



Van Arty Association and RUSI Van Members News Aug 14, 2018

Newsletters normally are emailed on Monday evenings. If you don't get a future newsletter on time, check the websites below to see if there is a notice about the current newsletter or to see if the current edition is posted there. If the newsletter is posted, please contact me at bob.mugford@gmail.com to let me know you didn't get a copy.

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 - We serve a great 5 course buffet meal for only \$20. Hope to see you all there. Guests are always welcome, and we encourage members to bring their significant others. Dress - Jacket and tie, equivalent for Ladies. **Note: Lunches continue through the summer, but we are now in our 'summer doldrums' and attendance has dropped off so, if you can make it, come join us and bring a friend (or friends). During hot weather periods we do relax our jacket and tie requirement. For serving personnel, uniform of the day is always acceptable at lunch.**

Upcoming events – Mark your calendars See attached posters for details.

Aug 18 Steveston Train event – VAA with FAT and 25pdr

Aug 26 Gunner Golf on August 26 on Vancouver Island (see poster at end of newsletter).
At Ardmere Golf Course - in Saanich
Play golf and support the 5th (BC) Artillery Regiment Foundation by forming a Foursome ("Gun Detachment") or joining with others as an Individual ("Gunner") or by making a donation ("In Direct Support").

Sept 8 15 Fd WO & Sgts Mess Annual Dinner

World War 2 – 1943

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

Aug 15th: Elements of US 25th Division land at Vella Lavella in the Central Solomons. 34,000 US and Canadian troops land on the island of Kiska, unaware that the Japanese have just abandoned it. The Germans continue to collapse their perimeter in Sicily. The Soviets capture Karachev as they close in on Bryansk.

Aug 16th: US patrols reach the outskirts of the eastern port of Sicily, Messina. 5th Air Force launches a series of raids on Japanese airfields in New Guinea.

Aug 17th: The RAF raids Peenemunde – throwing a spanner into the V-weapon program for two months at a cost of 41 bombers (out of 600) – while the USAAF raid on Schweinfurt and Regensburg loses 51 out of some 250 bombers. The capture of Sicily is completed, at a cost in 7,000 Allied dead (and 10,000 German and over 100,000 Italians dead or captured), but the Germans managed to evacuate 40,000 of their troops and 62,000 Italians before Messina fell. Some Japanese drift over from Kolombangara to contest the US foothold on Vella Lavella.

Aug 18th: The USN bombards Italian coastal towns in Calabria. US 5th Air Force hit the Japanese airbases at Wewak in New Guinea, destroying some 150 aircraft on the ground. Thereafter the Allies enjoy uncontested air superiority over the Island.

Aug 19th: An Italian deputation quietly talks with Allied representatives in Lisbon about the surrender of Italy. The Luftwaffe Chief of Staff Jeschonnek commits suicide after being criticized for the Luftwaffe's performance at Peenemunde and Schweinfurt – even though very heavy casualties were inflicted on both attacking forces.

Aug 20th: The Soviets are still closing in on the outskirts of Kharkov. Allied troops assault Babdubi Ridge (near Salamaua on New Guinea).

Aug 21st: Premier Curtin's Labour Party wins Australian national elections. Australian troops enter Komiatum, near Salamaua, on New Guinea.

Second World War Pilot Mary Ellis Dies Aged 101

Ellis joined Air Transport Auxiliary in 1941 and flew 1,000 planes in four years

Jessica McKay 26 Jul 2018

Mary Ellis, one of the last surviving British female pilots from the second world war, has died aged 101 at her home on the Isle of Wight. She delivered Spitfires and bombers to the frontline after responding to a radio appeal by the Air Transport Auxiliary for female pilots. Ellis, née



Wilkins, joined the ATA in 1941 and flew about 1,000 planes over the next four years, including 400 Spitfires and 47 Wellington bombers.

Mary Ellis delivered Spitfires and bombers to the frontline after responding to an appeal for female pilots. Photograph: Gareth Fuller/PA

After the war, Ellis moved to the Isle of Wight and managed Sandown airport from 1950 to 1970. She married fellow pilot Don Ellis in 1961 and continued to live in their home beside the runway at Sandown after his death in 2009. Ellis was awarded the freedom of the Isle of Wight earlier this year, and was described by the council leader, Dave Stewart, as a “national, international and island heroine”. Other surviving female second world war pilots include Eleanor Wadsworth, who lives in Bury St Edmunds, Nancy Stratford, who lives in the US, Jaye Edwards, who lives in Canada, and Ethel Elizabeth Sharpe, who lives in Truro, Cornwall.

Modernized Mobile Bridge Systems

A necessity for every army. Marcello Sukhdeo Jul 24 2018

For an army to protect its citizens in warfare or deliver emergency services, it must possess the necessary equipment. That is not a ground-breaking statement, but one that is vital for survival. From conveying of military vehicles from one point to another or providing disaster relief, an army needs proper tools to carry out such tasks. Consider this scenario. Let's say a nation deployed some ground troops in a foreign land to fight insurgency or terrorism. During the battle, one of the major bridges that was used to convey the soldiers across a river was later bombed, utterly destroying the means of getting back to safe ground. Waiting for helicopters for pickup would take some time and put the lives of the troops in grave danger. What can alleviate this problem?

Another scenario. If there was a major earthquake that has caused some significant damage to highways and roads in a densely populated area, the army and emergency services of that country will be called upon to provide rescue and relief efforts to those affected. Helicopters, ambulances and other land vehicles will be summoned to aid in the rescue. Let's say there is a crack across a highway that has left a broad gap. Those trapped on the other side will need to be evacuated by air services or have to seek another route. If that type of service or option is not available, how can a country maintain the momentum in a military operation or get its people to their destinations and back to safety? In both scenarios, armies that are equipped with modernized mobile bridge equipment will have the necessary tools to support the rescue missions and bring to safe ground its troops and citizens.

This is a deployable piece of equipment that acts as a bridge for crossing rivers, ditches, craters, and other natural and man-made hindrances. Mobile bridges have evolved from their earliest forms, from that of a log or tree trunk plopped across a canal or ditch to highly mechanized, heavy and rather sturdy bridges of today. These modern bridges can convey almost all types of military and land vehicles over different obstacles. In Canada, one class of bridge used by the Canadian Army is the Medium Floating Bridge. This bridge was ordered from EWK Eisenwerke Kaiserslautern in the early 1980s, a company that was later acquired by General Dynamics Corporation. With apparatus like this in its arsenal, the Canadian Army has the essential tool to provide a speedy means of transportation across water obstacles when needed. Also, this equipment can be configured into a medium raft and serve as a ferry. The bridge is made up of floating bays, which when connected, can provide a floating bridge, easily

customized to the desired length and configuration for many different uses. One may think that configuring such a bridge across a wide river can be time-consuming, but that's not necessarily so. In less than 30 minutes, a 100-meter bridge, or 15 bays, could be connected and made operational.

The bridge systems that the Canadian Army currently owns have reached the point where they need replacing. Some have become obsolete and require immediate action by renewing with updated or different systems to meet the demands of heavier modern battle tanks. The need for replacing the existing systems was highlighted in the Defence Acquisition Guide (DAG) of 2016 under the program of Bridge and Gap Crossing Modernization. The DAG 2016 articulated the need for a suite of light, medium and heavy bridging capabilities for the Canadian Army with a need to supply Infantry Foot Bridges, Light Support Bridges, Medium Support Bridges, Heavy Support Bridges, Heavy Assault Bridges, Line of Communication Bridges, Floating Bridges and Rafts. One company that is looking at tendering for this program is General Dynamics European Land Systems (GDELS) – Germany, a European based business unit under the Combat Systems group of General Dynamics Corporation. “We’re the only company within the GD Corporation that has mobile bridging,” said Frank Schweitzer, Senior Manager, International Business & Services for Bridge Systems Overseas of GDELS-Germany GmbH. “We have been doing this since the 1950s.” The company has provided combat support equipment for bridging to many countries around the world, with their primary customers coming from the NATO countries. “Canada is a long-time customer since the 1980s and has used our bridging equipment since that time,” Schweitzer added.

The focus now, according to Schweitzer, is on providing the latest bridge systems to meet the needs of the Canadian Army’s Bridge and Gap Crossing Modernization program. Canada is expected to issue an updated DAG later this year, which will shed some more light on this program, precisely detailing what Canada is looking for, the timelines and cost. GDELS-Germany has a full range of mobile bridge systems with payloads of MLC132 and above (Military Load Classification). From its modern and fastest-to-deploy amphibious bridge and

ferry system to its Quad Bike Bridge (QBB) which offers enhanced maneuverability for Quad Bikes during missions, GDELS has a product line that can meet the needs of most mobile bridge systems requirements.

Quad Bike Bridge (QBB).

Image: GDELS-Germany.



Over the years, combat vehicles like battle tanks have become bigger and heavier, consequently exceeding the crossing capability of current in-service

bridges. “This development requires the design and construction of a new generation of mobile military bridges which can cope with the higher payloads,” said Schweitzer. A more massive battle tank requires a stronger and ultimately a heavier bridge, which still needs to be transported by truck, trailer, railway, ship or airplane. Schweitzer explained that this is often a problem since it is contradictory. A higher payload but with the same or lower dimension: that is a requirement that GDELS is seeing from customers around the world. They want to increase payload while maintaining transportability. As with every process in every industry, automation is the goal. This is another trend in mobile bridge systems. “We see a push for automation to cope with the smaller number of engineer units and the reduced size of the armed forces,” Schweitzer said. He added, however, that a higher level of automation increases the level of sophistication of a bridge, but from experience, the simpler the design, the better the system works under rough operational conditions.

GDELS-GERMANY BRIDGE SYSTEMS

BRIDGE SYSTEMS	MAX. PAYLOAD	ASSEMBLY TIME	INTEROPERABILITY
M3 – Amphibious Bridge & Ferry System	MLC 85(T) / 132(W)	~ 10 min. for a 100 m bridge (8 M3)	FSB & SRB & IRB (with a coupling device)
IRB – Improved Ribbon Bridge	MLC 80(T) / 96(W)	~ 30 min. for a 100 m bridge (15 bays)	FSB & SRB M3 with a coupling device
REBS – Rapidly Emplaced Bridge System	MLC 50	~ 5 min. (REBS) ~ 2 min. (REB-ABLK)	Available in truck or armoured vehicle launched variant
MTB – Medium Trackway Bridge	MLC 40	5 min. with 4 soldiers	Adaptable to various light tactical and armoured vehicles.
SLTB – Super Light Trackway Bridge		~ 5 min.	
QBB – Quad Bike Bridge		~ 5 min.	
IAB – Infantry Assault Bridge	171 kg / soldier	~ 6 min. for a 30 m bridge	
AVLB BEAVER	MLC 80+	~ 2 min.	

One of the vital elements in designing modern bridge systems today, besides the capability of carrying higher payloads, is interoperability. “We consider it essential that future mobile bridge systems are interoperable with bridge systems of other NATO allies,” Schweitzer pointed out.

The reasoning behind this is that since the overall number of military bridging units has been reduced tremendously, following the end of the Cold War, the

crossing of wider water obstacles is only possible by joining forces. Therefore, the ability to connect different bridge systems while using the same operational skills and procedures with ease and without glitches has made this a driving force behind modern mobile bridge systems. This was evident at NATO’s Exercise ANAKONDA, held in 2016, when a 250-meter Improved Ribbon Bridge (IRB) from GDELS, was constructed by U.S., German and Dutch bridging engineers. A Standard Ribbon Bridge from a Dutch engineer company was affixed to the IRB to stretch for a total of 350 meters. The length of the bridge and the time taken in building it were commendable, but the underlying factors that made it such a success were interoperability along with the similar operational skills and bridge building procedures for both bridge systems. The IRB can function as a full-span floating bridge and a multi-bay ferry for vehicles and equipment to cross a body of water.

*Exercise ANAKONDA
Improved Ribbon Bridge (IRB).
Image: GDELS-Germany.*



With over six decades of designing and building mobile military bridges and serving over 20 armed forces all over the world, GDELS-Germany is poised with a viable solution as a strong contender for the Canadian Army's Bridge and Gap Crossing Modernization program. "We are familiar with the respective NATO requirements for military bridges and with the user countries' procurement regulations and system support procedures," said Schweitzer. "We have a customer service division in place that supports and sustains worldwide operations, including field service support in theatre."

Battle of Amiens Remembered

Descendants of those who fought in decisive first world war assault gather at city's cathedral.
8 Aug 2018



Photographs of the Battle of Amiens are displayed as guests arrive at Notre-Dame cathedral in Amiens on Wednesday.

Photograph: Philippe Huguen/AFP/Getty Images

It was the point at which "aerial, mechanical and human courage and ingenuity combined with world war", Prince William told the 3,000 people gathered to commemorate the Battle of Amiens in the city's Notre-Dame devastating results" to turn the tide of the first cathedral. Remembrance of the four-day assault – launched at 4.20am, 100 years ago to the day – may live in the shadow of the horrors of the Somme and Passchendaele, but, as Prince William said, it was this "truly coordinated" allied attack and the "great endeavour" of 100,000 British, French, Canadian, Australian and US troops that broke the will of the German army and acted as a springboard for victory. A reading by Maj Ryan Pearce, of the Royal Australian Armoured Corps, voiced the thoughts of Pte Southey, of the Australian Corps: "Some Germans surrendered quickly, others fought to the end. As we pushed on wondering where we were, the sun broke through and we began to see the countryside that we hadn't seen for quite some time. It was unscathed, all sorts of cultivated land, and we began to feel, 'By Jove, the war's coming to an end. We're getting through.'"

The battle was a turning point in the war, when the allies, seeking to protect the city's key railway connections, made a surprise surge. Supported by hundreds of tanks, operating incongruously alongside cavalry, the allies drove forward through the fog across a front of almost 14 miles, as 900 heavy guns pounded through the air. About 700,000 shells were produced by factories back home for the battle, and half were used before victory was celebrated. Reading an extract from the war memoirs of David Lloyd George, who was prime

minister at the time of Amiens, Theresa May told those at the commemoration, including descendants of the soldiers who fought: “The effect of the victory was moral and not territorial. It revealed to friend and foe alike the breakdown of the German power of resistance.” The armistice was signed about 100 days later. In a statement to mark the event, May said: “The Battle of Amiens was the turning point which hastened the final, decisive chapter of the first world war. “A hundred years on, today’s ceremony is a fitting moment to remember those who sacrificed their lives, and reflect on our shared past, present and future.”

Among the descendants in the cathedral was Ashley Schmierer, a 62-year-old pastor whose grandfather LCpl Samuel Dales was shot through the shoulder on the third day. While recovering from his wounds in London, Dales met and married an English woman, Lily. They emigrated to Australia, where he died in 1971, aged 82. Schmierer, from Brighton, said: “When I was a boy he showed me his war wound. He took off his shirt and he had a scar on both sides of his shoulder where the bullet had entered and gone out. I thought – wow – even bullets can’t kill Grandad. He remained patriotic all his life. He used to say: ‘Ashley, your Queen and country need you.’” Schmierer added: “He was a bit of a hero to me. I am here to show gratitude for what he did. He inspired my life. After the war he became a pastor, as I have done. I am here because of the price that was paid for freedom.” Robert Brownell’s grandfather Jacob Horace Brownell, from Halifax, Nova Scotia, served in the Canadian Corps, and was one of a handful of men to survive a cavalry charge on the so-called Z wood near Amiens, for which he was awarded a military medal on 11 December 1918. Brownell, 64, also from Halifax, said: “It was the first time that cavalry and tanks were used side by side. There were machine gunners in the trees. He was 19 years old then. Later he spoke a lot about the war to his daughter but not to his four sons. I never heard any stories from father.”

Denis Holden, 65, a retired traffic police officer from Melbourne, told how his grandfather Michael Willis, a wheat and sheep farmer from Victoria who was a Lewis machine gun operator in the war, wrote one poem in his life, on the ship that brought him back from France in 1919, with shrapnel wounds in his back and a collection of pressed red poppies among his papers. “He never wrote anything again. It was called How Amiens was Saved,” said Holden. Willis died in 1972, aged 81. Sarah Clarke-Feltham’s grandfather George Clarke was in the Royal Inniskilling Fusiliers. Pride of place in his home until he died, aged 91, in 1976, was a photograph of him on a blind horse with which he would take munitions to the front. “He was very proud of that horse, and would tell everyone about it,” said Clarke-Feltham, 42, from Bude in Cornwall. Her great-uncle William – Clarke’s brother-in-law – also served, and watched as his youngest brother, Robert McKeown, 19, was blown up by a German shell, before carrying him to the first-aid station to die. The middle brother, Thomas, 26, was killed seven weeks later. “My grandpa was there for the whole war and I know he fought in the Somme,” said Clarke-Feltham. “He had come home in early 1918 when his father died, but returned to the front after that and then fought in Amiens. His pay packet says that even when his mother died he stayed in the field.” Standing outside the cathedral, Clarke-Feltham said: “I am here because I don’t want that generation to be forgotten. I want people to know what this lot did for them.”

Defence Chief Wants to Toss Canadian-Made Uniforms for US Version

— at a cost of \$500M. Internally, within the Forces, insiders say the project has been given a deadline of a year to deliver the new clothing. Christie Blatchford August 1, 2018



A Canadian soldier May 24, 2013; A US soldier wearing Multicam. Grant Cree/DND; Wikicommons

The Canadian military is looking for a new camouflage uniform for its 95,000 regular and reserve force members — potentially at a cost of as much as \$500

million — and the boss favours one originally developed for the US army. In a seven-page briefing note on Chief of Defence Staff Jonathan Vance’s recent visit to Halifax, Vance’s senior staff officers last month wrote, “The CDS stated his desire to replace” current uniforms with the new “MultiCam” pattern now being used by the force’s Special Operations Command. Except for special forces, most Canadian soldiers now wear “CADPAT,” short for “Canadian Disruptive Pattern,” a Canadian-developed digital camouflage print that comes in several varieties, depending on the environment (desert, temperate, Arctic, etc.) and for which the Canadian government has a copyright and trademark. The uniforms are manufactured by a number of Canadian companies.

MultiCam is a patented brand — made by Crye Precision of New York and until recently the main camouflage for most US army units — and is also used as a generic term for a single-purpose camouflage that theoretically works in all environments. According to the July 11 briefing note signed by Vance’s senior staff officer, LCol Geoffrey Mundy, and special adviser Col Jamie Speiser-Blanchet and obtained by the National Post, Vance told personnel in Nova Scotia that the arid pattern CADPAT he saw on soldiers arriving in Mali (as part of Canada’s contribution to the United Nations stabilization force there) was so worn it will “likely have to be disposed of.” Vance, the note said, wants to see the whole Canadian Forces adopt the special forces’ “MultiCam.” In the meetings he had with groups of soldiers, aircrew and sailors in Nova Scotia, Vance apparently also outlined the Forces’ new policy on cannabis use. “He explained to leadership the development of this policy had been an exercise in stripping bias,” the note said. “He pointed out that attempting to implement a blanket ban in the face of the new law (legalizing marijuana) would have been self-defeating and harmful...” While Vance “firmly stated he would not allow legalized cannabis to alter the professionalism” of the Forces, he also said that if permitted under provincial laws, messes on bases potentially could sell cannabis.



*MultiCam, a camouflage pattern developed by Crye Precision.
Wikipedia*

The plan for the uniforms, the note said, is that while the desert CADPAT — civilians would know it as the uniform Canadian soldiers wore during the 10-year mission to Afghanistan — would be tossed, temperate-climate CADPAT would be kept and issued to new soldiers during basic training. “They would transition to MultiCam” once they become operational. It was just last fall that, as Postmedia’s David Pugliese first reported, Ottawa issued a notice to the industry that it was looking to buy more than 18,000 MultiCam uniforms over the next five years for the special forces. According to the note, Vance promised improvements to soldiers’ kit, “in particular for gender-specific equipment,” and said he wanted to see more choice available, ideally using an online portal offering home delivery. “He used boots as an example of an item that would be offered ... in many different styles based on their preference...,” the note said.

*A swatch of Temperate Woodland CADPAT fabric.
Cplbeaudoin/Wikipedia*



The briefing note was more detailed than the formal response to questions the Post received this week from the Department of National Defence media office, though a spokeswoman confirmed the military is on the hunt for new uniforms. Jessica Lamirande, senior communications adviser, noted in an email this week that CADPAT “has been in use since the early 2000s. After nearly two decades of continuous use, in multiple environmental conditions, it is an appropriate time to consider our future options for standard-issue operational uniforms.” She confirmed that the Forces is “working with departmental gender analysts” to ensure protective equipment is designed for both women and men. She also said “CADPAT and other patterns, including MultiCam, are among the options being considered” for the 68,000 regular force members and 27,000 reservists, most of whom work part-time and are considered citizen soldiers. Lamirande said that because work is still in the early stages, “details such as cost and timeline have not yet been determined.” But internally, within the Forces, insiders say the project has been given a deadline of a year to deliver the new clothing and that the cost estimate is as much as \$500 million. Critics say there is no rationale for the change, other than perhaps fashion. They point out that while CADPAT was extensively researched and field-tested, there has been no study of a new, single-purpose pattern and that militaries have long sought, in vain, for a pattern that will work equally well in green or temperate environments and desert conditions.

Vancouver Artillery Association Yearbook Updates

15th Brigade, Canadian Field Artillery 1916

<http://www.vancouvergunners.ca/1916-15th-brigade-cfa.html>

Honorary Colonels stand down 1961 <http://www.vancouvergunners.ca/1961.html>

With the Canadian Guns in North Russia <http://www.vancouvergunners.ca/1933.html>

Lieutenant Colonel Bill Jackson takes command

<http://www.vancouvergunners.ca/1955---15th-fd-regt-rca.html>

Royal Yacht Britannia <http://www.vancouvergunners.ca/1983.html>

Lieutenant Colonel Richard Parry building <http://www.vancouvergunners.ca/1994.html>

Western Challenge 1995 <http://www.vancouvergunners.ca/1995.html>

RSM CWO Eric Tyldesley – Gore update

<http://www.vancouvergunners.ca/obit---eric-tyldesley-gore.html>

The VAA at the Abbotsford Agri-Fair and Canadian War Museum

<http://www.vancouvergunners.ca/2018.html>

Want to join our shoe box club? Put your old photos in a shoe box with/without a sheet of paper with descriptions, drop the shoe box off at Bessborough Armoury c/o Colonel (ret'd) Leon Jensen. I'll scan them and place them on line in the appropriate yearbook.

Keep those stories, calendar events and pictures coming! Contact Leon Jensen at president.vcrgunners@gmail.com

Who Is It

Last Week: I had an article about this man in a newsletter last May but only one person wrote to point this out. - The subject of this quiz was Alexander Roberts Dunn, the first Canadian to be awarded a Victoria Cross, which he won while serving with the British Army's 11th Hussars at the Battle of Balaclava. Dunn was born in York (renamed Toronto one year later) in 1833, the son of John Henry Dunn, the Receiver-General for Upper Canada, and studied at Upper Canada College and at Harrow School, London. He purchased a commission in the Hussars in 1852. The citation in the London Gazette enumerated his heroics: "For having, in the Light Cavalry Charge on the 25 October 1854, saved the life of Sergeant Bentley, 11th Hussars by cutting down two or three Russian Hussars, who were attacking from the rear, and afterwards cutting down a Russian Hussar, who was attacking Private Levett, 11th Hussars." Dunn sold his commission in 1856, but after less than a year on civvy street managing his father's estate north of York, he returned to the military organizing the 100th (Prince of Wales' Royal Canadian) Regiment of Foot, a British unit raised in Canada in response to the 1857 Indian Mutiny. He went on to serve as its Major. In 1864, Dunn transferred to the 33rd (Duke of Wellington's) Regiment of Foot and was promoted to the rank of Colonel, becoming the first Canadian to command a British regiment and the youngest



colonel, at the time, in the British Army. Four years later, Dunn and his Regiment were sent to the Horn of Africa to take part in the Expedition to Abyssinia, more commonly known as Ethiopia. He was killed under unusual circumstances while on a hunting expedition shortly after arriving in the country, on January 25, 1868. The Commonwealth War Graves Commission has been caring for Dunn's burial site in Senafe since 1982.

This Week: We at the international editorial office of the VAA/RUSI Newsletter are fortunate to have many overseas correspondents, some in conflict zones (otherwise known as shopping mall parking lots), and others in more peaceful settings. One, our Tahitian correspondent, Major (cash'd) Pffeniaus Blutnaught, is in such a peaceful setting that we haven't heard from him for years. No doubt he is researching the coastal defences of French Polynesia and will someday produce the definitive work on that subject.



So, speaking of defences, one intrepid correspondent, who wishes to remain anonymous, has sent us this photo of a large, iron object, surrounded by very impressive balls. We seldom receive photos of impressive balls, so are thrilled to see these. However, with the demise of email, and the rise of texting, one sometimes finds that details, such as “subject”, “location”, etc. are missing. Such is the case with this week's quiz; we haven't a clue what the subject of the photo is, nor where it resides. Can you help? Send your

messages, or emails (if you are a traditionalist), to the editor, bob.mugford@outlook.com or to the author, John Redmond ([johnd. redmond@telus.net](mailto:johnd.redmond@telus.net)). Let's clear up this massive spherical mystery.

From the 'Punitary'

Did you hear the joke about the pizza? Never mind, it's pretty cheesy.

Murphy's Other Laws

When a front-line soldier overhears two General Staff officers conferring, he's fallen back too far

Quotable Quotes

Blessed is the man, who having nothing to say, abstains from giving wordy evidence of the fact.
- *George Eliot*

ALL ABOARD!

AT THE STEVESTON INTERURBAN TRAM

- Dates: August 18, 2018
- Time: 12:00 PM to 4:00 PM
- Location: [Steveston Interurban Tram](#)
- Address: 4011 Moncton Street, Richmond, BC V7E 3A8
- Price: Free
- [Website](#)

DETAILS

All Aboard! is your ticket to discover Richmond's transportation heritage. Richmond's transportation past and present rolls into the Steveston Interurban Tram. Explore Tram Car 1220 and the surrounding site filled with guest transportation experts, live music, children's crafts and activities and more



The Vancouver Artillery Association will be attending with the FAT and 25pdr and we are looking for volunteers to help staff the display. If you are available, please contact me at bob.mugford@gmail.com

**Fifth (BC) Artillery Regiment RCA Foundation and
the Vancouver Island Artillery Association**



4th Annual - Drive for Victory

9-Hole, Texas Scramble at Ardmore Golf Course

Supporting the Foundation's programs

Fundraising projects in support of the Regiment and its Cadet Corps

Sunday, August 26, 2018

Meet 3:30 Start 4:00

Ardmore Golf Course

930 Ardmore Drive, Sidney, BC

(250) 656-4621

Register at Eventbrite (see below)

Or, for more information please contact:

Stu McDonald (604) 886-6847 ssmcd2@gmail.com

Dress: Golf attire Collared shirt, no jeans

**9 holes of golf followed by dinner: choice of steak, chicken, salmon or ribs
Secret Score Wins \$200**

Come support the Foundation in its support of serving soldiers
and the Cadet Corps
and

An opportunity for fellowship with other Island Gunners and their supporters

**Admission: \$300 a foursome Individuals \$80
(dinner only \$25) - or make a donation at Eventbrite**

Register at Eventbrite at:

<https://www.eventbrite.ca/e/fourth-annual-drive-for-victory-foundation-and-viaa-golf-tournament-tickets-47700940798?ref=estw>

Charitable donation receipts will be provided for a portion of each admission fee or donation.

Canadian Charity Number 88894 5664

To Register go to:-

<https://www.eventbrite.ca/e/fourth-annual-drive-for-victory-foundation-and-viaa-golf-tournament-tickets-47700940798?ref=estw>

**The Regimental Sergeant-Major
Warrant Officers and Sergeants
of the 15th Field Artillery Regiment,
The Royal Regiment of Canadian Artillery**

*Cordially invite you
to their*

ANNUAL MESS DINNER

Saturday, 8th September 2018

Cocktails: 18:00 hrs Dinner: 19:00 hrs

To be held in the
**Warrant Officers' and Sergeants' Mess
Bessborough Armoury
2025 West 11th Avenue
Vancouver, BC**

RSVP required by 29th August 2018
to the Unit Chief Clerk (Sgt Woods),
2025 West 11th Ave,
Vancouver BC V6J 2C7
Email: brenda.woods@forces.gc.ca
Telephone: 604-666-4876

Dress Mess Kit/Formal
Ticket price: \$60.00
Cheque payable to 15th Field
Warrant Officers' and
Sergeants' mess. Pay at the
door or mail in payment



The Officer Commanding the Garrison requests the company
of all Members Officers, Milady's and Guests

at the

Battles of the Plains of Abraham Commemorative Mess Dinner

22 September, 2018, - 1800 for 1900

The Sergeants' Mess, Bessborough Armoury
2025 West 11th Ave., Vancouver

Dress: Regimental Scarlets, Highland Evening Dress, Business Attire

Tariff: \$ 65 per person

RSVP to Adjutant Lt John Hooker jobarb@shaw.ca or at 604-522-5766

Spouses Supporting Transition

Are you the spouse of a Veteran who medically-released between 2006 and 2016?

If so, we would like to hear your story!

We are looking for spouses of Veterans who:

- medically-released between 2006 and 2016, and
- have successfully integrated into civilian life



Contact us before August 17, 2018!



ovo.communication.bov@canada.ca



Government
of Canada

Gouvernement
du Canada

Veterans
Ombudsman

Ombudsman
des vétérans

Canada