



Van Arty Association and RUSI Van Members News Sept 13, 2016

Newsletter on line. This newsletter, and previous editions, are available on the Vancouver Artillery Association website at: www.vancouvergunners.ca and the RUSI Vancouver website at: <http://www.rusivancouver.ca/newsletter.html> . Both groups are also on Facebook at: <https://www.facebook.com/search/top/?q=vancouver%20artillery%20association> and <https://www.facebook.com/search/top/?q=rusi%20vancouver>

Wednesday Lunches The 15 Field Officers Mess serves a 5 course, 'homemade' meal for only \$15- you won't find a better meal - or a better deal, anywhere. If you are in the area on a Wednesday, drop in and join us for lunch. Jacket and tie required, equivalent for ladies. We are now pushing the 3rd Wed lunch each month as the Van Arty Association lunch and encouraging members to attend. Come meet some old friends and help with the Yearbook project. **Roast Beef is served on the first Wednesday of each month.**

NOABC Lunch - Sept 28 - LCDR Elaine Fisher RCN (ret'd) the manager, Operations Centre, Vancouver Airport Authority, will give a presentation on the Operations at Vancouver International Airport.

World War 2 - 1941

John Thompson Strategic analyst quotes from his book "Spirit Over Steel"

Sept 15th: With the capture of Schlüsselburg, Leningrad is entirely cut off by land from the rest of Russia. There is one month's supply of food in the City and German shelling and air raids have already destroyed some warehouses (soil impregnated with melted sugar from one will fetch premium prices from the starving citizens this winter). The US Attorney General rules that the Neutrality Act does not forbid US ships from carrying war material to Britain or to its possessions.

Sept 16th: The Shah of Iran abdicates in favour of his son Mohammad Reza Pahlavi.

Sept 17th: The British and Soviets enter Teheran. The US increases its commitment to Atlantic convoys. German panzers start to close in on Kiev Pocket east of the city.

Sept 18th: Roosevelt asks Congress for an additional \$6 Billion in Lend-Lease.

Sept 19th: The Kiev pocket falls after 40 days and the Soviets lose 500,000 men while the Germans suffer 100,000 casualties. Tito and Mihajlovic meet to discuss the resistance, but quarrel over ideology and ethnic identities.

Sept 20th: The debut of the Escort Carrier: A fighter from HMS Audacity downs a Condor trailing Convoy OG-74, but even so, the convoy will lose 6 of 27 merchantmen. Italian midget subs poke into Gibraltar and sink 2 ships.

Pulling G forces in a Super Hornet

David Pugliese National Post/ Ottawa Citizen 19 Aug 2016



Boeing test pilot Ty "Grouch" Frautschi, left, explains some of the systems on board the Super Hornet to Postmedia reporter David Pugliese. Kevin Flynn, Boeing

ABBOTSFORD, BC • I'm the type of person who gets queasy just looking at a roller coaster, let alone riding in one. So, strapped into the cockpit of a Super Hornet fighter jet flying upside down 10,000 feet above the earth, I was desperately trying to figure out what the hell I had gotten myself into. I was in the rear seat. Up front was Ty "Grouch" Frautschi, a 49- year- old retired U.S. navy aviator, now a Boeing test pilot. The firm was at the Abbotsford Airshow to promote the Super Hornet, hoping to convince Ottawa to purchase the aircraft. With that in mind, Boeing had offered Postmedia an up-close look at the plane.

After a 60- minute safety and mission briefing and another 15 minutes spent putting on flight gear, I found myself sitting in the Super Hornet. I armed my ejection seat as practised. I turned on the oxygen switch and clipped on my mask. The Abbotsford airport tower cleared Rhino 1 — our call sign — for takeoff. We roared down the runway like a bat out of hell and Grouch hit the afterburners, rocketing us up to 10,000 feet. I had my trusty puke bag nearby. The Super Hornet was soon over Mount Baker in the US, 47 kilometres from Abbotsford, cruising at a little over 1,000 km/hr. Then Grouch carefully began a series of manoeuvres. That meant I would be facing gravitational or G- forces, which would push blood away from my brain. Too many Gs and you black out. The equipment I was wearing is designed to slow that process — the leggings and vest are lined with air bladders that constrict as the Gs increase, slowing the rush of blood from the head. At two Gs, the bladders exerted a force akin to what you might feel when your blood pressure is taken. Then came another manoeuvre at 3 Gs. The bladders tightened further. Next came 4 Gs. Pulling 4 Gs is the equivalent of experiencing four times the normal force of gravity. That's no problem for fighter pilots who are used to 8 or 9 Gs, those who fly aerobatic aircraft, maybe even folks who enjoy roller coasters. For me, not so good. As the bladders expanded, my legs and chest felt like they were in the clutches of a giant boa constrictor. I was light- headed. My stomach grew queasy. Sweat poured down my back. Grouch asked if I wanted to continue going up the Gscale. Probably not a good idea, I told him. It's not unheard of in fighter jets to vomit, and I wasn't keen to join that club. Instead we tried what Grouch called a "gentle loop." I didn't even think of the Gs — I was too occupied with the

sheer terror and exhilaration of being upside down, looking through the cockpit's Plexiglas at the earth far below.

Grouch then walked me through the capabilities of the Super Hornet. Although the Abbotsford airport was more than 40 kilometres away, the aircraft's advanced radar could see more than two dozen moving targets on the ground, mostly vehicles. On the touch-screen display, the pilot could quickly designate what target or targets he wants to unleash the aircraft's firepower against. Next up was actually having me fly the jet. The day before, I had sat in a simulator. The first time I tried to land on an aircraft carrier in the simulator I plowed right into the ship. On my second attempt the jet nosedived into the ocean. Now it was time to fly the real thing. Grouch handed me the controls and asked me what I wanted to do. I suggested circling Mount Baker. The controls were easy and smooth, even to my uncoordinated touch. I directed the plane to the right and suddenly we were pulling 3 Gs as we banked. Grouch quickly took back control. Given a second chance, I put the aircraft in a dive. My third time was lucky, and I was able to complete most of a flight around Mount Baker. Tom Cruise I was not. But when we landed back at the airport, at least I could say my puke bag was still empty.

Service Delivery by Veterans Affairs Canada to Veterans

LWF Cuppens LGen (retired)

Within Canada, the Workman's Compensation processes work well. When an injury occurs at the workplace, the onus is on the injured and the employer to report the injury and have competent persons examine the circumstances and injury with a view getting the injured person well and to avoid future mishaps. The process of administrating the return to "health" of the injured is well regulated and seems to serve employees and employers alike. Such is not so with injured military personnel. The nature of their voluntary service is such that it is not always appropriate to leave the site of an injury and seek the help that is needed. Why this is so, should be evident in the nature of military service. A military member cannot always leave the site of an injury and seek attention—simulated combat conditions and actual conditions prevent "team members" from seeking immediate help without jeopardizing the "mission". Problems occur in the "after" injury process". Veterans Affairs Canada is charged with delivering Workman's Compensation-like services to members of the Canadian Armed Forces.

Attitudes within the military, poor record keeping, burden of proof requirements (after the fact) and due diligence requirements of Veterans Affairs Canada (VAC) personnel have resulted in denying some veterans the timely care and other outcomes that they deserve. I consider this circumstance the major problem that confronts VAC in rendering the very best service delivery to veterans. While the Canadian workforce may be exposed to cumulative and repetitive injury as a result of their occupations, the regulations imposed by workforce safety agencies including unions and other professionals seem to mitigate the effects of long term and repetitive exposure injuries. Such is not the case within the Canadian military. Examples of cumulative and repetitive injury are easily found in hearing loss, low back strains, and other musco-skeletal

injuries. Of course there is also the issue of mental injury as a result of “shock” and trauma exposure that at the time of occurrence cannot be documented well. These are the outcomes of combat and near combat.

In a general sense, all of the military occupations remain exposed to injury. Just the notion of “getting the job done, on an urgent basis” whether this be the rapid replenishment of a ship, without benefit of mechanical lifting systems or hearing protection, or the need to generate sorties of aircraft in a noisy flight-line environment whether sending fighter aircraft off on patrol or launching Search and Rescue sorties, or the combat noises of an army fighting an enemy or training for such—all create injury circumstances that cannot be avoided. After all, the all-volunteer military members have surrendered their right to choose in order to deliver that unlimited liability to serve-- even unto death. Comparisons of the military to “first responders” have been made, but such are devoid of situation analysis. In a sterile environment, first responders serve Canadians well and they endure health risks. On the other hand, the military member could be exposed to several risks concurrently and have such repeated as the battle (simulated or otherwise) unfolds. This condition of severe risk exposure could continue for days, weeks and months. The situation becomes more compounded as “brothers in arms” become casualties in the sight of others.

What I have attempted to convey in the foregoing is that service within Canada’s military is quite different from that experienced in the domestic environment of Canada. While the timely and well-regulated system of Workman’s Compensation throughout Canada serves the domestic work force well, such is not enjoyed by military members and veterans in the service rendered by VAC—VAC employees must adhere to the legislation enacted by politicians. Perhaps it is time to examine the “due diligence” requirements of VAC employees and the difficult “burden of proof” issues that have frustrated veterans since WW1.

Device Allows Paralyzed Man to Breathe Without Ventilator

Ottawa Citizen 08.31.2016



Greg Hug, a former Canadian Forces Colonel (pictured with his wife, Maria Rocha-Hug) was paralyzed in a body surfing accident earlier this year. However, he is the first patient in Ottawa to benefit from a diaphragm pacemaker - an implanted electrical device that initiates breathing - that will hopefully get him off a ventilator and out of the ICU at the Ottawa Hospital's General campus

As he did when he was a tank squadron commander, retired Canadian Forces Colonel Greg Hug sets for himself objectives: short, medium and long-term. But the horizons of his ordered ambitions have changed utterly in the six months since a body surfing accident in Barbados left him paralysed from the neck down. Hug is focused now on mastering a new breathing method, reducing his dependence of a

mechanical ventilator, and graduating from the Ottawa Hospital's intensive care unit. "I am focused on having a mission and accomplishing that mission," said Hug, 63, who commanded an army tank squadron and Lord Strathcona's Horse, an armoured regiment, during his military career. "Fundamentally, it's about defining objectives and coming up with a plan to achieve those objectives, and executing the plan. But this is obviously going into an unknown area for me." Hug is today able to breathe on his own for extended periods of time thanks to a high-tech pacemaker that helps power his lungs. The device was installed in late July in a first-of-its-kind operation in Ottawa.

The pacemaker sends electric pulses to the diaphragm, the layer of muscle and tendon that expands the ribs during the breathing process. The dome-shaped diaphragm is the body's major breathing muscle: When it contracts, air is sucked into the lungs. In the operation, the Ottawa Hospital's Dr James Villeneuve used small, laparoscopic tools to implant four electrodes into Hug's diaphragm — two on each side — then tunnel wires to the right side of his chest. The wires connect there to a box that Hug wears in a harness outside his body. The device provides regular electrical stimulation that contracts Hug's diaphragm to initiate his breathing. "It's going to be a game-changer for him," said Dr Villeneuve, a thoracic surgeon. "He will have options and it means he will not necessarily be tied to a ventilator during the day." Villeneuve performed the operation under the guidance of Dr Raymond Onders, an American pioneer in the field. Onders, a professor at Case Western Reserve University in Cleveland, performed the same type of surgery on actor Christopher Reeve — eight years after the late film star suffered a broken neck in a riding accident. Onders is now exploring ways to use the same technique to help ALS patients, and those with other muscle-wasting diseases.

The first time Hug tried the diaphragm pacemaker, he could only use it for two or three minutes before growing breathless and tired. "It was very, very difficult at first," he remembered. "I was really quite disappointed: I didn't think it was going to work out all that well." Since then, however, Hug has made steady progress. Last Friday, he used the diaphragm pacemaker for nine-and-a-half hours, his personal best. He's hoping the pacing device will allow him to eventually return home rather than move to a long-term care facility. "My hope is that I won't have to use the ventilator at all," Hug said. "The main key is to gain a measure of independence." Dr Villeneuve said Hug is the ideal patient to test the device, which could be adapted in the future to take more ICU patients off mechanical respirators. "Greg is extremely determined," said Villeneuve. "He is all about the repetitions, and the sessions. Personality-wise, he's the perfect fit for this first try at this procedure."

Less than two years ago, in December 2014, Hug retired to focus on travel, family and volunteer work. He had served 25 years in the military, and had developed a successful second career as owner of MAGI Consulting Inc., a project management and training firm. In early February, he flew with his wife, Maria, to Barbados as part of a travel plan that was supposed to carry them to the Rocky Mountains and to New Zealand. But a rogue wave on the south-eastern shore of Barbados changed everything in an instant. Hug was body surfing in the rough Atlantic Ocean when he saw one wave "considerably larger than the others." "I didn't think it was

going to be a major issue,” he said, “and I launched myself into the wave. The wave broke over me and pushed me down so that I hit the sand underneath the water. I hit the sand hard and I could tell something fairly serious had happened in my neck and my reaction was, ‘Oh, s–t.’ After that it becomes fairly vague.” Hug had suffered a fracture high in his cervical spine, an often fatal injury. He was rescued by another swimmer, resuscitated on the beach by two doctors — both of them from Toronto — and rushed to hospital. Within 36 hours, he was on a medevac flight back to Ottawa.

He spent the next eight weeks in the ICU at the Ottawa Hospital’s Civic campus, where he slowly came to understand the profound nature of his injury. He mourned the loss of his independence and his favourite activities: cycling, swimming, skiing, fishing and hunting. Ultimately, his doctors helped him move forward by handing him some new objectives. They challenged him to learn to speak using a valve on his tracheostomy tube; the device allows air to pass over the vocal cords. (A tracheostomy takes away a person’s voice by directing air below the vocal cords.) Most thought it would take him months, but he learned the technique within three weeks. The pattern would often repeat itself in the following months. “When the doctors set objectives, I typically try to surpass the dates they set,” Hug said. “There’s a degree of stubbornness on my part, I guess.”

In late March, Hug moved to the General campus, where he has formed a close bond with his nurses, doctors, respiratory and occupational therapists. His ICU team has developed a detailed care plan to help wean Hug from his ventilator and to manage his environment. They’ve taught him how to employ mouth- or chin-controlled devices to control his wheelchair, call for nursing help and sip water on his own. “The care has been fantastic,” said Hug. “They’re positive, very upbeat, they know my routine.” He does not yet have a target date for leaving the hospital. “I know I’m going to be in the ICU for the foreseeable future,” said Hug, who has three adult children and two grandchildren. “Ideally, in a few months, I’ll be out of the hospital and in a normal — or as normal as can be — environment.” His home in Orléans is not designed to accommodate a wheelchair, so the family will have to move to a bungalow or condominium. “The best case scenario is that I’m living a fairly full life,” Hug said. “Obviously, I’m not going to be doing the activities I used to do, like downhill skiing, cross country, or cycling, that kind of stuff. But I still want to travel. I want to spend time with family. I want to see my grandchildren grow up, graduate from high school ... I want to get out and do things with people.”

Canada Not Required to Provide Minimum Number of Jets to NATO

The Canadian Press Published August 4, 2016

OTTAWA — A Defence Department report says Canada is not required to provide a certain number of fighter jets to NATO, raising fresh questions about the Liberal government's rush to buy a new warplane. The government has repeatedly stated the military does not have enough CF-18 fighter jets to both defend North America and fulfil its obligations to NATO, which is why a new airplane is needed sooner rather than later. But a report published by National

Defence's research arm in June 2014 says there is actually no minimum requirement for NATO, meaning any aircraft Canada does commit are completely optional.



A National Defence spokesman says while it's true NATO does not have a set minimum requirement for fighter jets, Canada nonetheless regularly commits aircraft to the alliance to ensure it remains strong and is able to meet any threat. Defence analyst David Perry of the Canadian Global Affairs Institute says the report highlights the many questions that continue to swirl over the Liberal government's plan to buy a new fighter. Critics have accused the Liberals of making up stories of a fighter-jet shortage to justify buying a new plane other than the F-35 stealth fighter without a competition.

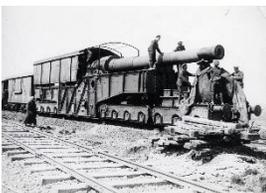
Navy customs - Side Boys

In today's military, we have many unique customs. What is not realized is that what is now custom formerly had a real purpose. Take the use of Side Boys to welcome a ranking visitor aboard a military vessel. It is the task of assigning two, four, six, or eight men to line both sides of the gangplank based on the ascending rank of the officer visiting the vessel, with two being assigned for ensigns and Lts, up to eight for admirals and above. More rank, more honor guard, right? But this system originally served a darker purpose....

this custom came from the British Navy of the 17-18th century. Back then, men did not often have the luxury of walking on to their ships: most had to transfer from a small boat to the larger ship by ladder, or by a device called a bosun's chair, which was essentially a seat attached to a yardarm by a block and tackle. Here where the relevance comes about: the younger and less rank you had, the lighter you were. thus, a light midshipman or Lt needed only two men on the haul rope, while a long endurance and often very stout Admiral, having eaten everything and then some over their forty year careers, tended to need eight men to pull them up. additional jobs, such as availing themselves to steady the person after getting them to the deck, and helping with the person's luggage and other dunnage they would bring with them, also necessitated a required number of hands based on their weight or amounts of belongings collect throughout the years.

Who is it?

Last Week: Ordnance BL 12 in, 40 calibre Gun Mk IX on truck, railway Mk II. We had several replies on this one. Most thought that this was a German gun as it looked like the gunners were wearing the German round hat (enlisted man field cap). Examination of a blow up of the picture shows they are wearing peaked forage caps (cap, OR service dress) and the Bombardier walking towards the gun is wearing a British tin hat and greatcoat. There were 4 Mk IX guns on railway carriages produced in WW1. The first two, on Mk I carriages, proved very successful so two more, on Mk II carriages (model pictured) were produced in 1916 and



deployed in the Somme area. The forward truck on this model contains a small petrol engine and a capstan which was used to winch the gun back to the firing location. Even with the hydraulic buffers and recuperators and the brakes set hard, the gun would slide back about 3 metres on the rails when fired. These guns are not in Doug Knight's great book but he was the first to give us the right ID.

This Week: Once again, we are calling all Jolly Jack Tars to help us out with this photo. It comes from the "Hurlbut Album", once belonging to an early member of the regiment. The album itself is one of those typical of pre-60s ones, black paper between two hard cardboard covers. As often happens with old paper that is full of acid, it turns to dust. Such is happening even as I type these words. One of the consequences of this is that the captions, often written in white pencil or ink, have become indecipherable, mere dust on the desk.



So, although there seems to have been something written on the album, there is nothing on the back of this very tiny print. It is with a series of other shots showing our Tommies on ships and then ashore. However, due to the poor quality of the prints, it's not possible to identify people or places. Therefore, the only image that might help us pin down the time (it's pre-Second World War) is this, a shot of a ship, probably one of just two (?) the RCN had on the coast back then, or is it? The number on the side appears to be "H 55", but I could be wrong, even with these youthful eyes. If you can help, drop a line to the nautical editor, or to the author, John Redmond (johnd.redmond@telus.net).

From the 'Punitentary'

What's Propaganda? A gentlemanly goose.

Murphy's Other Laws

There are no winners in life – only survivors.

Quotable Quotes

Experience is a hard teacher because she gives the test first, the lesson afterwards.

- *Vernon Sanders Law*



**Event Advisory
September 2, 2016**

**Seaforth Highlanders of Canada Host Highland Homecoming, a Free Public Event
on Saturday, September 24, 2016 to Celebrate
Return to Armoury after Four Years of Renovations**

(Vancouver, BC) – The Seaforth Highlanders of Canada, Vancouver's Infantry Regiment, www.seaforthhighlanders.ca, invite all to attend **Highland Homecoming**, on Saturday, September 24th. This day of celebration will include a parade, ceremonies and a military tattoo, as the Regiment returns home to the Seaforth Armoury at **1650 Burrard Street**, after four years away.

The day's festivities will begin with a march led by the Seaforth Pipes & Drums, from the Jericho Garrison, where the Seaforth Highlanders have been stationed for the past four years, to the refurbished Seaforth Armoury. The official ceremony to reopen the Armoury will be followed by a formal parade and a Drumhead Ceremony. The afternoon will end with an entertaining and spirited military tattoo with musical performances.

Approximately 250 Seaforth Highlanders of Canada members, Cadets and Regimental Association Members will participate in the day. Music and entertainment will be provided by the Seaforth Highlanders Pipes and Drums, the Band of the 15th Field Regiment, the Vancouver Police Pipe Band, Shot of Scotch Vancouver Highland Dancers, male vocal choir Chor Leoni, along with many others.

During the past four years, the Seaforth Armoury has undergone extensive seismic upgrades and had its building services modernized to allow the Seaforths to continue to respond to domestic emergencies such as earthquakes, wildfires, and floods as well as train to serve overseas in Afghanistan and elsewhere. The Armoury was originally opened in August 1936, and is the home of the Seaforth Highlanders of Canada and two Cadet Corps.

That same morning, the Major General B.M. Hoffmeister, OC, CB, CBE, DSO Building, neighbouring the Armoury at 1755 West 1st Ave., will also see the official opening as home to the 39 Canadian Brigade Group Headquarters and several other Canadian Armed Forces units.

Event Details:

Date: Saturday, September 24, 2016

10:30 am Parade to exercise the Infantry Regiment's Right of Freedom of the City lead by the Seaforth Highlanders of Canada Pipes and Drums

Route: Regiment and Cadets will depart Jericho Garrison, 4050 West 4th Avenue, march down West 4th to McDonald, left on McDonald, right on Cornwall and finally right on Burrard. The parade concludes at 1650 Burrard Street

11:30 am Canadian flag raising ceremony at the Seaforth Armoury doors,
1650 Burrard Street, Vancouver, BC

1:00 pm Parade and Drumhead Ceremony on the parade square. In honour of having the Afghanistan Battle Honour emblazoned on the Regimental Colours, veterans of the Afghanistan Campaign, from across the Lower Mainland, have been invited to parade with the Regiment.

2:00 pm Highland Homecoming Military Tattoo connecting Vancouverites to the Military through music and Military exercise. Bands, singers, and highland dancers will entertain. The Seaforth Highlanders of Canada will provide training exercises, equipment demonstrations and a broad sword set demonstration.

3:45 pm Event concludes

Participants: Local male vocal ensemble Chor Leoni, the Band of the 15th Field Regiment, the Vancouver Police Pipe Band, The Seaforth Highlanders of Canada Pipes and Drums, and the Highland Dance Team, Shot of Scotch

Location: Parade square inside the Seaforth Highlanders of Canada Armoury

Cost: Free for all to attend

Parking: Street parking is available

About The Seaforth Highlanders of Canada:

Vancouver's Infantry Regiment, The Seaforth Highlanders of Canada - www.seaforthhighlanders.ca – celebrated their 100 year anniversary in 2010. Formed in 1910 by members of the local Scottish community, the Seaforths have served as volunteer soldiers, supporting Canada in every major Canadian Forces overseas mission, including the two World Wars and most recently Afghanistan.

Join us on Facebook: [DND Seaforth Highlanders of Canada Primary Reserve Unit](#)

Twitter: [@Seaforth100](#)

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Media contact:

Fawn Mulcahy

Email: thefawnz@telus.net

Cell: 604.961.3314

A Taste of India Curry Lunch



Hosted by:
*The British Columbia
Regiment
Officers' Mess*

Coordinated by:
*The BC Regiment
(DCO) Association*



- Date:** Thursday, September 29, 2016
- Time:** 11:45 am - 1:30 pm
(bar opens at 11:45am)
(lunch starts at 12:25pm)
- Location:** Officers' Mess - The BC Regiment
620 Beatty Street, Vancouver, BC
- Dress:** Business Attire (jacket & tie, ladies similar)
- Price:** \$30/person (\$5 discount for those that confirm attendance by September 19, 2016)
- RSVP:** For more information or to register, please e-mail Charlotte Yen at corporate@hplaw.ca
(Please advise of any dietary needs with your RSVP)

Payment by cheque or cash will be accepted at the door
Cheques are payable to: The BC Regiment (DCO) Association
No cancellations after September 19, 2016

NEXT PLANNED LUNCH: Thursday, October 27, 2016

BCR 133rd Regimental Birthday

133rd Regimental Birthday All Ranks & Guests Gala



Hosted by:

All Messes

of

*The British Columbia
Regiment*

(Duke of Connaught's Own)



All friends of the Regiment are welcome and invited to attend!

- Date:** Saturday, October 15, 2016
- Time:** Reception from 6:00 p.m. to 7:00 p.m.
Buffet Dinner at 7:00 p.m.
DJ and Dancing immediately after dinner
- Location:** The Drill Hall - 620 Beatty Street, Vancouver, BC
- Dress:** Black Tie/ Mess Kit
- Price:** \$70/person
- RSVP:** via email to Maj Adam McLeod (PMC Officers' Mess)
adammcLeod@gmail.com
(please advise of any dietary restrictions)
- Payment:** Cheque payable to: "BCR Officers' Mess"
Attn: PMC Officers' Mess
620 Beatty St
Vancouver, BC V6B 2L9

****No cancellations after September 24, 2016****

This event is open to all and you may bring a guest.



The Royal Heraldry Society of Canada
Vancouver Branch

Third Annual Black Tie Dinner

Saturday, October 22nd, 2016

Cash Bar at 6:00 pm ▲ Dinner at 7:00 pm



The Royal Vancouver Yacht Club
3811 Point Grey Road, Vancouver, BC
Tel: 604-224-1344

\$100 per person

Includes two glasses of red or white wine

*Dress is black tie, highland dress or mess kit. Miniatures & decorations.
Evening dress for ladies.*

For further information contact Carl Larsen
604-817-0563 ▲ heraldryvancouver@gmail.com





The **Chinese Canadian Military Museum** invites you to join with us ... and retired Senator Vivienne Poy ... as we commemorate the 75th anniversary of the Battle of Hong Kong with the launch of our new exhibition.

Wednesday, October 5, 2016

Chinese Canadian Military Museum
2nd Floor, 555 Columbia Street, Vancouver

17:00 p.m.

Learn more about the dark days and years for Hong Kong. Discover the inspiring stories of a few Chinese Canadians who played a role during the battle, the occupation and the liberation of this strategic British colony.

A private reception will follow.

RSVP:

rsvp-hongkong@ccmms.ca