), Ben Ottery (son of Bob), Trent Carroll (son of 'Brute'), Keith Kermode (ordering five more beers), 'Brute' Carroll and Chris MacGregor.



ABOVE LEFT: At Ba Ba's bar (Left to right) Chris MacGregor, Gary McClintock (back to camera) and 'Rolly' Connor. ABOVE RIGHT: Our official tour Piper Ross Brewer (left) gets emotional with Chris MacGregor

SAPPER SNIPPETS

That evil Sapper grin

In the Wewak area of New Guinea during the Second World War, Sapper E.M. Forsberg (left) and Sapper R.C. Jackson, both of the 2/14 Field Company, Royal Australian Engineers proudly display examples of the improvised blast bombs they have been making and utilising to destroy Japanese bunkers and pillboxes. We are not sure what is in the tin cans below the grenades but judging by the grins on the faces of these two Sappers you can be assured it was something which added a substantial 'bang' factor.



Cutting rail services

At Balikpapan, Borneo in 1945 during the Second World War, Sapper D. "Fish" Mackrill (left) and Sapper R. Burgess set a cutting charge to a section of bomb-damaged rail line in the wharf area as part of demolition work to clear wreckage and allow rebuilding to proceed. If properly prepared and placed, a cutting charge will literally slice through the rail track, making connection of a new section possible.

The ties that bond

It's amazing who you meet in a Vung Tau bar. On the right in this photo is Harry Klopcic, Tunnel Rat 1967/68. Harry recently moved to Vung Tau and was told there was a 4RAR veteran, 'Dutchy' Suiker also living there who was on Operation Hawkesbury with Harry in 1968 when they were accidentally strafed by a US plane. Here they are meeting up after almost 52 years. There were 15 4RAR members wounded in the September 19th 1968 incident, including 'Dutchy' who was evacuated back to Australia due to his wounds.



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@internode.on.net 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 0438 239 387
 Allan S Coleman RIP Sapper
 Bill Corby 07 5502 1193
 John "Tex" Cotter 07 4723 1244
 "Meggsie" Dennis RIP Sapper
 Des Evans 07 4128 2390
 Ray Forster 07 3409 1907
 Geoff Green 03 6272 8167
 Barry Harford 08 8088 4371
 Brian Hay 03 9444 6098
 Keith Kermode 0427 233 063
 Sandy MacGregor 02 9457 7133
 Frank Mallard RIP Sapper
 Keith Mills 07 4770 7267
 Bill Murray 0497 385 732
 Warren Murray - RIP Sapper
 John Opie 0427 280 703
 Bernie Pollard 08 9248 3178
 David Roper 0427 521 304

Bill Unmeopa - RIP Sapper

Snow Wilson Jnr 02 6649 3998

Chief Engineer Vietnam

John Hutcheson RIP Sapper

OC 1 Field Squadron

John Kemp 02 6288 3428

Rex Rowe RIP Sapper

1 Troop (1966-67)

Ray Bellinger 0407 952 670
 Ray Burton 08 8268 4575
 Ron Carroll 0408 884 327
 Joe Cazeay 07 3710 8102
 Allan S Coleman RIP Sapper
 Grahame Cook 02 4390 5159
 Alan Hammond 0423 491 091
 Cul Hart 0439 536 631
 Ken Jolley 0438 616 733
 Barry Kelly 07 4661 2898
 Axel Kraft 08 9572 9597
 Peter McTiernan 02 6557 5211
 David Martin RIP Sapper
 Gavin Menzies 02 6584 7257
 John Olsen RIP Sapper
 Ron Rockliffe 02 9789 4302
 Sandy Sempel 0419 411 887
 Trevor Shelley 0419 784 954
 Ron Stibble 0447 028 986
 "Jethro" Thompson 0732168906
 Ross Tulloh 0418 223 345
 Graham Zalewska-Moon
 (Poland phone: 48-815177391)

1 Troop (1967-68)

Billy Adams 03 5974 2916
 Henry Baggaley 0419 902 268
 Reg Bament 02 6948 2524
 Bruce Bevan 0402 334 614
 Neville Bartels 07 4055 9871
 Col Campbell 0417 658 770
 Dave Campbell 07 4225 6310

Bob Coleman 0408 519 500
 Ross Comben 08 9535 2273
 Jack Green RIP Sapper
 Norm Hitchcock (Canada)
 1-250-2455137
 Ray Kenny RIP Sapper
 Harry Klopocic 84 76 5842041
 (Living in Vung Tau Vietnam)
 Peter Koch 0413 222 046
 Brian Lewis 0427 413 854
 "Paddy" Maddigan 07 5485 1918
 Mike McCallum 02 6288 5113
 John Neal 02 9982 6694
 Barry O'Rourke 0409 546 717
 Clive Pearsall 03 9459 4470
 Terry Perkins 0413 343 168
 Alan Rantall RIP Sapper
 Ivan Scully 03 9802 0977
 Peter Sheehan 03 9390 2834
 Carlton "CP" Smith 0448 000 334
 Colin Treasure 0409 902 980
 Jim Trower 0418 842 744

1 Troop (1968-69)

Phil Baxter MM RIP Sapper
 Adrian Black 0417 756 729
 Mike Bruggemann 0409 441 992
 Peter Carrodus RIP Sapper
 Albert Eyssens 0407 875 287
 Ken Ford 0418 669 689
 Max Goiser 0409 717 143
 Peter Hollis 0487 231 351
 George Hulse 0412 341 363
 Robert Laird 0408 561 748
 Brian Lamb 02 6059 6947
 Kent Luttrell 0408 387 641
 Kerry McCormick 03 6344 5291
 Keith Murley 0429 729 764
 Alan Paynter 03 5975 7130
 Richard Reilly 0408 321 487
 Colin Spies 07 4743 4676
 Garry Von Stanke 08 8725 5648
 Cliff Truelove 02 6495 7844
 Ken Wheatley RIP Sapper
 Bob Wooley 03 6264 1485
 David Wright 03 9435 4814

1 Troop (1969-70)

Kevin Atkinson 0488 411 571
 Larry Batze 07 4033 2025
 Mervyn Chesson 0419 806 323
 Allan S Coleman RIP Sapper
 Phil Cooper 0439 955 207
 Gary Degering - RIP Sapper
 John Felton 0467 612 342
 Graham Fletcher 0408 822 489
 Brian Forbes 0412 047 937
 Jon Fuller 02 4774 1674
 P. "Guts" Geisel 07 4092 1735
 Terry Gleeson 0458 232 886
 Graham Harvey 0418889739
 Trevor Kelly 08 9538 1184
 Des McKenzie 07 5448 3400

Anthony Marriott 03 6257 0279
 Doug Myers 0421 904 562
 Paul Ryan 0429 165 974
 Les Slater 08 9361 0603
 Max Slater 0412 772 849
 Vic Smith 0432 916 485
 Dave Sturmer 0422 664 942

1 Troop (1970-71)

Mick Augustus 07 3205 7401
 Dan Brindley 02 6643 1693
 Ian Campbell 03 9870 0313
 Ray "Brute" Carroll 08 9342 3596
 Raymond Collins 0419 837 833
 Phil Duffy 0406 020 382
 Harry Ednie 0408 391 371
 Robin Farrell 0409 265 470
 Bruce Fraser 07 5499 0508
 Garth Griffiths 0435 902 386
 "Paddy" Healy 02 4930 7541
 Peter Krause 02 6723 2835
 John Lewis 07 3425 1524
 R Loxton 0419 944 755
 Barry Meldrum 03 5427 1162
 Roger Newman 0487 413 854
 Peter North 08 9279 5905
 Denis Pegg 0408 024 816
 Bob Pfeiffer 0497 501 960
 John Pritchard 02 9837 7482
 John Severyn 0407 008 610
 Garry Shoemark 02 6546 6778
 Garry Sutcliffe 07 4684 3229
 Donald Stringer 07 41559 515
 Paul Taylor (NZ) (64)42990915
 Terry Ward 02 6566 6163
 Jim Weston 0419 260 463
 John Wright 0413 291 110

2 Troop (1966-1967)

Richard Beck 0408 885 788
 David Buring 02 6254 6689
 Ron Cain 02 6586 1412
 Graeme Carey 02 6056 0997
 Terry Gribbin 03 9722 9717
 Alan Hammond 0423491091
 Graeme Leach 07 4777 8627
 Ken McCann 0409 938 830
 Rod McClellan 07 3267 6907
 Noel McDuffie RIP Sapper
 Bob McKinnon 07 3267 0310
 Peter Matthews RIP Sapper
 Warren Morrow 0418 427 947
 Dennis Quick 0439 786 168
 Mick Shannon 08 8552 1746
 Bob Sweeney 08 9248 4432
 "Taffy" Williams 0423 628 319

2 Troop (1967-1968)

William Adams 0400 405 751
 M. Ballantyne 08 8298 2515
 John Beningfield 07 4778 4473
 Peter Bennett 0418 915 550
 Dennis Burge 08 8281 2270
 Kenneth Butler 0414 897 889
 Harry Cooling 07 4778 2013
 Garry Cosgrove 02 4845 5153
 Geoff Craven 0447 295 224
 Peter Fontanini 0438 881 940
 Roland Gloss 02 6367 5324
 John Goldfinch 02 6674 0855
 Paul Grills 07 4162 5235
 Dave Hogarth 0428 501 133
 John Jasinski 0435 799 426

Ron Johnston 07 3351 1609
 Eddie Josephs 0417 882 491
 Lew Jordan 03 6397 3261
 Ray Kenny RIP Sapper
 John Kiley 02 4228 4068
 David Kitley 02 4735 4991
 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 0423 005 756
 Bob O'Connor 0418 742 219
 Tony Parmenter 0417 856 877
 Gary Phillips 0418 466 859
 Brian Rankin 07 4775 5095
 Hans Rehorn 03 5623 5572
 Andrew Rogers 08 8087 5671
 Mick Robotham 0439 144 876
 Geoff Russell 02 6342 1292
 Robert Russell 03 5975 5329
 Brian Sheehan 0438 933 631
 Carlton "CP" Smith 0448 000 334
 John Tramyby 0428 659 048
 John Willis 03 9363 7878

"Snow" Wilson RIP Sapper

2 Troop (1968-1969)

Bob Austin 02 6644 9237
 Ross Bachmann 07 5495 1443
 Don Beale 02 6971 2424
 Richard Branch 0409 496 294
 Harold Bromley 0417 050 614
 Peter Brunton 0429 953 052
 Jim Castles 02 9639 2941
 Harry Claassen 07 3273 6701
 Peter Clayton 0418 823 266
 John Coe 07 4776 5585

Rod Crane RIP Sapper

John Douglas 0433 747 401
 Robert Earl 02 4990 3601
 Brian Forbes 0412 047 937
 John Gilmore 08 9795 6847
 Stan Golubenko 03 9361 2721
 Paul Grills 07 4162 5235
 Geoff Handley RIP Sapper
 Ross Hansen 0409 225 721
 Wayne Hynson 0425 720 696
 Ray Jurkiewicz 07 3886 9054
 Brian Lamb 02 6059 6947
 Phil Lamb RIP Sapper
 Wayne Lambley 07 3851 1837
 Darryl Lavis 08 8263 9548
 Peter Laws 02 4942 8131
 Bud Lewis 0400 012 255
 Rick Martin 02 6928 4253
 Bill Matheson 0428 959 044
 Bill Morris 08 9384 2686
 Don Nicholls 0407 919 993
 Colin Norris 02 4627 1180
 Terry O'Donnell 0417 371 632
 Rod Palmer 0417 672 643
 Jimmy Paiano 0417 984 721
 Allan Pearson 07 3281 1992
 Gary Phillips 07-5474 0164
 Ted Podlich 07 3862 9002
 Daryl Porteous 07 4973 7663
 Mick Weston 07 5444 3307
 Ray White 03 9740 7141

2 Troop (1969-1970)

John Ash 03 5243 0268



"Arab" Avotins 0401 344 911
 Bruce Bofinger 02 4872 3175
 Frank Brady 02 6555 5200
 David Brook 03 9546 2868
 Jim Burrough 0400 884 633
 Ron Coman 0487 186 840
 Kevin Connor 0408 748 172
 Garry Cosgrove 02 4845 5153
 Arthur Davies 0412 823 112
 Grumpy Foster 07 4041 2321
 Graeme Gartside 08 8725 6900
 Doug George 0419 475 246
 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
 Phil Lamb RIP Sapper
 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 0428 492 018
 Jack Power 07 4955 3761
 Colin Redacliff RIP Sapper
 Rolf Schaefer 08 8962 1391
 Brian "BC" Scott 0400 713 994
 Peter Scott 0425 225 836
 "Roo Dog" Scott 0400 799 577
 Les Shelley 07 3264 4041
 Jimmy Shugg 08 9776 1471
 Mick Van Poeteren 0425 749 576
 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 0427 742 175
 Graham Besford 03 9439 2661
 Mal Botfield 0434 536 435
 John Brady 0437 881 174
 David Briggs 08 9537 6956
 Keith Burley 07 5543 0990
 Peter Cairns 0400 039 446
 Brian Christian 07 4778 6602
 Grahame Clark 0408 533 869
 Dennis Coghlan 0429 938 445
 "Sam" Collins 0400 184 673
 Ron Cook 0414 508 686

Jock Coutts 08 9279 1946
 Bill Craig 08 9530 1008
 Denis Crawford 03 9497 3256
 John Cross RIP Sapper
 Robin Date 03 9783 3202
 Gino De Bari 0450 931 112
 Harry Eustace RIP Sapper
 Des Evans 07 4128 2390
 Bruce Fenwick 0408 434 529
 Ray Fulton 03 6288 1176
 Ziggy Gniot RIP Sapper
 Bob Hamblyn RIP Sapper
 Cec Harris 02 6629 3373
 Paddy Healy 02 4930 7541
 Kevin Hodge 08 8322 2619
 Paul Jones 02 6231 5963
 Jim Kelton 0488 972 139
 Kevin Lappin 0419 741 239
 Gary McClintock 07 4788 0123
 Peter McCole 03 5155 9368
 Bob McGlenn 07 5426 1597
 Ian McLean 0412 431 297
 Jeff Maddock 0438 069 803
 Leon Madeley 0448 467 768
 Bill Marshall 0415 688 788
 Rod O'Regan 0419 431 79
 Graeme Pengelly 0407 138 124
 Des Polden 03 6223 3830
 Keith Ramsay 0439 856 933
 Mick Rasmussen 0428 790 645
 Ron Reid 0427 461 297
 Gary Sangster 0427 224 099
 John Scanlan 0488 132 903
 Peter Schreiber 02 6569 3390
 Garry Shoemark 02 6546 6778
 Alex Skowronski RIP Sapper
 John Smith 0400 032 502
 Roy Sojan 08 9926 1235
 John Stonehouse 08 9653 1895
 Peter Swanson 0401 392 617
 John Tick 04 3898 7262
 Harry Eustace RIP Sapper
 Steve Walton RIP Sapper
 Terry Wake 07 4786 2625
 Dave Young 0418 425 429
2 Troop (1971-72)
 Warren Pantall 0417 096 802
3 Troop (1967-68)
 Ken Arnold 02 6974 1181
 Dennis Baker 08 89527281
 Chuck Bonzas RIP Sapper
 Bruce Breddin 0418 766 759
 Norm Cairns 0498 765 425
 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
 Peter Fontanini 0438 881 940
 Barry Gilbert 03 5023 6657
 Brian Hopkins 08 9751 4946
 John Hoskin 0417 886 100
 Jack Lawson 0429 798 673
 Peter MacDonald 0419 909 273
 Barrie Morgan 0437 861 945
 Michael O'Hearn 0429 327 509
 Alan Pascoe 07 5463 2152
 Gary Pohner 0427 172 900
 Peter Pont 07 4095 0150
 Tom Simons RIP

Kevin Shugg 0411 144 500
 Mervyn Spear 0431 212 960
 Frank Sweeney RIP
 Brian Thomson 0428 551 68
 Vic Underwood 0429 907 989
 Murray Walker 08 9332 6410
 Glenn Weise 0488 741 174
 Mick Woodhams 08 9459 0130
 Bob Yewen 0435 051 475
 Ken Young 0409 124 096
3 Troop (1968-69)
 Geoff Box 08 9731 2757
 Col Campbell 0417 658 770
 Barry Chambers 0401 119 999
 Neil Garrett 03 5798 1522
 Brian Glyde 02 4455 7404
 Peter Graham 0428 325 182
 Peter Gray 0437711348
 Derwyn Hage 0408 802 038
 John Hollis 0437 711 348
 "Sam" Houston 07 5495 5480
 Phil Lamb RIP Sapper
 Ian Lauder 08 9419 5375
 Kent Luttrell 0408 387 641
 John Murphy 08 9493 3771
 John Nulty 02 6927 3535
 Ted O'Malley 0428 243 351
 Barry Parnell 07 4947 1976
 Bob Pritchard RIP Sapper
 Art Richardson 0407 505 365
 Greg Roberts 03 5941 2269
 Warren Ross 02 6556 0133
 Walter Schwartz 0439 512 322
 Don Shields 08 8297 8619
 Kevin Simper 0423 5248 84
 Tony Toussaint 0417 249 235.
 Ray Vander Heiden 0410312807
 Wal Warby 0418 240 394
 Ray White 03 9740 7141
Three Troop (1969-70)
 Chris Brooks 0407 186 207
 Jim Burrough 0400 884 633
 Terry Cartlidge 0411 252 859
 Bruce Crawford 02 6628 0846
 Greg Cullen 0427 050 208
 Richard Day 08 8088 4129
 Phil Devine 0439 066 012
 Bob Done RIP Sapper
 Ray Fulton 03 6288 1176
 Graham Fromm 0429 322 561
 Doug George 0419 475 246
 Graham Harvey 07 5445 2636
 Robert Hewett 0422 165 003
 Trevor Hughes 0419 883 281
 Darrel Jensen 0428 387 203
 Mike King 08 9764 1080
 Rod Kirby 07 4973 7726
 Peter Knight 02 6247 6272
 Gerry Lyall RIP Sapper
 Phil McCann 0417 423 450
 Chris MacGregor 02 4472 3250
 Norm Martin 02 4953 1331
 Jock Meldrum MID 0456 002 701
 Roelof Methorst 0411 473 817
 Gary Miller MM 0407 586 241
 "Jacko" Miller 03 6267 4411
 Chris Muller 0458 650 113
 Danny Mulvany RIP Sapper
 Vin Neale 03 9786 1549
 Peter Phillips 0429 362 935

G. Rentmeester 03 9735 5236
 Brian "BC" Scott 0400 713 994
 Paul Scott 02 6656 0730
 Gordon Temby 0419 954 658
 Peter Thorp MID 0405 845 787
 "Curly" Tuttleby 08 8953 2335
 Hank Veenhuizen 0407 487 167
 Jock Wallace 07 3882 6513
 "Wonzer" White 02 9833 0580
Three Troop (1970-71)
 Robert Allardice 0439 076 891
 Steve Armbrust RIP Sapper
 Errol Armitage 07 5598 8018
 Geoff Ansell 0434 178 696
 Bob Bament 02 6071 3527
 Mike Barnett 02 9869 7132
 John Beningfield 07 4778 4473
 Darryel Binns 0417 170 171
 Trevor Boaden 0448 160 944
 Mal Botfield 0434 536 435
 Ian Campbell 03 9870 0313
 Terry Cartlidge 0411 252 859
 Brian Christian 07 4778 6602
 Bob Clare 03 5439 5532
 Ray Clark 08 9772 1162
 Graeme Clarke 07 4128 4660
 Ted Clarke 0438 225 844
 Allan J Coleman 02 9838 4848
 Steve Collett 08 9371 0075
 John Davey 07 3378 4316
 Chris Ellis 0409 299 520
 Kevin Hodge 08 8322 2619
 John Jones 08 8357 5226
 Kenny Loughton 0498 566 508
 Garry Laurigan 02 4844 5545
 Darcy McKenzie RIP Sapper
 R. McKenzie-Clark 08 9729 1162
 Robert McLeay 0429 861 122
 Jock Meldrum MID 0456 002 701
 Roelof Methorst 0416 834 846
 Carlo Mikkelsen
 (New Zealand) 0064 9 3776322
 Ben Passarelli 0411 340 236
 Robert Reed RIP Sapper
 Paul Scott 02 6656 0730
 Les Shelley 07 3264 4041
 John Steen 0419 772 375
 John Tatler - RIP Sapper
 Gordon Temby 08 9757 2016
 Peter Vandenberg RIP Sapper
 Brian Wakefield 0427 350 713
 Kevin White 02 8517 3278
 David Wilson 0401 726 090
Three Troop (1971-72)
 Bradley Bauer 0749281152
 Trevor "Zip" Button 0434 332 789
 Ron Byron 0439 910 568
 Jim Dewing 0402 433 776
 Mike Dutton 0438 627 140
 Alan Gorman 0413 063 336
 John Jones 0417 836 538
 Brenton J Smith 0408 806 685
 Peter Weingott 0418 870 496
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