

Van Arty Association and RUSI Van Members News Apr 17, 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>

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

Apr 18	Seely Luncheon – Swartz Bay VAA Day at the Armoury. AGM
Apr 25	NOABC Lunch – Robert MacKay <i>The Battle of Moreuil Wood- 100 Years On</i>
May 09	RUSI Vancouver AGM
May 12	BC Military Gala
May 26	VAA Artillery Day Artillery Demonstration

World War 2 – 1943

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

Apr 18th: More revenge for Pearl Harbor as American P-38s execute a particularly difficult interception and shoot down the transport carrying Admiral Yamamoto as he is on an inspection tour of Japanese holdings in the Southwest Pacific. The Soviets react to the Katyn Woods announcement by denying it... naturally. Some 100 German transport aircraft are sent from Tunisia to Sicily, 24 are shot down en route and 35 are scrapped on landing.

Apr 19th: The Bermuda Conference begins. Another day of easy kills for Allied fighters as the Axis transport aircraft massacre continues between Sicily and Tunisia. At its height the Warsaw Ghetto contained 500,000 Jews, the handful that are left are hardened survivors and they strike back today and begin the Ghetto uprising. The commander of the main Jewish Fighting Group is Mordechai Anielewicz, an outstanding hero of the war. Nobody is exactly sure how and when he died, but it was probably on May 8th when the Mila 18 bunker was discovered. The last recorded act of resistance in the Ghetto was June 5th. The Polish Government in Exile will

posthumously name Anielewicz to the Order Virtuti Militari, Poland's highest award for courage in battle.

Apr 20th: Montgomery launches a series of unsuccessful attacks on the Axis positions at Enfidaville. In one of these attacks Haldivar Major Chhelu Ram of the 6th Rajputana Rifles rallies his company after their commander is wounded and leads them in the assault even after being wounded. His second wound is mortal, but he continued to rally his men until he died. Haldivar Major Ram receives a posthumous Victoria Cross.

Apr 21st: Admiral Koga steps into the late Admiral Yamamoto's just vacated shoes as the new head of the Japanese Navy. A German counterattack at Medjaz el Bab in Tunisia is driven off.

Apr 22nd: US II Corps and British V Corps launch powerful new attacks at Hill 609 and Longstop in Tunisia, meanwhile another 30 Axis transport aircraft are shot down off the coast.

Apr 23rd: Australian troops occupy Mubo on New Guinea. Major John Thompson McKellar Anderson's battalion of Argyle and Sutherland Highlanders has been seeing hard service in Tunisia, but he leads it in another assault on Longstop Hill – personally taking out several machinegun and mortar posts himself. By day's end, he can muster 44 fit men and 200 prisoners. He is awarded the Victoria Cross.

Apr 24th: The SS stomps back into the Warsaw Ghetto with a massive display of firepower, but the Jewish ghetto fighters continue to resist with pistols and pipe bombs. Like German fighter ace Adolph Galland, Alexander Ivanovich Pokryshkin is blunt, outspoken and fond of making technical innovations. This often lands him in trouble, but his talent in the air and his concern for his men's equipment excuses much so far as Soviet authorities are concerned. He receives his first Hero of the Soviet Union award today and will receive it three times during the war for making over 500 sorties and 66 kills.

Port Authority Clears Land Surrounding WWII Fort

Barrett Fort was the largest built in Prince Rupert during the WWII and public access is restricted

Keili Bartlett Apr 13, 2018

Another of our historic sites about to be plowed under?

Just south of Prince Rupert, World War II structures still stand, but the question now is for how much longer. Currently, the port is clearing the land surrounding the WWII Barrett Fort structures, removing trees and overgrown vegetation as they prepare to begin rock excavation for the connector corridor road and rail sidings between the Fairview Container Terminal and Ridley Island. When the clearing operation was noticed and photos posted online, there was concern expressed on social media as to the potential fate of — what many are calling — a heritage site. Although public access to the site has been restricted for years, the WWII fort had been a popular place to retrace the footsteps of men long gone. “Part of why that clearing is happening right now is to ensure that when the rock excavation work begins, that we know

exactly where we're digging into and, as it happens, that area does not impact the structures," said Ken Veldman, the director of public affairs for the Port of Prince Rupert. The project, Veldman said, is critical for the continued expansion of the terminal and intermodal trade. Once it's complete, container-related truck traffic will be redirected through the corridor, bypassing Prince Rupert's downtown core.



An aerial shot of the clearing at Barrett Fort, on southern Kaien Island, in early April 2018. (Submitted

The first time the land was cleared was 80 years ago. Phylis Bowman's book, *Second World War Memories*, states that between 1937 and 1938, British military officers chose the southern tip of Kaien Island and across the harbour on Digby Island's southwesterly end to build gun batteries. In 1939, the gun platforms were built — not yet armed with

weapons — years before the onset of the Second World War. What came to be known as Barrett Fort, or Second Fort, was the largest station to guard Prince Rupert Harbour. Barrett Fort was made up of several structures. Sitting further back on Mount Hays is an observation post, outfitted with a six-room planning station. Closer to the water, but camouflaged to passing vessels, were searchlights used to scour the deep, dark waters of Prince Rupert Harbour for enemy vessels. The three gun platforms sit between the mountain and the harbour. Underground storage held ammunition, which would be raised to the surface by a pulley system. At one point, the men stationed at Barrett Fort built a gymnasium and opened it with a dance party on July 8, 1941. The men from different Canadian regiments would rotate through the fort, where they would stay for six weeks at a time. When Pearl Harbour was bombed by the Empire of Japan on Dec. 7, 1941, Prince Rupert was identified as a strategic location for protecting Canada's west coast. The population of the city is estimated to have tripled with the influx of wartime personnel from approximately 7,000 people to nearly 21,000.



Underground storage held ammunition at Barrett Fort, the largest station in Prince Rupert during WWII. (Jean Eiers-Page photo)

Prior to Fairview Terminal's Phase II expansion, potential impacts of the development were investigated. In the 2012 report, the port authority and CN were aware that Rupertites still visited the historic landmarks, but considered it trespassing on Crown land — and that

nothing would be done to protect what is left of the WWII fort. Veldman told the *Northern View* that the port's most recent project isn't likely to affect the WWII structures. "It won't. It's important to note that while it's in the vicinity, the rock excavation work is not planned for the specific area that the WWII structures are specifically located." The 2012 study, however, states: "Site investigations indicate that five sites are likely to be removed during project

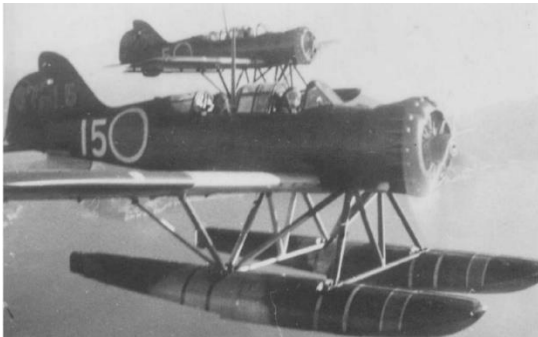
construction. These include ... the Fort Barrett Searchlights. An additional four sites will potentially be affected.” Still, the report concludes impact from the port’s activities in the area will be “negligible.” It points to years of damage already done by the railway and the City of Prince Rupert. It determined, in a chart on Page 305 of the document, that any impact on the WWII military fortifications caused by work by the port would be irreversible, yet not significant. When asked if the Prince Rupert Port Authority has any plans to catalogue what’s there or create a display at the Port Interpretive Centre, Veldman said, “No, we don’t, and we never have. For that matter, we don’t currently have any projects being considered that would specifically impact those former military structures.” He continued that, if the structures were to be impacted, the port wouldn’t do it “under the cover of night.”

When Japan Bombed Oregon

After the 1942 Doolittle raid on Tokyo, the Japanese struck back, attacking the US mainland with a bomber launched from a submarine. Bill Yenne 7/14/2017 • MHQ Magazine

“Banzai!” shouted the bombardier. “Banzai!” replied the pilot.

With that, enemy bombs fell on the United States. It was September 9, 1942, less than a year after the Japanese had struck Pearl Harbor. This time, their attack was aimed at the American mainland—specifically the forests of the coast of Oregon, perhaps the unlikeliest of targets. For the better part of two centuries, strategists had confidently declared that the United States, protected by two oceans, was safe from any enemy. Indeed, between 1814, when the British burned Washington, and the terrorist attack of September 11, 2001, that was true, with one exception. Though they are largely forgotten today, Japan launched several strikes against the western United States in 1942, including two air raids.



The Yokosuka E14Y Geta (Allied reporting name Glen) was an Imperial Japanese Navy reconnaissance seaplane transported aboard and launched from Japanese submarine aircraft carriers such as the I-25 during World War II. The Japanese Navy designation was "Type 0 Small Reconnaissance Seaplane"

The Japanese at the time had just conquered Hong Kong, the Philippines, and mighty Singapore, and they were threatening Australia. America’s West Coast was nervous—for good reason. On the evening of February 23, 1942, the Imperial Japanese Navy submarine I-17 surfaced long enough to lob two dozen shells at an oil field in Santa Barbara County, California. The following night, Japanese bombers were reported over Los Angeles. Though no damage was done—and those who claimed to have seen the bombers may have been imagining things—fear was in the air.

Even the most hysterical Americans didn’t envision an attack by planes launched from submarines. But the Japanese had been building that capability for years. By the end of 1941, they had 20 B1 submarines—formidable, 356-foot attack boats with a range of more than

16,000 miles. Just in front of the conning tower was a watertight hangar that housed the parts to a Yokosuka E14Y1, a two-seat single-engine floatplane. The sub's crew could assemble the E14Y on a narrow deck in a matter of minutes, then launch it using a compressed-air catapult. Weighing just 3,500 pounds, the plane had a wood and metal frame, with fabric covering the wings and tail. It could fly for some five hours, with a top speed of 150 miles an hour and a cruising speed of about 85. The Japanese named the E14Y Geta, after the Japanese platform sandal with wood blocks on its sole that look like pontoons. The Allies code-named the plane Glen. Designed for reconnaissance, the Geta had little weaponry. But Nobuo Fujita, who flew the floatplane assigned to the B1 submarine I-25, saw how it could be used to threaten the United States. A plucky and innovative combat pilot, Fujita had bombed Shanghai in 1937 during the Sino-Japanese War, flying off the flagship of the Third Combined Fleet. While with the I-25, he had made daring flights in a Geta over the Australian cities of Sydney and Melbourne as well as Auckland and Wellington in New Zealand.

After the war, Fujita claimed that he came up with the idea of using the E14Y as a bomber. Inspired by the Japanese success at Pearl Harbor, he thought submarines could move in close to the Southern California coast, then launch the Geta against the Douglas and Lockheed aircraft factories and other key targets that lay just a few miles inland. His attack plan won him an audience with top naval commanders, including Prince Takamatsu, brother of Emperor Hirohito. They approved his scheme, with one big change. Rather than send the delicate and vulnerable Geta against the heavily defended facilities in Southern California, they ordered Fujita to fly into the Pacific Northwest and bomb the vast forests of Oregon. Fujita was stunned. But odd as the choice of target may have seemed, it was not crazy. The Japanese leaders were inspired by a 1936 forest fire that had devastated the town of Bandon and the surrounding area on the southern Oregon coast. Incendiary bombs, they reasoned, could spark similar fires and frighten Americans, who would conclude their homeland was vulnerable. Like the US strike against Japan by Jimmy Doolittle's raiders in April 1942, the attack was to be psychological warfare.

Fujita and the I-25 left Japan on August 15, 1942, bound for Oregon. This was the sub's third trip across the Pacific in less than a year. On its most recent voyage, in June, it had surfaced off Astoria, Oregon, and fired on the coastal defense base of Fort Stevens. Though this did little damage—one shell knocked out electricity, another destroyed a baseball field backstop—it served as a prequel for Fujita's bombing run. The I-25 arrived off the Oregon coast in early September. Rough seas delayed the attack for a week, but by September 9, the waters calmed enough to launch the floatplane. When the sub surfaced before dawn that day, the crew assembled the Geta and mounted under each wing a 170-pound bomb filled with hundreds of incendiary magnesium pellets. With navigator-bombardier Shoji Okuda in the rear seat, Fujita took off from about 20 miles offshore. The E14Y crossed the foggy Oregon coastline near the town of Brookings, not far from the California border. "I saw the sun rising from the mountains," Fujita later recalled. "It was so huge, so wonderfully gorgeous. I was knocked down by the sight." Fujita turned northeast toward Mount Emily, about five miles inland, circling the mountain. He dropped one of his bombs, then the other. Both Fujita and Okuda said

the magnesium pellets ignited like fireworks. Mission accomplished, they turned back to the shoreline and the sub. Fujita landed without incident, and the Geta was stowed. But as the I-25 submerged, a US Army Air Forces bomber roared out of the sky. It was on a routine patrol out of McChord Field near Tacoma, Washington, when it came upon the I-25 and attacked, dropping two 300-pound bombs. The explosions rolled the sub, and its commander ordered a crash dive, but it escaped with only minor damage.

Back on shore, Americans did not realize they had been attacked for quite some time. Several observers on the ground had heard the Geta. At 6:42 a.m., Howard Gardner, a US Forest Service observer on duty at the Mount Emily fire lookout, spotted the plane; its engine, he said, sounded like a Model T Ford backfiring. Gardner reported the sighting to the army's Aircraft Warning Service, but no one saw a threat in a lone, unidentified seaplane circling above a wilderness area. When fires were discovered later that day, Gardner and others went to investigate. They initially thought lightning had touched off the flames, but they found a crater, bomb fragments, and eventually the bomb's nose cone with Japanese markings. Three weeks later, on the morning of September 29, Fujita made his second attack. He dropped two more bombs into forests near Port Orford, about 50 miles up the coast from Brookings. Again, witnesses spotted the plane; US Forest Service employees even reported flashes and smoke. But when they searched the area, they found nothing and assumed that a small fire had started but quickly burned out in the damp forest, as often happens with lightning strikes. No bomb fragments were found, and the military and Forest Service didn't release information about the incident until the following year.

Ultimately, Fujita's attacks failed to do much damage. The planners who had picked the targets did not take into account the mist and dampness of the Oregon coast, which had just experienced a wet summer. These conditions, combined with light winds and the quick response of Forest Service crews, prevented the fires from spreading. The I-25 did not send Fujita on the attack again, though it torpedoed and sank two tankers off the Oregon coast before returning home. The Japanese made no further manned air strikes against the United States, but several years later, in late 1944 and early 1945, they launched more than 9,000 balloons with incendiary bombs, hoping the jet stream would carry them across the Pacific. Fewer than 400 are known to have reached North America; a handful drifted as far east as Kansas. The only fatalities were an adult and five children who, while on a church picnic in the south-central Oregon forests, stumbled upon a downed balloon and its unexploded bomb. Fujita's dauntless attacks may have inspired another Japanese attack plan. Later in 1942 Japan's navy began developing submersible aircraft carriers for offensive operations: the I-400 class Sen-Toku (for sensuikan toku, special submarine). Three of a planned 18 were commissioned in 1944; at 400 feet, these were the largest submarines ever built until ballistic missile subs were developed a quarter century later. Japan planned to use these mammoths to attack such high-priority targets as the Panama Canal, New York, and Washington.

On July 23, 1945, the I-400 and I-401 departed Japan for the Panama Canal, each carrying three Aichi M6A1 Seiran floatplanes—the only purpose-built bombers to operate from submarines. A

few weeks later, on August 15, Emperor Hirohito broadcast his order for all Japanese forces to lay down their arms. The war ended with Nobuo Fujita as the only Japanese airman to succeed in a strike against the mainland United States. Fujita survived the war and afterward opened a business manufacturing metal products. As the 20th anniversary of his raid neared, he received an invitation from the Jaycees of Brookings, Oregon, to attend the city's Azalea Festival. Though he was assured that he would not be arrested as a war criminal, he hesitated: How would the Americans receive a former enemy who had bombed them? Fujita eventually accepted. When he and his wife and son arrived, they were warmly welcomed. As a gesture of goodwill, he donated his family's 400-year-old samurai sword to the town at a ceremony on May 28, 1962, saying: "It is in the finest samurai tradition to pledge peace and friendship by presenting a sword to a former enemy." Fujita visited Brookings several more times in the coming years. His sword was displayed in the town's library, and he funded a program to add books about foreign cultures to its collection. He died in 1997, at 86. After he was cremated, his daughter came to Oregon and scattered some of his ashes in the forests of Mount Emily, where he had dropped his first bomb.

Trees Tell Story of WWII Battleship

Marlowe Hood April 11, 2018



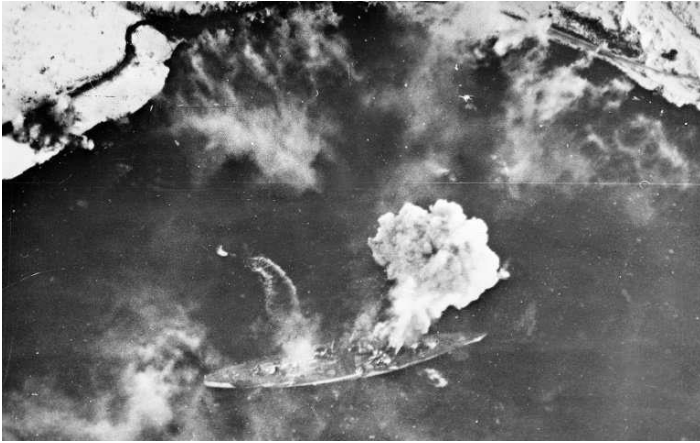
Churchill described the German battleship Tirpitz as "the beast"

Throughout most of World War II, Allied bombers tried repeatedly to sink the Tirpitz, Germany's biggest battleship and a *bête noir* of Britain's wartime leader Winston Churchill, who took to calling it 'the beast'. On Wednesday, tree experts at the annual meeting of the European Geosciences Union showed why they failed to do so until

late 1944. "The story was in the tree rings," said Claudia Hartl, a researcher at Johannes Gutenberg University in Mainz, Germany. The unlikely evidence of WWII battles was uncovered during the summer of 2016, when Hartl led students on a routine survey of forests around Kafjord, one of dozens of fjords along the northern coast of Norway. "We got back to the lab and measured the tree rings and saw that they were very narrow—in some cases nearly absent—for 1945," she told AFP. The forests, in other words, had been hit by an environmental cataclysm. "Of course, we wondered, why is that?" The first suspect was insect infestation, which can come suddenly and have severe impacts, especially in high-latitude boreal forests. Driven north of their historic range by climate change, mountain pine beetles, for example, have recently devastated large swathes of forests in Canada, sometimes in a single year.

But there were no known insect in northern Scandinavia that could have delivered that kind of environmental shock in the middle of the 20th century. "It wasn't until we spoke to a local scientist based in Tromsø that we made the connection to the Tirpitz," said Scott St George, a geographer at The University of Minnesota's Institute on the Environment who took part in the research. The Tirpitz and its crew of 2500, it turned out, had retreated into northern Norway's watery labyrinth to escape detection. In the pre-satellite era, even a 250-metre (820-foot)

behemoth wasn't that easy to spot. But Allied aerial scouts finally found it, and the attacks began. The Germans, however, had a counter-plan: producing vast quantities of artificial fog, enough to hide the ship and surrounding area from aerial view. And that's where the tree rings come in.



A 1944 picture shows smoke rising from the Tirpitz following an attack by allied bombers in a Norwegian fjord

"The smoke drifted into the forests surrounding the fjord and damaged nearby pine and birch trees, leaving behind a distinctive and unusual 'fingerprint'," St George told AFP. The study of tree rings—called dendrochronology, literally, "timeline of trees"—is used by climate scientists to trace changes in temperature, rainfall or river flows reaching back hundreds, even thousands, of years. The concentric circles found in temperate zone tree trunks can also date the age of buildings, shipwrecks, musical instruments, painting frames or anything else made from temperate-zone wood. Because trees in the tropics grow continually, they generally do not produce rings, which show growth spurts during spring and summer.

To investigate further, Hartl returned last summer to the scene of the battle, to see how far the damage had spread. She established five test sites ranging in distance from a few hundred meters from the fjord where the Tirpitz was berthed, to about ten kilometres.

Near where the ship once lay, more than 60 percent of the trees showed virtually no growth in 1945. All of them were affected to some degree. Gaps in the forest where young trees sprouted up in the 1950s suggest the chemical fog caused arboreal fatalities too. As far as four kilometres away, more than half the tree were severely affected, taking eight years on average to fully recover. Pine trees—which keep their needles for up to seven years—were hit hardest. "Being stripped bare would have been a more difficult challenge for that species," St. George explained. The artificial fog that denuded the trees was likely made from chlorosulphuric acid which, when mixed with water, produces a thick, white vapour. German ships has special teams equipped with gas masks to generate the smoky shroud. Despite its firepower, the Tirpitz never saw much action. In October 1944, the German naval command moved it to Tromso, where it served as a mobile artillery platform until a squadron of 32 British Lancaster bombers sent it to the bottom of the harbour the following month.

Vancouver Artillery Association Yearbook Updates

Here's the latest updates:

Centurion tank arrival 1984 <http://www.vancouvergunners.ca/1984.html>

Special Guest Night 1982 <http://www.vancouvergunners.ca/1982.html>

Remembrance Day 1971 <http://www.vancouvergunners.ca/1971.html>

MWO Rossi retirement dinner <http://www.vancouvergunners.ca/1978.html>

Change of Command 1969 <http://www.vancouvergunners.ca/1969.html>

210 Bty Group Photo 1963 <http://www.vancouvergunners.ca/1963.html>

Drill Competition 1958 <http://www.vancouvergunners.ca/1958.html>

Dry deployments and live fire ex 1956 <http://www.vancouvergunners.ca/1956.html>

Group Photo 43rd MAA 1952 <http://www.vancouvergunners.ca/1952.html>

All of the 1950s page were refreshed <http://www.vancouvergunners.ca/1950.html>

85 Bty Group Photo 1941 <http://www.vancouvergunners.ca/1941.html>

Reference Page updated with new Parks Canada document on military uniforms.
<http://www.vancouvergunners.ca/references.html>

Honorary page updated with new information on Francis Ronald Graham and Fred B Brown.
<http://www.vancouvergunners.ca/honoraries.html>

Group photos of World War I 68th depot Battery
<http://www.vancouvergunners.ca/group-photos.html>

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

Who Is It

Last Week: The photo is mainly of members of the 5th (BC) Regiment Canadian Artillery training on a Maxim Machine Gun around 1895. The uniforms worn make for interesting observations. Normally the Master Gunner or the artificer would wear a white jacket. Additionally, the Royal Marine Artillery and the Royal Engineers were part of the garrison as well. Many of them retired from the British Navy and British Army, transferred/joined the 5th and retained their rank and uniform. So non-standard uniforms were the norm for the period. The members cap is a typical Royal Artillery pattern Militia Torin Field Service Side cap of the Victorian period usually worn by officers however it was not uncommon to have relaxed rules in Canada. The location looks to be generally the Battery OP area (*covered way tunnel can be seen right rear and photo here is of tunnel entrance today*) of Fort Macauley (*between Work Point Barracks and Fleming Beach of Esquimalt BC*) circa 1895. The Maxim machine gun is pointing west. Fort Macaulay was an active coast artillery fort from 1878 to 1956 and due to its proximity to Victoria was normally manned by non-permanent active 5th Regiment personnel. **The Fifth Annual Fort Macaulay Historic Interpretation Event will take place on Saturday May 26 at Macaulay Point Park from 10 a.m. to 2 p.m. (see poster)**



This Week: Once again, dear reader(s?), we have trolled the archives of a major city located to the west of the Rocky Mountains for this week's photograph. And, it's a bit of a mystery. Just why it's a mystery is not really obvious at first. It shows a group of mostly pipe-smoking soldiers, assisted by two little dogs (under the trailer/limber) moving a gun into the water, presumably part of our anti-submarine defences, or as mobile coast artillery. It is one of a set of three photos dated 1914-18 and titled "Vancouver Volunteer Artillery".



Well, the mystery is that, other than the Cobourg Heavy Battery's brief visit in 1914, the only artillery unit in Vancouver at that time was the 68th Depot Battery, and these gents are neither wearing the uniform of that period, nor manhandling a gun of that era. Their tunics are too tight and too tailored for issue service dress, and too short. The gun looks

like an old muzzle loader.

There was an artillery unit in Vancouver long before the Great War, but they had become part of the Duke of Connaught's Own Rifles a decade earlier. So, who are these men? What's the gun? What's the story? Can these be of the poorly-documented Volunteer Reserve? Send your musings to the editor, bob.mugford@outlook.com or to the author, John Redmond (johnd.redmond@telus.net), and let's get the story straight.

From the 'Punitary'

How do you kill vegetarian vampires? With a steak to the heart.

Murphy's Other Laws

Light travels faster than sound. This is why some people appear bright until you hear them speak.

Quotable Quotes

The less you talk, the more you're listened to. - *Pauline Phillips*

VAA Day and AGM – 18 April 2018



Vancouver Artillery Association
presents

Artillery Wednesday

Every Third Wednesday of the Month!

(Subject to holiday interference)

Wednesday, 18 April 2018

1030-1145 – Museum Open

1130-1300 – Lunch in the Mess for \$20.00

1300-1500 – Introducing the 1874 9-Pounder

1800 -1900 – Annual General meeting

1900 -2130 – Museum Open

2130 – Retire to the Mess!

C'mon down and reacquaint yourself with the Association



Artillery Day 2018



Artillery Day 2018



The
Vancouver Artillery Association
is hosting an
Artillery Demonstration
on

Saturday, 26 May 2018

The intent of the Artillery Demonstration is to deploy artillery detachments in public areas throughout the Lower Mainland of British Columbia where artillery units have had a presence today and in the past.

Do you own artillery ordnance that could be part of this display?

Contact Leon Jensen OMM CD for additional details – president.vcrgunners@gmail.com

Fort Macaulay Historic Interpretation Event

Where: Macaulay Point Park

When: May 26, 2018 -

10:00AM to 2:00PM



The Fifth Annual Fort Macaulay Historic Interpretation Event will take place on Saturday May 26 at Macaulay Point Park from 10 a.m. to 2 p.m. Guided tours will take place at 10:30 a.m. and 1:00 p.m. and will be led by local historian Jack Bates, from the Organization for Preservation of Canadian Military Heritage. [New interpretive signage](#) was installed at the site during 2017 Canada 150 celebrations, and pamphlets featuring a map of the area and historical background were also printed.

The buildings and gun emplacements at the historic site will all be numbered and indexed to a handout. The event will also feature members of the Victoria-Esquimalt Military Re-enactors Association with their encampment, the Esquimalt Archives, and Toad Hollow Photography. The Esquimalt Lions will provide a cash only BBQ, serving up their famous hamburgers and hot dogs with proceeds going back into the community.



**The Naval Officers' Association of British Columbia
Founded 1919**

*The President and Directors of
The Naval Officers' Association of
British Columbia*

*request the pleasure of your company and guest(s)
at dinner.*

*We shall commemorate the 73rd anniversary of
The Battle of the Atlantic
on*

Saturday May 5th 2018

1830 for 1930

HMCS DISCOVERY

Guest of Honor

Commodore J.D.Zwick, OMM, CD

Commander

*Canadian Fleet Pacific and
Commander Naval Training System*

*Cost: \$85.00 per person
Mess Dress or Black Tie
(Ladies Equivalent)
Decorations (Miniatures)*

RSVP on or before Thursday April 19th 2018

by using the attached reservation form.

NAVAL OFFICERS' ASSOCIATION OF BC

RESERVATION FOR THE BATTLE OF ATLANTIC MESS DINNER

Saturday, May 5th 2018 at HMCS DISCOVERY, 1200 Stanley Park Drive (1830 for 1930 hrs)

Rank/Rank(Ret'd)/Mr./Mrs./Ms.: _____

First Name: _____ Last Name: _____

Affiliation (i.e. military unit, civic organization): _____

Contact Phone Number: _____ and E-mail: _____

Members/Guests:

Accompanied By:

Rank/Rank(Ret'd)/Mr./Mrs./ Ms.	First Name	Last Name	Meal Selectio n *	Rank/Rank(Ret'd) / Mr./Mrs./Ms.	First Name	Last Name	Meal Selectio n *

*Menu: Canadian Angus Prime Rib Eye of Beef OR Santa Fe Chicken Breast OR Wild Mushroom Stuffed Cannelloni
Vegetarian, wild mushrooms, avocado, tomato, onion and feta cheese with chili lime cream sauce.

CHOOSE ONE PER GUEST

1. Roast Beef 2. Chicken 3. Cannelloni Vegetarian

- Meal tariff - \$85.00. Cheque Money Order (Bank Draft) or etransfer accepted. Many regrets but we cannot accept credit cards.
- Please make your Cheque, Bank Draft or Money Order payable to the Naval Officers' Association of BC.
 - Etransfers to dreese@telus.net code word is Horatio Nelson
- Please e-mail and/or deliver this form by regular mail and your cheque to the address below:

David Reece
783 North Dollarton Highway
North Vancouver, BC.
V7G1N5
604-929-1702 (landline)

- If you mail this form and cheque and are unsure that it will arrive by Thursday, April 19th 2018, please



April Showers brings the May Military Gala

We hope the April Showers do not last too long, but we are certain there will be a May Military Gala. Have you bought your tickets yet? If you have, have you considered inviting friends to join you?

Tickets can be purchased online at militarygala.ca.

You will also be able to buy white or red tokens online (until the end of this month) to enhance your dinner experience. If you have questions about the token exchange, please feel free to reply to this e-mail for more details.

We look forward see you at this year's Gala!!

LCol Cameron McLean, RCE