



Van Arty Association and RUSI Van Members News July 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>

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.

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

Jul 18 **QF 18 pdr** – Introduction, maintenance and restoration work
Aug 26 Gunner Golf on August 26 on Vancouver Island (see poster at end of newsletter).
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").

World War 2 – 1943

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

July 18th: German strength in Sicily shifts over to the British sector as US troops take Caltanissetta and the Canadians capture Valguarnerna. K-74, one of 200 Blimps in use by the US Navy for air cover for convoys, is shot down by U134; this is the only combat loss of one these airships.

July 19th: Hitler and Mussolini meet in Northern Italy: Hitler insists on greater Italian effort in the war while Mussolini is too timid to tell him how precarious Italian morale has become -- meanwhile, 700 Allied bombers are -- very carefully -- dropping 1,100 tons of bombs on Rome. On Sicily, the bulk of German resistance is now opposite Montgomery while Patton is making

excellent progress in the western end of the island against scattered ineffectual resistance. The Soviets start pushing out of the Kursk Salient in all directions.

July 20th: Roosevelt firmly instructs that atomic research be shared with UK, and the US and UK will sign an agreement on nuclear policy at the coming Quebec Conference. Popov's Bryansk Front takes Mtsensk. US troops in Sicily reach Menfi and the Canadian 1st Division captures Enna. On New Georgia, the US forces have been reinforced and have a new road for supplies to reach the front, meanwhile, two IJN destroyers are sunk elsewhere in the Solomons.

July 21st: American troops in Sicily take Corleone and Castelvetro, British troops take Gerbini and the Canadians take Leonforte. Soviet troops capture Bolkhov.

July 22nd: American reconnaissance elements land on Vella Lavella in the Solomons to see if the heavily defended island of Kolombangara can be safely by-passed. Patton enters Palermo, cutting off 50,000 Italians in the west of the Sicily. Two US battleships bombard Kiska in the Aleutians.

July 23rd: US troops capture Trapani and Marsala in Sicily. All remaining German troops in the Kursk salient have withdrawn to their starting positions.

July 24th: The Fascist Grand Council meets for first time since December 1939 and Mussolini is seen to be losing support. The first of a series of four big raids is made on Hamburg as 780 RAF bombers drop 2,300 tons of bombs, using "Window" aluminum foil strips to jam German radars for the first time. US troops on Sicily's north coast take Cefalu.

Remembering Uncle Norman

North Van man never returned from WWII campaign. Niece reflects on Allied invasion of Sicily. *Heather L Darney / Contributing writer July 10, 2018*



Norman Alan Walker from North Vancouver died 75 years ago while fighting for the Allied forces in Sicily during the Second World War. photo supplied

On July 10, 1943 the 1st Canadian Infantry Division landed on the shores of Sicily at Pachino for what was code-named Operation Husky. Among the Allied soldiers was my uncle, Norman Alan Walker. Norman was born in Edmonton, Alta. on July 13, 1917 and moved with his family to North Vancouver when he was five years old. A member of the Royal Canadian Legion Branch 118, located in North Vancouver, he enlisted for the war effort in 1939 with the 6th Field Squadron Royal Canadian Engineers. In June 1940 Norman sailed for England with the Canadian contingent. He was then transferred to the Royal Canadian Signals Corps and

received intensive communications training. In June 1943, the 1st Canadian Infantry Division embarked on Operation Husky, the invasion of Sicily. On July 10, they landed successfully on the beaches at Pachino, a town in the southeast corner of Sicily. Eight days later, at age 26, Norman was killed. Left to mourn Norman were his mother and father, Albert and Lilian Walker, and his five sisters and two brothers, all of North Vancouver.

In 2003 I began researching my uncle's military history and located a Seaforth Highlanders of Canada veteran named Bernie Ryan-Lewis of Richmond (and formerly of North Vancouver). I visited Bernie and he told me that not only had he known Norm, but that he had been with him during his final hours. Bernie had been escorting Norman's signals truck in a heavily wooded area of Valguarnera, in the centre of Sicily, north of Piazza Armerina, when they came under an intense mortar bombardment. Bernie dumped the motorcycle he was riding and rolled into a ditch, while Uncle Norman jumped out of the truck. As he headed for cover, a mortar bomb landed, exploding and sending shrapnel into his back. Norman yelled "I'm hit" and, mortally wounded, he fell near a tall thick tree. Bernie ran over to Norman, but it was too late. He'd been killed by the shrapnel. While Bernie was describing Uncle Norman's last moments he was sketching a detailed map of the area where the attack took place. I kept the map in hopes that one day I would be able to visit Uncle Norman's grave and the area where he was killed. In April of this year my family and I were able to visit his grave at the Agira Canadian War Cemetery in Sicily, where we held a short but emotional memorial service for him. Prior to our visit, I contacted Stephen Gregory of the memorial campaign Operation Husky 2018 to tell him of our trip and of my hopes of finding the site where my uncle had been killed. He suggested we contact Prof Vittorio Speranza, a teacher and author from Valguarnera, who might be able to help us. He had published a book in 2017, Valguarnera 18 Iuglio 1943: Cronaca di una Battaglia, which focused on the battle in Valguarnera and of those civilians and Canadian soldiers who were killed during this time.

We were able to meet with Prof Speranza at the Valguarnera Cemetery, where he showed us the memorial for the local citizens who were killed during the war. I showed him the map, and he was able to locate the site where my uncle was killed. We arrived at the location, and I was amazed and overwhelmed to be standing where my uncle died nearly 75 years ago. My thoughts were of Bernie Ryan-Lewis whose drawing of the map in 2003 led us to this very spot, and of my uncle's last moments. While it was difficult to leave Sicily knowing Uncle Norman was so far from home, we were able to take home with us a sense of peace after all these years. Today is the 75th anniversary of the invasion of Sicily by the Allied forces. Little is known about the battle and few are even aware of it. Operation Husky 2018 is a project of remembrance intended to honour and recognize those who lost their lives in Sicily 75 years ago. Today, Canadians from all walks of life, as well as serving and retired members of the Canadian Forces, are starting a trek to follow in our soldiers' footsteps from Pachino through Sicily. There will be participants from other nations commemorating their fallen as well. On July 30, at the Agira Canadian War Cemetery there will be a calling from the list of names of those who are buried at the cemetery. For every name that is called there will be a reply from one of the participating individuals.

Pilot Project to Help Military Families Settle in New Communities

Plan Announced by Alberta. Yolande Cole July 9, 2018



BGen Trevor Cadieu and MLA Nicole Goehring speak at a news conference at the Calgary Military Family Resource Centre in Calgary Monday.

A pilot project launching in the fall is focused on helping military families transition to Alberta. As part of a federal initiative called Seamless Canada, Alberta is one of two provinces developing projects to help military families that are posted to the region get access to the services they need. That includes accessing new schools and

childcare, finding a new doctor or dentist, spousal job-hunting and obtaining Alberta driver's licences and licence plates, Edmonton MLA Nicole Goehring said. "We will work across Alberta government departments with military leadership and military family resource centres to make transitioning to Alberta as seamless as possible," said Goehring, the province's liaison to the Canadian Armed Forces. "It could mean schools in Alberta know what curriculum new students are coming from and what can ease their transition. It could mean military families on health-care waiting lists won't lose their place for medical procedures."

The province is working on developing a website to help military families access services, she added. BGen. Trevor Cadieu, commander of 3rd Canadian Division, said for military members, "our heroes are our families." "Every time I get a chance to interact with our military families, I'm reminded of the adage, 'If you think being a soldier's tough, try loving one' — and it's true," he said. "We ask so much of our military families in order for us to be able to serve Canadians in their time of need ... our loved ones have to serve their country every bit as much as we do." In addition to often raising children on their own while their spouse is deployed for extended periods, Cadieu said families sometimes have to move frequently, and with each transition must find new jobs, health-care providers and schools. "Our families make sacrifices that most people simply can't understand," he said. Military spouse Michelle Jzkwerek, who just moved to Calgary, said in her five years of working with Canadian military families, there hasn't been a single one that hasn't experienced challenges with each move, such as accessing medical care, getting consistent care for kids with special needs, and facing school curriculum challenges. "All of these things bring tremendous stress to the family," she said. About 1,200 military families are posted to Alberta each year. The Military Families and Veterans Pilot Project will launch this fall. New Brunswick is also developing a pilot project. Alberta is expected to share its best practices to help other provinces set up similar initiatives.

The Allies Engineered A ‘Cloaking Device’ During World War II

Sebastien Roblin, *The National Interest* July 9, 2018



*HMCS
Rimouski,
circa 1944
RCN/Naval
Museum of
Alberta*

The
cloaking
device is a
staple of
science

fiction. But while a Klingon Bird-of-Prey materializing out of thin air makes for fun special effects, real-world stealth technology has mostly focused on lowering observability to radar and infrared sensors that can see further than the human eye. However, camouflage is the original cloaking technology. During and after World War I, navies experimented with elaborate camouflage schemes intended to conceal ships on a distant horizon. Artists called “camofleurs,” including French impressionist and cubist painters, developed wildly striped dazzle camouflage. Such passive camouflage schemes delivered only mixed results, however—but during World War II a new approach suggested itself. On a winter evening in December 1940, Professor Edmund Burr of McGill University in Montreal, Canada was observing an aircraft making a night landing through binoculars when it abruptly seemed to disappear. Burr had been assigned to study how to spot airplanes and had noted that even a black-painted plane with its running lights off could be distinguished due to its darker silhouette than the surrounding night sky. White aircraft against a white, daylight sky proved equally perceptible. Burr realized what was happening: moonlight had reflected off the fresh white snow on the ground and equalized the aircraft’s coloration with the night sky, causing it to “vanish.” To Burr, it followed that specially calibrated lights could be used to equalize the surfaces on a vehicle to blend in with the surrounding sky. Such light-adaptive “active camouflage” can be found in nature in creatures like the firefly squid.

Burr passed the concept on to the Royal Canadian Navy, which promptly fitted two corvettes with light projectors in January and May 1941. Despite teething issues, these apparently reduced detection range up to 50 percent. Churchill heard of the idea in April of that year and saw to it that it was tested on the Royal Navy light cruiser *Penelope* and the cargo ship *HMS*



Lags. However, the riggings offered mixed results, were not very seaworthy and the Royal Navy grew disinterested. Moreover, it was assumed U-Boat operators would fall back on hydrophones and radio direction finding to track vessels from afar. General Electric also developed and tested a light-diffusing system for the U.S. Navy on the tender USS Hamul before the project was abandoned. However, the system was

transferred to Canada, which deployed two diffuse-lighting cloaked corvettes in 1943, the HMCS Rimourski and Edmundston. These 1,036-ton Flower-class anti-submarine escorts had a single four-inch naval gun, a few machine guns, and four depth charge launchers. In a six-month refit, sixty bright projectors were fixed over the sixty-three-meter long vessels on both fixed and flexible mounts. A control system calibrated the lights to the ambient lighting, reducing spotting distance up to 70 percent in tests. However, the system was still slow to adapt, and the projectors proved vulnerable to seawater and pounding waves.

Nonetheless, both corvettes saw action. On August 25, 1943, Edmundston was part of a convoy in the Bay of Biscay that came under attack by Do 217 bombers equipped with radio-guided missiles. Though the Edmundston escaped being hit, it's unknown whether its camouflage proved of any benefit. The Rimouski, meanwhile, participated in a bizarre scheme to capture a Type IXC U-Boat. The Kriegsmarine had attempted to coordinate the escape of several U-Boat commanders held in Canadian Camp 30 through coded messages in letters sent via the Red Cross. However, Canadian intelligence intercepted the letters and eventually detained the tunneling prisoners, though one managed to escape by zip-wiring down an electric cable and made it to the rendezvous point before being captured. Meanwhile, the Rimouski spearheaded a Canadian taskforce seeking to bushwhack submarine U-536 as it sought to extract the escapees at Pointe Maisonette at night on September 26, 1943. A mobile ground-based radar was deployed to pick up U-536's position, and the Canadians flashed the lights intended to signal the prisoner's presence. At first, the Rimouski's lighting system apparently kept her invisible as she crept towards the U-Boat. But then either an error in the signals or a sound contact on hydrophones tipped U-536's Captain Rolf Schauenberg that he was being lured into a trap. He did not surface his submarine and eluded the Canadian ships, though the ill-fated U-Boat was sunk several weeks later.

U-Boat Commander Who Menaced American Shores, Dies At 105

Harrison Smith



Reinhard Hardegen was credited with sinking or crippling around 20 merchant ships in Allied waters.

(Heinrich Hoffmann/ullstein bild via Getty Images)

In the early weeks of January 1942, relying on an old World's Fair guidebook to find his way, Reinhard Hardegen brought his German U-boat near the mouth of New York Harbor. A Kapitänleutnant at the time, holding the equivalent rank of a lieutenant in the US Navy, he was close enough to shore that, standing on his submarine's bridge in the dark of night, he could watch the Ferris wheel turn above Coney Island, spot the headlights of cars and see the distant glow of skyscrapers in Manhattan. "I cannot describe the feeling with words," he later wrote in a memoir, "but it was unbelievably beautiful and great. . . . We were the first to be here, and for the first time in this war a German soldier looked out upon the coast of the USA"

That same night — by then, the morning of Jan. 15, 1942 — Lt Hardegen and his crew fired torpedoes at the Coimbra, a British tanker ship carrying oil off the coast of Long Island. Thirty-six crew members were killed as the ship sank into the sea, its bow pointing out of the water like a buoy that, Lt Hardegen declared, marked the way to New York City. In two patrols along the East Coast, Lt Hardegen — who went on to achieve the rank of lieutenant commander — sank about two dozen merchant ships, part of a German military campaign to sever the supply chain between the United States and Britain. He became a hero in Germany, where Adolf Hitler personally awarded him the country's highest military honor, but later disavowed any support for the Nazi party, became involved in German state politics and returned to the United States to speak with veterans groups and meet with the families of his wartime victims. He was 105, and considered the last surviving captain of an Unterseeboot, when he died June 9, apparently in Germany. Christian Weber, president of the Bremen State Parliament in Germany, confirmed the death but did not provide additional information.

A onetime navy aviator, Cmdr Hardegen joined the German submarine division after a plane crash left him with a shortened leg and chronically bleeding stomach. He had to conceal his injuries to enter the U-boat force, according to a 2009 account in the *Virginian-Pilot*, but soon rose to command a submarine that sank several vessels off the western coast of Africa. In December 1941, days after the Japanese attack on Pearl Harbor, Germany declared war on the United States and began its U-boat campaign, dubbed Operation Drumbeat. Cmdr Hardegen was given command of U-123, and on Jan 12, 1942, about three weeks after departing from the

German base in France, his submarine sank the British freighter Cyclops near Nova Scotia, killing 99 crew members. It was the first of nearly 400 Allied ships sunk during the campaign, according to historian Michael Gannon's book "Operation Drumbeat" (1990). The loss of supplies "constituted a greater strategic setback for the Allied war effort than did the defeat at Pearl Harbor," he wrote, adding that for the United States, "in terms of raw resources and material . . . [it] constituted the costliest defeat of World War II."

By Gannon's count, about 5,000 people were killed by the U-boat attacks, which diminished in the second half of 1942 as merchant vessels began traveling in armed convoys, and as American forces utilized advanced radar and sonar technologies to hunt the submarines. Cmdr Hardegen was credited by Gannon with sinking or crippling 19 ships; other sources credit him with downing about two dozen. In the absence of mandatory blackouts, Cmdr Hardegen was able to spend weeks at sea targeting tankers and freighters illuminated by the glow of city lights. He later told the Charlotte Observer that he was "very surprised" at the lack of maritime defenses — "no blackouts, no dimming, nothing" — and was among several German naval commanders to describe America's Atlantic coast as a "shooting gallery." "Everyone stood at the railing, waved and wished us a good homecoming," Cmdr Hardegen wrote in his captain's log. "Let's hope that they tell this at home and effectively dampen the atrocity propaganda about us." While most U-boat attacks occurred miles away from shore and far from major cities, Cmdr Hardegen terrorized the Florida coast on April 10, 1942, when he fired a torpedo into the SS Gulfamerica in shallow waters off Jacksonville Beach. Within minutes, flames erupted from the tanker and residents ran to the beach. Cmdr Hardegen was close enough to see their faces, according to a subsequent account in the Orlando Sentinel, and positioned his submarine between the beach and the crippled ship to fire shells from his deck cannon, sinking the Gulfamerica. Nineteen crew members were killed, and civilians clambered aboard rowboats to rescue the survivors. "All the vacationers had seen an impressive special performance at Roosevelt's expense," Cmdr Hardegen wrote in his log. "A burning tanker, artillery fire, the silhouette of a U-boat, how often had all of that been seen in America?"

Cmdr Hardegen recalled nearly being sunk by a destroyer near St. Augustine, Fla, but returned to Europe to fanfare from Hitler, who awarded him the Knight's Cross with oak leaves and invited him to a private dinner. "I said, 'It would be better to have more air forces and submarines, and fewer tanks,' " Cmdr Hardegen told the Atlanta Journal-Constitution in 1999. "He was angry. He said he knew better. I told him he looked too much to the land, and he didn't like that." Cmdr Hardegen said he was chided for his remarks but believed it was his duty to speak his mind. "I was not a Nazi," he said. "I did my duty for my country, not for Hitler." The son of a high school teacher who wrote biographies of naval heroes, Reinhard Hardegen was born in Bremen on March 8, 1913. He entered the Navy in 1933 and became a submarine instructor in late 1942, after his meeting with Hitler. He later became chief of U-boat training and was transferred to command of an infantry unit near the close of the war. Cmdr Hardegen spent one year in British captivity during peacetime, apparently because of a mix-up with an SS officer who shared his last name, and eventually founded an oil company in Bremen. In a twist of fate, he briefly worked for Texaco, which owned one of the oil tankers he had damaged

during the war. For two decades, he also served in the Bremen State Parliament as a member of the Christian Democratic Union party. A complete list of survivors was not immediately available. Cmdr Hardegen made a well-publicized return to the United States after the publication of “Operation Drumbeat,” saying he wanted to “show Americans that the enemies of yesterday are friends of today.” His car — he reportedly drove until he was 100 — bore a license tag reading “U-123,” but he said he had otherwise moved far past military life. “Now I sink putts,” he told the Journal-Constitution. “Not ships.”

Vancouver Artillery Association Yearbook Updates

Here’s the latest additions to the website. Have you got any photos or stories to share?

Honours and Awards Update – added Lieutenant John Stewart McRae MC

<http://www.vancouvergunners.ca/honours-and-awards.html>

Honours and Awards Update – added Russian awards presented to members of 68th Battery

<http://www.vancouvergunners.ca/whats-new/honours-and-awards-update5252218>

Announcement – Introduction to the QF 16 Pounder

<http://www.vancouvergunners.ca/whats-new/yearbook-update-20186620891>

18 Pounder restoration work

<http://www.vancouvergunners.ca/whats-new/vancouver-artillery-association8264470>

Who’s the Debney Armoury in Edmonton named after?

<http://www.vancouvergunners.ca/whats-new/new-nominal-roll-entry>

Distinguished Conduct Medal award

<http://www.vancouvergunners.ca/whats-new/honours-and-awards-update6120555>

Keep those stories, calendar events and pictures coming! Contact Leon Jensen at

president.vcrgunners@gmail.com

Who Is It

Last Week: This is an American, lend-lease 10" M1888 Coast Defence gun, serial #12, on an



M1893 barbette carriage. It was originally mounted at Fort Worden, in Puget Sound, but now languishes at Fort McNutt, McNutt's Island, Shelburne NS. It was manned by the 104th Coast Bty, RCA during the Second World War. Strangely, the Yanks never asked for it back, so it stays where it has been for the past 75 years.

Unfortunately, it looks like there is no local Artillery unit in the area to keep the gun spruced up.

This Week: We are showing our open-mindedness this week by including a photo of a vehicle that is not only not associated with artillery, but also not with our great dominion. As can be



seen, this tracked item belongs to our southern neighbours, who, just to stir things up a bit, don't agree with us on how to spell that noun, and several other words, too. Indeed, they might not recognize their own armour, if spelt our more dignified way. As is well-known, the tank was first developed by our mother country, the United Kingdom. The Germans attempted one of their own in the Great War, but it ended up looking like a mobile condominium, and was deemed a failure. They apparently got things right the second time around.

Our great ally, France, soon followed suit, with a series of interesting designs, eventually getting it right around about 1980. The Americans, not to be outdone, more or less completely ignored everyone else, and came up with some designs that were mechanically reliable, but not really battle-worthy. This is one of those.

So, if you know what it is, not what it became, let us know by contacting the editor, bob.mugford@outlook.com or his co-driver, ([johnd. redmond@telus.net](mailto:johnd.redmond@telus.net)). The photo, by the way, was taken by a member of the BC Hussars during a visit to Seattle just before the war began (for us, not them).

From the 'Punitary'

Why couldn't the leopard play hide and seek? Because he was always spotted.

Murphy's Other Laws

All bleeding stops... eventually.

Quotable Quotes

Nothing is work unless you'd rather be doing something else. - George Halas

Our latest acquisition. Ordnance QF 18pdr.

Introduction event and start of restoration.



The 15th Field Artillery Regiment Museum & Archives

will be introducing our latest acquisition

Ordnance Quick Firing 18 Pounder

This gun represents the type of equipment that was used by
31 Battery, Canadian Field Artillery at Vimy Ridge in 1917,
68 Battery, Canadian Field Artillery in North Russia in 1918/19, and
15th Brigade, Canadian Field Artillery on its formation in 1920.
This particular model is a newer upgrade, having been equipped with
pneumatic tires in the 1930s as part of a modernization programme.

It would have been used by

15th (Vancouver) Coast Brigade, RCA at Steveston, BC in 1942 and
39th (Reserve) Field Regiment, RCA in Vancouver, BC in 1943.

Join us at Bessborough Armoury to learn more.

2025 West 11th Avenue, Vancouver BC

Wednesday 18 July 2018

13:15 hours

Visit the Regimental Museum at 10:00 - Join us for lunch at 12:00

RSVP – president.vcrgunners@gmail.com



The Vancouver Artillery Association

will be starting restoration on our latest acquisition

The Ordnance Quick Firing 18 Pounder

Want to join the restoration team?

**Join us at Bessborough Armoury at
1500 hours, Wednesday, 18 July 2018**

Plans for that day include:

Cleaning of the 18 pounder

Initial assessment of work to be conducted

Examination of the breech mechanism

RSVP – president.vcrgunners@gmail.com

Can't make it at 1500 hours?

Let me know if 1800 works for you and we'll make arrangements.



**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 a steak BBQ
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>



Op UBIQUE 2019

Gunners Return to Normandy, 75 Gunners to Normandy's 75th and the 75th Anniversary of D-Day 31 May to 10 June 2019

Gunners and Friends of Gunners

Aim

The aim of this program is to unite the Gunner community while studying and commemorating important aspects of the history, heritage and legacy of The Royal Regiment of Canadian Artillery.

Mission

To conduct an “Artillery” Battlefield Study of Normandy and France in conjunction with celebrations of the 75th Anniversary of D-Day.

Background

- June 6th 2019 will see a major celebration of the 75th Anniversary of the success of Allied landings on the beaches of Normandy, June 6th 1944. The D-Day Landings marked the beginning of the operations that liberated France and Northern Europe. As with other milestone years, the D-Day ceremonies in 2019 will include many major events, attended by large crowds, including Canadian, British, American and other Allied nations, and numerous dignitaries including Royalty and Heads of State.
- Canadian Gunners played a major role in the liberation of Normandy, and the 75th Anniversary of D-Day affords an outstanding opportunity for Canadian Gunners to remember and celebrate their past, and allow the younger generation to learn about our wonderful history.
- The “Pilgrimage to Vimy” program of April 2017 demonstrated the interest and enthusiasm that Gunners have for their history and heritage, in that 100 Gunners (++) trekked through the battlefields of France 100 years after the Battle of Vimy Ridge. We can do it again, in Normandy.

Overview

- **RCA Senate supports this Project and would like all RCA units to participate**
- 75 Serving Members is the target (75th Anniversary of Normandy)
- The trip is open to retired Gunners, partners, friends of Gunners, etc. (as with Vimy 100) – first come, first served
- Leadership by BGen (Retd) Beno and Patterson
- The designated Senior Serving Officer is Major Richard Gratton
- Travel company is Merit Travel, Kingston – Brian Cruikshank
- BGen Dave Patterson is the lead Historian

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					31 May Travel to Paris	1 June Drive to Arras Hotel Arras
2 June Vimy Hill 70 Hotel Arras	3 June Drive to Normandy, Dieppe and Pegasus Bridge Hotel Caen	4 June Juno Beach day Beny Cemetery Hotel Caen	5 June D+1 Day Carpiquet and Abbaye d'Ardenne Hotel Caen	6 June D-Day 75 at Juno Beach Centre Hotel Caen	7 June Verrières Ridge Falaise gap Hotel Caen	8 June Unveil Gunner Monument at Point 67 Hotel Caen
9 June Omaha Beach Hotel Caen	10 June Rtn to Canada					

Itinerary

Day 1 – 31 May ...Depart Canada for Paris.

Day 2 – 1 June ...We arrive in Paris, meet our buses and then drive to Arras where we will settle into our hotels and explore this beautiful city, completely rebuilt after the First World War.

Day 3 – 2 June ... Today we will visit the Vimy memorial and the battlefields surrounding it, as well as Notre-Dame de Lorette, the largest French war cemetery and the Ring of Remembrance.

Day 4 – 3 June ... We depart Arras and head for Normandy. On our way to Caen we will stop at Pegasus Bridge to see the Airborne Museum and tour the battlefields of the 1st Canadian Parachute Battalion

Day 5 – 4 June... This is our day on the beaches at Juno. We will visit the landing sites and also the impressive Juno Beach Centre, where the memorials to the Gunner support to the landings have been placed. We will end the day with a visit to Beny-sur-Mer Canadian Cemetery.

Day 6 – 5 June ... We head beyond the beach to look at the controversial battles of D+1 as well as the bitter struggle for Carpiquet Airfield. We end the day at the sombre garden of the Abbaye d'Ardenne.

Day 7 – 6 June ... This is the day for the 75th Anniversary ceremonies at the Juno Beach Centre. A sun hat, patience, and lots of water will be required!

Day 8 – 7 June ... We head south of Caen to the two-week battle for Verrières Ridge and then follow the path of the Canadian Army as it closed the Falaise Gap.

Day 9 – 8 June ... This day will be the big event for the Gunners as we dedicate the Artillery Memorial to the Normandy Campaign at Point 67 on Verrières Ridge.

Day 10 – 9 June ... A bonus trip will take us to visit the American beach at Omaha as well as the impressive American cemetery there.

Day 11 – 10 June ... We will depart early to make flights from Paris that will return us to Canada.

Costs

Tour Price (Land Only)

CAD \$4200 – (per person, Double occupancy) (single supplement: \$1572 – limited availability)
CAD \$3800 (per person 2-5 per room) for Serving Military Members (single supplement \$1100 – very limited ability)

Accommodation options at \$4100 and \$4000 are available in limited numbers.

Departure costs from major airports (Vancouver, Calgary, Toronto, Montreal, Saint John, Halifax, etc.) will be determined based on demand

\$750 per person deposit on booking

Key Dates

- Booking and Down payment (\$750) – **Please do so ASAP**
- 14 September, 2018 – Cut-off date for Booking and Down payment (Units, please act ASAP upon return in Fall)
- 07 December 2018 – Non-refundable deposit of \$1,500
- 07 March 2019 – Final Payment
- 07 March – Security Clearance for Access to Juno Beach
- 31 May – Depart Canada

Bookings and Payment

Contact Brian Cruikshank: BCruikshank@MeritTravel.com 1-866-341-1777 #3375

Unit Participation

Honoraries and Commanding Officers are requested to advise BGen Beno of their unit's participation. Please do so at your earliest convenience.

Note that there are modest funds available to support units that cannot raise money locally.

Leadership, Command, Control and Coordination Contact Info

BGen (Retd) Ernest Beno beno@kos.net 613-530-0694

BGen (Retd) Dave Patterson patterdave@gmail.com 613-539-4660

Major Richard Gratton RICHARD.GRATTON@forces.gc.ca and r-gratton@symaptico.ca 514-775-2793

Brian Cruikshank: BCruikshank@MeritTravel.com 1-866-341-1777 #3375

Good Shooting! UBIQUE!

Ernie



Ernest B. Beno, OMM, CD

Brigadier-General, Retired

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