

THE EXHIBITOR

NEWSLETTER OF THE ARMY MUSEUM OF SOUTH Australia



AMOSA

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Volunteers visit the Maritime Museum

Volunteers and staff of the Army Museum took some time out to visit the Maritime Museum at Port Adelaide.



The opening foyer area has a 2 masted ketch on display. Built to specification inside the Museum some years ago. A guide was allocated to talk us through the early exhibits.



The volunteers were given a couple of hours to wander around the 3 levels of display and identify interesting exhibits of South Australia's colonial past. Various exhibits have historical information about shipping and artifacts recovered from the shipwrecks littered along the South Australian coast. After a few hours of viewing the volunteers and staff retired to the nearby Lighthouse Hotel for lunch.



A jaw and teeth of a Great White Shark



Trudi B had organised a lunch by choices pre-ordered from the menu.

A tasty meal efficiently served by the staff at the Hotel. Thanks to James B, Maria, Trudy, JB for organising the visit, the bus from the Barracks and a good choice of food at the Hotel. There seemed to be general agreement that our Museum at Keswick was comparable in terms of quality and relevance of the respective exhibits. **By Nick Williams, Editor**

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2025 ACTIVITIES

- **11 Nov 25 Remembrance Day**
- **17—21 Nov 25—Volunteers visit to Bandiana and Puckapunyal**
- **Christmas Function 7 December 25**

AMOSA Support for Work Experience Students

AMOSA's Work Experience Program lends young adolescents an insight into how a working military museum functions. The aim is to get these young students to perhaps, consider a career path leading to museum conservation or curatorship. Indirectly, it is also hoped that some students would be interested enough to join the Volunteer Pool at AMOSA at the end of their work experience tenure, emulating previous volunteer, Henry Jolly, who started as a work experience trainee and is now employed at the Australian War Memorial. This year, six students were chosen from a large pool of applicants from a variety of private and public schools. Although an even gender mix was sought, last minute drop-outs saw one female and five male students attend on the first morning. The day started with introductions and some mandatory safety briefs. Then it was off to the Diver Derrick Conference Room for a lecture introduction to the Basics of Museum Operations. This presentation asked them to think about the motivations behind the study of history and the need for museums. It then covered the basic mechanics of documenting a collection before ending with a summary of AMOSA. The students then spent time with the Medals and Heraldry Team under Kevin Draper and Mike English learning about the functions of that department and being introduced to the uniquely Australian Army colour patch system. The second day saw the students start with Ernie Reichstein and James Bateman in the Research Centre where they were shown how to use the museum computers to undertake research. After lunch, they proceeded to Uniforms and Textiles where Heather, Mal and Lisette introduced them to the intricacies of uniform and material conservation. They were then given the exercise of rolling up vintage flag artifacts for long term storage under supervision. The next two days saw the students split into two groups and spend their respective days with either the Conservation and Restoration Department under Graham Janz and SGT Troy Oakes, or the Edged Weapons Team led by Barry Leon. The students accomplished a number of general maintenance tasks

including assisting in fitting the wall mounted running bench for the research computers in the 'Diver' Derrick Room. Past groups have indicated they enjoyed the Edged Weapons activities the most and this year was no exception. Both groups ended up conserving and polishing some rather sorry looking vintage bayonets to an excellent standard. The last day saw a final presentation on the art of displaying artifacts within a museum environment and the various considerations involved. After a short break, it was the turn of each of them to offer a presentation set for them as homework at the beginning of the week. Their brief was to use their research skills to do a presentation on a member of their family with either military or historical provenance. Subsequently, each student offered a detailed and fascinating glimpse into their respective subjects, which included a RAN Clearance Diver with Iraq service and a White Russian Cavalryman. Each student was then presented with a certificate by Foundation Chairman, Greg Rosser, and an AAHU Challenge Coin by the military Curator, CPL Adrian Li. In summary, both AMOSA staff and students found the exercise to be a highly rewarding experience. The student group this year displayed exceptionally good camaraderie and studious application of taught skills. The AMOSA Work Experience model is ever evolving and noted by the Defence Work Experience Co-ordinator as 'the most immersive' of the programs they are involved with. With feedback, it is hoped next year's program will be even better! *By CPL Adrian Li*



Willo.....



"I had no idea we had this kind of technology."



Work Experience Cont).....



Scouts visit AMOSA.....

On a wet and wintery night the Gilberton Scout Group ventured forth to visit the Army Museum at Keswick Barracks. Their visit was curated by volunteers John McInnes and CPL Adrian Li. Following a 'living in the field' discussion the scouts were particularly interested in the development of ration packs and were keen to know where they were sourced - and how they could procure them.

Overall the scouts and the parents who were present, found the visit interesting and worthwhile.

By Nick Meredith



Females in Combat Roles

For some time the Museum has been providing mannequins for outside displays within the services and related organisations. With a view to showing the current role of women in the armed services we have recruited Angelina to model the current combat uniform complete with webbing, as would be worn by women in the Infantry Corps.

The ADF began lifting the restrictions on employment categories open to women in 2014 and they are now fully integrated into Australian Army combat units.

However as we are all aware, even in these times of equal opportunity the average female does not have the same physical capabilities as the male. The General entry combat fitness levels are quite high (but still not at the same level as for a male) requiring sit ups feet held 45, push ups 8 and shuttle run score of 7.5. Webbing, ammunition, rifle, water, etc. weigh approximately 60 kg and the soldier should be able to run bearing this weight. Now ladies, do not despair. No longer are you relegated to clerical or driving duties. If you are not quite up to the above levels there are still great and exciting options for you career-wise in the Armed services.

By Heather Simms, Uniforms & Textiles Co-ordinator



"Angelina"

Vale Bert Henstridge

Ex RAASC 37895 Relatives and friends are invited to attend Bert's Celebration of Life to be held in the Plympton Glenelg RSL (Sub Branch), 464 Marion Road, Plympton Park, SA, on Saturday 23rd August 2025 at 2.00pm.



ALOHA

the AMOSA Christmas Function this year is a lunch and is planned to start from 12 noon on Sunday 7th December. Look out for the flyer which will be available shortly.

There will be an Hawaiian theme as this is also the anniversary of Pearl Harbour. To add to the spirit of the occasion, please wear a tropical shirt or even a mumu or caftan.

Hawaii is very multicultural with influences from Chinese, Japanese, Portuguese, Philippines, Korea, Puerto Ricans and of course United States of America. This has added a diversity to the local cuisine.

There is a version of hardtack called a 'saloon pilot' biscuit. Much the same as the square we are familiar with but round. Pineapples are synonymous with Hawaii and feature in drinks and many menus.

You may not have considered it but canned foods are also widely used in Hawaii. SPAM remains popular and is even used in sushi. Canned sardines, beef, tuna – they were often stored in case of emergency or even for special occasions.

We hope you will come along and enjoy a get together to celebrate the end of year and festive season.

By Trudy Babinskas



The more recognisable Hawaiian hand gesture in the shaka, also known as the 'hang loose' sign.



The Introduction to Museum Practice Course.....

**Australian Army Museum of Military Engineering –
Holsworthy Barracks**



In July, Lisette McInnes, Janette Rogers, Sue Urban 'chaperoned' MAJ John Burns attended the week long Introduction to Museum Practice Course to understand Army Museum Management, display methods, archiving, and conservation. A mix of both theory and practical sessions were held. It was also a good opportunity to meet members of other Army Museums and History Rooms to share their unique situations and ideas. Covertly it was an outstanding chance to investigate the recently built Australian Army Museum of Military Engineering and consider what would be applicable for the future AMOSA relocation.

By Sue Urban

***Techniques practised
and acquired***



Mounting displays

Metal Cleaning



***Our graduates
...
Congratulations***

Restoration of the 'Blitz' Truck

During World War 2 British and other allied forces (incl Australia) used the Canadian Military Pattern vehicle (CMP) extensively, having first been introduced into service during the Middle East campaign. An estimated 800,000 vehicles were jointly manufactured by Ford, Chevrolet and Dodge in various configurations to meet a range of military uses, incl troop carrying, cargo transport, gun towing, ambulance, workshop, communications, etc.



Geoff's father served in the 2nd AIF in the Australian Army Service Corps (AASC, later being renamed RAASC, and later re-titled Royal Australian Corps of Transport, RACT), and deployed to the Middle East as part of the 9th Division AASC (later part of the Rats of Tobruk). I recall him telling me that he was 'amazed' at how in their early days some of their drivers could negotiate the never-ending sandhills in 'standard 2-wheel drive' cargo trucks, the only trucks they had at the time. The arrival of the Blitz 4-wheel drive trucks, with much higher ground clearance revolutionised their ability to manoeuvre throughout the desert areas! The Blitz trucks proved to be rugged and very reliable, and with a capable driver could go almost anywhere (but see the 2nd photo below!) AMOSA's Blitz truck is a Chevrolet, and having finally completed the restoration of both the Studebaker and the Austin Champ, the 'A Team' relocated the Blitz from its display position to the 'restoration workshop' to attend to the surface rust on the front of the cabin roof (this had arisen due to the front of the vehicle getting wet (under the verandah) when it rained and the wind was blowing the rain onto the vehicle's front). Given that these excellent vehicles 'made their well-deserved name' during the Middle East Campaign, it was decided to re-paint the vehicle in 'Desert sand / khaki colour rather than the olive drab in which it may have ended its service in the Australian Army in the late 1960's. Initially it was planned to merely clean-up and re-paint the vehicle, but having checked under the truck it was found that the whole underneath of the truck was badly affected by corrosion (looked like it had spent some time driving on a salt lake!), so another decision was made to arrange to remove the rear tray and effectively remove and neutralise the corrosion

before giving the whole rear of the truck new coats of primer and paint. Work is progressing well so far with 3 of the wheels and most of the areas under the 2 front mudguard areas having been cleaned up, primed and received 2 or 3 coats of paint. By the end of August that work should be completed and the front wheels back on, thus enabling the truck to be towed into the open and the tray lifted off by crane before being up-ended and truck and tray being manoeuvred back into the restoration working areas. The first photo below shows work on the truck as at early July.

The Army's fleet of Blitz vehicles was eventually sold off to a whole range of individuals and companies and used mainly for 'heavy duty' transport work. The Army classified the Blitz's load-carrying capacity as 2½ tons (over all types of terrain!), whereas once in civilian use, many of these trucks were 'worked to death' by being loaded with sometimes up to 10 tons; eg, Tom Kruse, the well-known Outback Mailman was known to have used several Blitz trucks on his regular mail runs from Maree to Birdsville and back (no roads existed there in those days).



This photo was taken from a book titled 'Birdsville' by F. Gage McGinn.

The second photo above is an indication of a Blitz truck bogged on the Birdsville Track, probably in the 1960's (the man labouring under the bonnet may well have been Tom Kruse!)

Watch this space for further progress!

By Geoff Laurie

**A Blitz truck
before restoration**



The 18 PDR Gun.....

Over the past few years most AMOSA members and volunteers would have seen the 18-pdr Gun inside the entrance to the Museum main building. Unknown to most, its restoration had not been completed..... until Wed 18th June! The photo below shows the gun then having been finally fitted with both the top and bottom shield flaps, which now completes the restoration project. Thanks to the generosity of SGT Troy Oakes, who donated the sheet of steel, and the good work undertaken by new volunteer, Tony Matz, who shaped, painted and installed the 2 flaps, the gun now appears much as it would have been at the end of World War 1. The shield itself, and the top and bottom flaps not only provided some protection to the members of the gun detachment from the blast of the gun firing, but of more importance it gave effective protection from enemy small arms fire from the front when the gun was in action.

By Geoff Laurie



AMOSA 2025 History Lunch

Defending Australia - 80 years after World War Two

In May the 2025 History Lunch, held at Keswick Barracks, was well attended by AMOSA volunteers and members of the public.

A real team effort with many behind the scenes contributing to a fabulous meal and informative speakers.

Thanks to Reginald Walter Williams, Helen McLeod Meyer, Pat Trainor and Steve Larkins for their thought provoking insights to Australia's defence. Thanks to Darian Leckie, once again, for a delicious two-course meal.



By Sue Urban



Our speakers were: Reg Williams AM, , Helen Meyer, Pat Trainor, Stephen Larkins OAM



9 Brigade Messines Dinner 2025

The museum team received a request to provide a display for 9 Brigade's annual Messines Dinner – a combination of display cabinets and WW1 era weaponry. Dipping into our collective memory banks as to what we delivered the previous year, we improved upon last year's efforts - courtesy of CPL Li's predilection for 1/6th scale figurines.... ;-)

The foundation of our display was of course, Baldrick – our most utilised mannequin, decked out in the classic WW1 infantry uniform and Brodie Helmet. Along with the 9 Brigade Banner and a Maxim 08 Machine gun on a bipod, they served as the entrance security, leading into the dining area of the Officers Mess.



Strategically placed on the cabinet under the portrait of the King, the Model 1918 Anti-Tank Rifle (aptly nicknamed 'Big Bertha') lay menacingly.



As to the dining area itself, the presence of both the tripod-mounted Vickers water-cooled Machine Gun, and German Maxim 08 on sled, stood guard at the ends of the dining tables. The table settings were complete with a Mauser Model 98 and Lee Enfield SMLE No 1 respectively. Finishing off the display, were the two display cabinets. One had a combination of German and Australian artifacts – a WW1 medal set with a Military

Cross; a pair of sidearms (Webley and a Luger); an Iron Cross; a pair of German Infantry regimental epaulettes; and all topped off with the iconic *Pickelhaube* (Prussian ornate helmet with an awesome spike on the top).



The other display cabinet was a *Piece de Resistance* effort by CPL Li. Using his own 1/6th figures, the display had two Soldiers led by an Officer moving over muddy ground. Representing the Infantry units that served under 9 Brigade during the Messines campaign, the soldiers wore the patches of the 33rd and 36th Battalions, while the leading Officer wore the 9th Brigade patch. It must be noted however, due to the height restrictions of the cabinet Perspex lid, the Officer had to move over open ground with a rather sore neck.....



The feedback from the dinner guests was extremely positive – so much so that both CPL Li and myself have been both 'volunteered' to provide a similar display for the upcoming Amiens Dinner. It is good for the museum to have such positive feedback, and an appreciation of the historical artifacts displayed, when requested to support ceremonial and formal occasions.

By L/CPL Eamonn McGarry

Watson's Pier Pile Driver goes on display at the Waterloo Dinner

The imposing model of 'Watson's Pier' with its authentic looking pile driver display is a popular attraction for many visitors to the Army Museum. What has Watson's Pier got to do with Stan Watson, South Australia and the Battle of Waterloo?

Stanley Holm Watson was born on 24 October 1887 at Parkside, Adelaide, the eldest of eight children. He was educated at Plympton Primary, Sturt Street Advanced school and studied engineering at the School of Mines, now called the University of South Australia. In 1904 he was apprenticed in the South Australian Railways as a draftsman. Around late 1911 Stan met with Major Henry Llewellyn Mackworth. A Sapper, Mackworth was a British Officer (Royal Engineers) and given carte blanche from Command to knit together a Signals Company to establish communications for modern warfare. They didn't realise it at the time, but they would become the best of friends, even brothers in arms at Gallipoli and beyond. Mackworth based the 28th Divisional Signal Company in Adelaide and, from the volunteer reserve cadets, appointed Lieutenant S.H. Watson its commander. He is cited as saying "I leave you with the one true creed of the sapper: *The Signal Must Get Through! Regardless of the situation, regardless of the danger, the signal must get through. Our mission is to convey the voice of our officers, the will of our army, the spirit of our nation. Our soldiers, our mates, rely on our signal to fight effectively in the field. The Signal Must Get Through.*

As Commander of the 28th Divisional Signals Company, Watson organised weekend training with newly issued radios in the Flinders Ranges. They travelled to Quorn by train on a Friday night. It is commented that Watson sat on the train with his men, rather than accompany the British officer Mackworth in the officer's cabin. Watson broke his men up into two sections and had them march 6 miles away from each other through the Flinders Ranges each carrying a component of the fragile radios and establish comms. At the conclusion of the exercise, Watson walked over to a billabong and pulled on a rope, revealing a crate of creek cooled beers that he had arranged with the station master beforehand. He then got his men to shoot rabbits as a means of both target shooting and also dinner for the evening meal.

When war was declared on 4th August 1914 Watson enlisted and the 1st Divisional Signals Company AIF and embarked at Melbourne dock, bound for Perth and "unspecified destinations overseas".

So Mackworth and Watson landed in Egypt, where their friendship grew stronger. Amongst a backdrop of desertions, and ill-disciplined Australians within the local populus in Cairo a Curfew was established by General Bridges

(by Christmas over 300 Australians were absent from duty). The punishment for absenteeism was return to Australia at own expense.

On 12th April 1915 the 1st Division Signals Company along with other ANZACs set off for Gallipoli via Lemnos. While aboard Watson and Mackworth had a bet with each other. That they would not shave again until they hit Constantinople. The first to break and shave would have to pay for the other to have a Turkish bath and a "slap up dinner".

During the approach to the shores of Gallipoli, Watson saw at least 2 of his men shot in the lighter on the way into the landing. Nothing could be done to save them.

Rowing the lighters in the remaining yards, Watson gave the command to disembark in thigh deep water under overhead explosions and gunfire from Turkish rifles. Fortunately, the hills provided some protection. Landing around 6am Watson had established a workable Signals Command Post to serve General Bridges by 0830. This involved running cable up to the front line under fire and Watson saw the loss of more men. After consolidation of the landing, questions were naturally being asked about why it occurred and the selected location. Birdwood reported to CEW Bean 'there was the mistake of landing us a mile north of where we should have landed in this ghastly country,'

Watson travelled back to Turkey for Anzac Day in 1977 where he met the son of a Turkish soldier who over lunch informed him that the Turks had in fact moved the marker boat a mile to the north. The old Turk brought his father's war diary to the lunch and translated into English it read

"When the sun rose on 24th April, we saw a float almost immediately opposite Gaba Tepe. We realised that the float had been intentionally dropped by the English. For the Gaba Tepe sector opposite the float was the most suitable place on the peninsula for a landing. Three or four of our good swimmers pulled the float out of the sea and, loading it on to a mule, took it to a far less suitable point about a mile to the north and replaced it in the sea. The English, who had not discovered our trick, landed the following day at Ari Burnu instead of Gaba Tepe." This new information brought relief to Watson.

LTCOL Foott was the Commander of the Engineers, and Watson, Mackworth and other officers would meet in LTCOL Foott's dugout each morning at 1100am for coffee (Watson was an avid Tea Drinker) and plan the day's events. They referred to themselves as the elevenses. At one such meeting an observation was made by LTCOL Foott that "I see the sappers are getting scruffy" Consequently, there would be no reaching Constantinople, and the beards were removed the following day.

Later the requirement to construct a pier evolved. With the Engineer Field Companies overwhelmed and under manned, Mackworth volunteered Watson. Foott somewhat questioningly about Watson, said "Signals?" Mackworth replied 'Watson's a sound civil engineer,'

Watson's Pier Pile Driver (Cont)

'School of Mines and South Australian Railways.'

In planning the building of the pier, Watson took Mackworth and showed him an unexploded nine-inch armour-piercing shell that had landed the previous week from the Turkish cruiser Barbarossa. The 3 ft long shell unfortunately landed on the decomposing body of a soldier which did not provide the best of fragrant environments for defusing. With Mackworth backing away, Watson placed a wrench around the unexploded shell and extending the leverage with a pipe to slowly untwist the capping to expose the high explosive inside.

Commenting at a dinner in 1981 Watson said *"I knew nothing about explosives, and I was terrified, but somehow I succeeded, and somehow we managed to build the pier using the shell as the pile driver."*

In building the pier, Watson and one of the carpenters had to check the founding of the piles each day. This meant swimming along the pier as it was built exposed to gunfire and ducking under water to check the embedment of the piles. One of the carpenters could not swim. I was amazed to read that Watson took this carpenter out each day slowly building his confidence over time to the point where he learnt to swim at Gallipoli.

The pier was finished on the 18th June at a cost of 7 men killed in action and 11 injured. One man killed for each Bay of the Pier. It was categorised as the second most lethal assignment at Gallipoli after Quinns Post.

At that dinner in 1981 Watson commented "It took thirty of us about four weeks to build. It wasn't easy. We were working under intermittent fire from the Turkish artillery, and a number of men were lost through this".

It was decided that the Eleveses would have a dinner in LTCOL Footts dug out to celebrate the completion of the pier. At 6PM clean shaven and wearing the best uniform they could muster under the circumstances, the eleveses (13 men in total) entered the dugout and sat down. LTCOL Foott at one end, MAJ Mackworth at the other and Captain Watson in the middle with the other officers seated around. As the 18th June coincided with the date of the Battle of Waterloo it was decided that the meal would be called the Waterloo Dinner, hence Royal Australian Engineers and Senior NCO's celebrate their Corps Day annually with a Waterloo Dinner on the 18th June.

An elaborate menu had been devised for the occasion. Written entirely in French, it contains a lot of dark humour like "Oysters, very much on the shell", Ponche Romain (all the excitement of war and only fifteen percent of the danger) – Ponch Romaine was a popular cocktail of the day that was served on the Titanic. The piece-de-resistance being "Very roasted: Turkey – no time to dissect it tonight but maybe another occasion.

However, in reality they had bully beef and some paddies made from ground biscuit, condensed milk and fat. All washed down with a double ration of rum.

It was suggested that all sign the menu. When it was passed to Watson he simply passed it to his right. 'You won't sign?' queried Mackworth. 'I count twelve other men around the table. My signature would be the thirteenth,' said Watson. 'Does that make you Judas or Jesus?' asked Mackworth. 'Just unlucky,' said Watson.

At this dinner they agreed to call the pier *Watson's Pier* and a sign was installed the next day.

About Watson, Foott stated 'For a signalman, you make a damn fine engineer.'

Watson got very sick not long after this dinner and was evacuated out of Gallipoli to recover. Watson returned 2 months later and not long after that with the encroachment of winter an evacuation of Gallipoli was declared.

Watson planned the communications for the evacuation.

In the evacuation of ANZAC in 1915, Watson remained behind with three sergeants and 17 sappers to ensure a successful evacuation. At about 3.30 am the order was to send the prearranged signal "evacuation completed, no casualties left ashore, one sent on board" but Watson found the lines to be dead. He ran under fire to the South Beach where he breathlessly ordered the two Naval wireless operators to send a shortened message "evacuation completed"

He then dashed across to the North Beach, arriving to find all the troops aboard the last lighter. The few remaining Staff officers he sailed at 4.10, Stan Watson who had arrived at ANZAC Cove in the second wave was the last officer sent aboard by the Beach Master and the second last to leave Anzac Cove.

True to his creed, Watson ensured the Signal got through.

In early April 1985 Watson suffered a major stroke. Awaking to find himself paralysed, bedridden and struggling with a nasogastric tube, he asked the doctor for a prognosis. The doctor insisted on waiting till the end of one month. At the end of the month, and with no improvement, Watson pulled the tube out. The nurse put it back in. Watson pulled it out again. 'Bring me whisky on a spoon,' he said. The nurse obliged. Stanley Holm Watson died later that night, on 5th May 1985, aged ninety-seven.

Staney Watson went on his terms.

Acknowledgement – abbreviated version of speech by Maj Pat Trainor at 2025 Waterloo Dinner

By Nick Meredith

Watson's Pier Pile Driver (Cont)



Watsons Pier display at the RAE Waterloo Dinner closely guarded by AMOSA's MAJ Pat Trainor



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Watson's Pier—Gallipoli



AUSTRALIAN WAR MEMORIAL

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Gallipoli images from the state historical trust

- P00437 005.

21—25 July Curator Concentration—Puckapunyal

In late July, I attended an Army History Unit (AHU) Curator Concentration held at Army Museum Puckapunyal (AMP). This was the third Concentration I have attended at AMP in the last 12 months. The reason for the Concentration is two-fold, firstly, to assist the Armour and Artillery Curators of AMP to ready the Museum for their opening (hopefully later this year) after their renovation; secondly, to allow me an insight into the process of how AHU museums are established, particularly with regard to display and composition aspects. The AMP was formerly the Army Tank Museum and co-located with the School of Armour at Puckapunyal. These days, it represents not only Armoured Corps but also Artillery, whose large pieces were moved from storage in Bandiana in the last 12 months. The main effort of the Concentration (working bee) was to prepare and populate Chauvel Hall, the display building, with the smaller artifacts from both Corps. The Hall is effectively split into two halves with one half presenting each Corps.

I was tasked with assisting the Royal Australian Armoured Corps (RAAC) Curator, Ms. Caity Allen, with dressing and researching the accuracy of the mannequins she had planned for display in her half. Over the week, I dressed the five mannequins and ensured that every item was correct to period. This was verified by using internet or printed references and sometimes confirmed with interviews with personnel who actually wore the uniforms concerned.

Watching the curatorial team wargame display options was interesting. The modern mantra seems to be a minimalist approach, which fewer items being on display but set up in a highly stylised way through use of lighting, plinths and other techniques to focus on objects. Label placement was another important consideration, as its necessary presence could not be seen to distract from the artifacts. At the end

of the week, some display cabinets only needed some minor tweaking whilst the majority of displays had some way to go. It remains to be seen whether I would need to go back again for a final fit out.

In summary, the fit out of the AMP is a valuable exercise to observe for when AMOSA inevitably has to relocate and undergo the same process. Display sets will need to remain succinct and focussed, particularly when space is at a premium. Through careful curation and application of modern display techniques, AMOSA should be able to effectively tell the story of Army in South Australia well into the future.

By CPL Adrian Li



More Maritime Museum Visitors

